

OVERVIEW AND SCRUTINY COMMITTEE 2

Overview and scrutiny of:
Corporate Resources
Planning
Estates, Assets Economic Development and Parking
Open Spaces, Leisure, Sport, Resorts and Tourism

A meeting of the **Overview and Scrutiny Committee 2** will be held on **Tuesday, 9th April, 2024 at 10.00 am** in the **Council Chamber, Forde House Offices, Newton Abbot, TQ12 4XX**

PHIL SHEARS
Managing Director

Membership:

Councillors Sanders (Chair), Buscombe (Vice-Chair), Bullivant, Foden, Hall, Hayes, Henderson, C Parker, P Parker, Parrott, Peart, Purser and Rollason

Please Note: The public can view the live streaming of the meeting at [Teignbridge District Council Webcasting](#) (public-i.tv) with the exception where there are confidential or exempt items, which may need to be considered in the absence of the press and public.

AGENDA

1. **Apologies**
2. **Minutes** (Pages 7 - 10)
To approve the Minutes of the meeting held on 6 February 2024
3. **Declaration of Interest**
4. **Public Questions (if any)**
Members of the public may ask questions of the Chair. A maximum period of 15 minutes will be allowed with a maximum period of three minutes per questioner. The deadline for questions is no later than three working days before the date of the

meeting i.e. should the meeting be on a Thursday the deadline would be the Friday before at 5pm.

5. Councillor Questions (if any)

Members of the Council may ask questions of the Chair of the Committee subject to procedural rules. The deadline for questions is no later than three clear working days before the meeting.

6. Executive Forward Plan

To note forthcoming issues anticipated to be considered by the Executive over the next 12 months. The Executive Forward Plan can be found [here](#).

7. Work Programme

(Pages 11 - 16)

To review the Committee's work programme

8. Executive Member biannual update

To receive a biannual update from the Executive Member for Open Spaces, Leisure, Sport, Resorts and Tourism

9. Council Strategy Q3 performance monitoring report

(Pages 17 - 36)

To consider the attached report

10. Referral from the Procedures Committee- Notice of Motion - loss of section 106 contributions

The Procedures Committee on 31 January 2024 referred the following NOM (presented at Council on 17 October 2023 by Cllr J Taylor) to this Committee with a recommendation that a task and finish group be set up with Cllr J Taylor being a member of the group.

The Minutes and agenda for the Procedures Committee on 31 January 2024 can be found at the link below

[Agenda for Procedures Committee on Tuesday, 30th January, 2024, 10.00 am - Teignbridge District Council](#)

"I would like your support for the following motion, which I believe will improve transparency within the planning process and give councillors more decision making in regards to planning applications and amendments of major developments. It is particularly important that all decisions relating to the loss of agreed 106 affordable units, are made by the Planning Committee.

Planning is a process tied up in legislation, including the committee decision making element. Councillors are, when an application comes to committee, presented with recommendations, accompanied by detailed reports and are expected to adopt an open mind when deciding on the merits of that application. Often, the officer presenting the report has anticipated where concerns might lie and along with technical aspects listed conditions that will apply should the application be passed.

On large sites, those conditions might relate to aspects such as the number of affordable homes, children's play areas and green landscaping. Thus, typically, the committee members make a decision based on what is in front of them but in reality the ends product looks nothing like the approved application.

That application may then change beyond recognition by a process of amendments, submitted by the applicant and approved by delegated authority. It may never come back to the Planning Committee.

This is a well-established practice by Developers which enables the Plans to be passed and then amended so that the maximum profit can be achieved. It is called value engineering. I call it disingenuous and it's time it stopped.

The council are well aware of this process but choose to engage with it for fear of the monetary consequences of non-compliance. It is no secret that this council, along with many others, has an unhealthy dependency on the money provided by major house builders.

It is time to draw the line and take the first steps to breaking the cycle and distancing ourselves from this unhealthy relationship, by developing a transparent process and sending a clear signal to Developers. We will not be bartering to build houses. Submit, approve, build. We will no longer be engaging in planning ping pong.

The motion calls for additional transparency by ensuring that on all major developments (over 20 homes,) where variations to conditions are applied for, must be brought to the planning committee.

This is to apply to all 106 changes and any visible amendments, eg. change of materials, removal of garages, landscaping, etc.

All amendments on the grounds of viability, must come to the Planning Committee. (However, it should be an exception rather than the rule. Viability should be covered at the initial planning application stage. If a development is not viable then it should be withdrawn)."

11. Referral from the Procedures Committee - Notice of Motion - green improvements in conservation areas

The Procedures Committee on 31 January 2024 referred the following NOM (presented at Council on 28 November 2023 by Cllr Mullone) to this Committee with a recommendation that it be referred to the task and finish group referred to at agenda item 10 above.

The Minutes and agenda for the Procedures Committee on 31 January 2024 can be found at the link below

[Agenda for Procedures Committee on Tuesday, 30th January, 2024, 10.00 am - Teignbridge District Council](#)

“Large parts of residential Teignbridge are designated Conservation Areas. The rules for a conservation area come under Article 4 Directions that, unlike listed status for an individual building which are nationally codified, may be set and amended by a district council.

The rules for Conservation Areas in Teignbridge have not been re-examined for a long time. They do not take into account the sweeping changes in technologies, materials or group aesthetics. Neither do they account for the Climate Emergency that has been declared by many councils including this one.

Amendment to these rules is seriously overdue, most urgently in regard to windows and solar panelling. The rules on windows were drafted to stem the tide of shiny white plastic PVC windows being installed without thought in Georgian and Victorian houses that began to detract from areas of architectural heritage in the 1980s. These insist on like-for-like replacement of timber frame louver windows. Today windows are being made from airtight, scientifically advanced materials that are, to any observer, entirely in keeping with older houses and which would bring them up to environmental standards with no loss of area aesthetics.

Solar panels, meanwhile, may need a change in our culture. We have decided as a society that wind turbines do not ruin a landscape; in fact most of us are pleased to see them. We might adjust our sensibilities to accommodate solar panels on the roofs of older, architecturally attractive dwellings. None of them, after all, have the original roof anymore so it seems somewhat contrarian to object to solar panels being installed on them.

We need to permit sensible ecological adjustment in Conservation Areas, as blanket bans make no sense, run contrary to our declared Climate Emergency and the rules are currently being applied with no consistency at all. At the Forde Park Conservation Area in College Ward we have residents being persecuted for high quality modern upgrades next to houses full of PVC that have got away with it for years, seemingly because they weren't 'dobb'd in' by a neighbour within the required time.

I therefore propose that:

A task and finish group be put together to look at reassessing the limits of remodelling in the area's Conservation Zones with an eye to allowing green improvements.”

12. Referral from Procedures Committee -Notice of Motion - speaking at Planning Committee

The Procedures Committee on 31 January 2024 referred the following NOM (presented at Council on 28 November 2023 by Cllr P Parker) to this Committee with a recommendation that it be referred to the task and finish group referred to at agenda items 10 and 11 above, and in the meantime the current process continues.

The Minutes and agenda for the Procedures Committee on 31 January 2024 can be found at the link below

[Agenda for Procedures Committee on Tuesday, 30th January, 2024, 10.00 am - Teignbridge District Council](#)

“In light of recent presentations by supporters and objectors at recent planning committee meetings it is apparent that the quality and clarity of presentations can vary.

There are instances where councillors would benefit from being able to request clarification for a point made during a presentation enabling a better decision to be reached.

For this reason I request that standing orders for planning committee meetings are altered to allow, through the chair, questions requesting clarification of a point made during the presentation to be put to an applicant/objector and answered by them.”

13. **Feedback on Task and Finish Groups** (Pages 37 - 64)

To receive a verbal update from the Medium Term Financial Plan Group

To receive a report from the Chair of the Car Parking Review Group

14. **Exclusion of the press and public**

It is considered that the Committee would be unlikely to exclude the press and public during consideration of the items on this agenda, but if it should wish to do so, the following resolution should be passed:-

RECOMMENDED that, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting of the particular item(s) on the grounds that it involve(s) the likely disclosure of exempt information as defined in the relevant paragraphs of Part 1 of Schedule 12A of the Act.

If you would like this information in another format, please telephone 01626 361101 or e-mail info@teignbridge.gov.uk

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OVERVIEW AND SCRUTINY COMMITTEE 2

TUESDAY, 6 FEBRUARY 2024

Present:

Councillors Sanders (Chair), Buscombe (Vice-Chair), Bullivant, Foden, Hall, Hayes, C Parker, P Parker, Parrott, Purser and Rollason

Members in Attendance:

Councillors Keeling, Palethorpe and G Taylor

Apologies:

Councillors Henderson and Peart

Officers in Attendance:

Martin Flitcroft, Chief Finance Officer & Head of Corporate Services

Trish Corns, Democratic Services Officer

Kay Fice, Scrutiny Officer

Christopher Morgan, Trainee Democratic Services Officer

10. MINUTES OF THE PREVIOUS MEETING

It was proposed by Councillor C Parker, seconded by Councillor Parrott and

RESOLVED The Minutes of the meeting held on 9 January 2024 be approved as a correct record, subject to the removal of the word 'below' in the Recommendation at item 9 and signed by the Chairman.

11. DECLARATION OF INTEREST

None

12. PUBLIC QUESTIONS (IF ANY)

None

13. COUNCILLOR QUESTIONS (IF ANY)

None

14. EXECUTIVE FORWARD PLAN

The Executive Forward Plan listing items to be considered over the next few months was noted, and consideration was given to whether any items were to be requested to come forward to the Committee prior to being considered by the Executive. There were no requests for items to come forward to the Committee

15. WORK PROGRAMME

The committee's work programme as circulated with the agenda showing issues to be considered by the Committee over the next few months was noted

16. FINAL FINANCIAL PLAN PROPOSALS 2024/25 TO 2026/27

This item was introduced by the Executive Member for Resources who explained that very little had changed from the report presented to the January meeting of this Committee except that the funding settlement had realised an additional £135,000 for the authority. He was grateful to the members of the MTFP Task & Finish group for their work and had taken into account all of their recommendations.

The Chief Finance Officer presented a funding chart detailing the expenditure budget for 2024/25 and the funding sources analysed across Revenue and Capital. It was noted that Teignbridge only received around 8% of the Council Tax due to the specific restrictions placed on District Councils (it used to be 11%). Members found the Chart very helpful.

A number of questions were raised and either answered at the time or a follow up response offered if the information was not readily available.

It was proposed by Councillor C Parker, seconded by Councillor Parrott and agreed unanimously

RECOMMENDED

That these proposals be considered together with any subsequent consultation comments for approval by Council as the final budget for 2024/25 and the outline plan for the subsequent years 2025/26 and 2026/27.

The proposed budget includes:

- An increase in council tax of £5.70 or 2.99% to £196.41
- Maintaining 100% council tax support
- Continuing to react to the climate change emergency by maintaining ongoing revenue budgets for a climate change officer and associated spending, temporary staffing resources in revenue and provision in the capital programme, including ongoing provisions for corporate decarbonization schemes
- A £2 million provision for employment sites funded by borrowing
- Temporary funds for a Scrutiny Officer to assist Members with the Scrutiny function and working groups; other temporary resources including for facilitating the Modern 25 work

- Support for housing including the Teignbridge 100 whilst backing business and bringing people and organisations together for local neighbourhood planning
- Other central funding reductions – in particular provisional assumptions for business rates for future years and reset of the baseline
- Reserves at 12.7% of the net revenue budget or £2.4 million
- Infrastructure delivery plan investment funded by community infrastructure levy and external sources where available
- Continuation of grant funded South West Regional Monitoring Programme
- Town centre investment in infrastructure and employment
- Increasing revenue contributions to capital to £500,000 per annum
- Introduction of a blue badge car parking permit and associated staffing resources
- Councillors community fund set at £1,000
- Paying £1,000,000 off our pension deficit in 2024/25 to reduce ongoing contributions
- Maintaining existing voluntary grant contributions

17. EXECUTIVE MEMBER BIENNIAL UPDATES

Planning

The Portfolio holder for Planning, Cllr G Taylor presented his biennial report. The presentation covered: Development Performance and Action Plan, progress on the Local Plan, the Housing Delivery Test, 5 year land supply, updates on the delivery of current projects, Community Infrastructure Levy (CIL) success stories and an update on the position with Devon Building Control

Assets, Estates and Car-Parks

The Portfolio holder for Planning, Cllr D Palethorpe presented his biennial report.

Asset management

The Strategic Asset Plan is a key document that will be considered by Executive shortly and all members were encouraged to read the document as it will shape the future use of the assets across the whole area of Teignbridge. This will be followed by a Strategy and an action Plan in coming months.

Car-Parking

This is being considered by a Task & Finish Group and Cllr Palethorpe is aware that many members are seeking additional car-parking which will be considered alongside the development of Electric vehicle charging bays.

The full presentations can be viewed here [Agenda Overview & Scrutiny 2 6 February 2024](#)

18. FEEDBACK ON TASK AND FINISH GROUPS

Car-Parking Group

Councillor Parrott reported on the last meeting of the group which considered the draft Car-Parking Plan and set out the dates for the group to finalise the report which would be presented to Overview & Scrutiny 2 at the next meeting

Medium Term Financial Plan Task & Finish Group

Councillor Parrott reported on the last meeting and the areas that were covered, mentioned that the next work of the group would be to receive a presentation on Modern 25 and to consider some other savings ideas and options.

The chair proposed that Assets & Estates Task & Finish Group was formed as the next group. This was agreed unanimously

Cllr Sanders
Chair

OVERVIEW & SCRUTINY COMMITTEE (2) WORK PROGRAMME 2024

Economy, Business and Tourism; Planning; Corporate Resources; Sport, Recreation and Culture

Chair - Cllr Sanders
Vice chair - Cllr Buscombe

Portfolio Holders
Corporate Resources (Cllr Keeling)
Planning (Cllr G Taylor)
Estates, Assets, Parking and Economic Development (Cllr Palethorpe)
Open Spaces, Leisure, Sport, Resorts and Tourism (Cllr Nutley)

The Overview and Scrutiny Committee Work Programme details the planning activity to be undertaken over the coming months.

The dates are indicative of when the Committee will review the items. It is a flexible programme however and it is possible that items may need to be rescheduled and new items added with new issues and priorities.

Standing item

9 April 2024	Report	Lead Officer / Next Steps
Executive Member biannual update	Presentation	Executive member for Open Spaces, Leisure, Sport, Resorts and Tourism
Council Strategy Q3 performance monitoring report	Report	The Leader -Strategic Direction Performance and Data Analyst
Feedback on task and finish groups Car Parks	Report	Chair of Group
Referral from Procedures Committee 30 Jan 2024 -Notices of Motion 1. Loss of Section 106 contributions - Cllr J Taylor 2. Green improvements in Conservation Areas -Cllr Mullone 3. Speaking at Planning Committee - Cllr P Parker		Head of Place & Commercial Services

18 June 2024	Report	Lead Officer / Next Steps
Executive Member biannual update	Presentation	Cllr Keeling Corporate Resources

Task & Finish Groups

Group	Priority	Lead Officer
Economy -Mid Term Financial Plan	1	Head of Corporate Resources
Business and Tourism - Car Parking	1	Head of Place & Commercial Services
Corporate resources – Assets and estates	2	Head of Place & Commercial Services
Sport, recreation and culture – leisure services	2	Head of Corporate Services
Planning	3	Head of Place & Commercial Services

Past meetings

26 September 2023	Report	Lead Officer / Next Steps
Council Strategy Q1 performance monitoring report	Report	EM Performance and Data Analyst
Feedback on task and finish groups		

12 December 2023	Report	Lead Officer / Next Steps
Executive Member biannual update	Presentation	Cllr Keeling - Corporate Resources
Feedback on task and finish groups	Interim Report	Chair of the Group
Call-in Future High Street Fund Executive decision 31October 2023	Report	Cllr Bullivant supported by Cllrs Atkins, Peart, Purser, Rogers, Smith, Thorne
Business rates discretionary rate relief policy Council Tax reduction scheme	Report	Cllr Keeling - Corporate Resources Service Manager, Revenue, Benefits and Customer Support
Council Strategy Q2 performance monitoring report	Report	Cllr Wrigley – Strategic Direction Performance and Data Analyst

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9 January 2024 2pm	Report	Lead Officer / Next Steps
Initial Financial plan Proposals 2024/25 to 2026/27	Report	Chief Finance Officer Executive member corporate resources.
Executive Member biannual updates	Presentations	Cllr R Keeling - Corporate Resources
Feedback on task and finish group - Medium Term Financial Plan	Report	Chair of group Cllr Thorne Executive member corporate resources.

6 Feb 2024	Report	Lead Officer / Next Steps
Final Financial plan Proposals 2024/25 to 2026/27	Report	Chief Finance Officer Executive member corporate resources.
Executive Member biannual updates	Presentation	Cllr Palethorpe – Estates, assets and parking Cllr G Taylor – Planning
Feedback on task and finish groups		

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**PROPOSAL FORM FOR ITEMS FOR
FOR CONSIDERATION BY
OVERVIEW & SCRUTINY**

Submitted by:

Item for Consideration:

Expected outcome i.e. new policy, new action, new partnership, review and/or scrutinise the performance of other public bodies or of the Council in relation to its policy objectives, performance targets and/or particular service areas:

Priority for matter to be considered:

High (up to 3 months) Medium (3-6 months) Low (over 9 months).

Basis on which priority has been set

The suggested item should be included in future programme(s) because: (please tick as appropriate)

- (a) It is a district level function over which the district has some control

- (b) It is a recently introduced policy, service area of activity which would be timely to review.
- (c) It is a policy which has been running for some time and is due for review
- (d) It is a major proposal for change
- (e) It is an issue raised via complaints received
- (f) It is an area of public concern
- (g) It is an area of poor performance
- (h) It would be of benefit to residents of the district

(i) Which of the Council's objectives does the issue address?

(j) Is there a deadline for the Council to make a decision? (If so, when and why?)

Members are requested to provide information on the following:-

(k) What do you wish to achieve from the review?

(l) Are the desired outcomes likely to be achievable?

(m) Will it change/increase efficiency and cost effectiveness?

Additional information – an explanatory sentence or paragraph to be provided below to support each box which has been ticked.

Please return completed form to Democratic Services Department.

04 Going to Town

Lead Contact: Neil Blaney, Cllr Nina Jeffries

Programme Status:

Caution

Summary Statement

The 'Going to Town' retains an overall status of 'caution'. The delays and changes to the flagship projects to be funded through the Future High Street Fund projects continue to create a risk to the ability to spend the funding within the timescales.

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The global economic uncertainty and cost of living crisis continues to have impacts, making this a challenging time for all local economies.

Progress is being made on the UK Shared Prosperity Fund projects, which include schemes that support town centres and markets.

The Council was allocated £1.6 million from the UK Shared Prosperity Fund, which includes projects to support town centres, with funding needing to be spent by the end of March 2025. The investment plan submitted to government was approved at Full Council in July 2022.

Designing and delivering small and large scale schemes:

The Council has granted planning permission for the Health and Wellbeing Centre in Teignmouth and has an agreement in place with the NHS to sell them the land. However there has still been no meaningful progress from the NHS to date.

A further Project Adjustment Request has been submitted for the Future High Street Fund projects and approval is awaited from Government. The planning application for the Market Hall is due in Q4. The proposal for the cinema will no longer go forward. The Queen Street project remains on track.

Running and improving Newton Abbot Markets:

Footfall into the Market Hall hasn't recovered since the end of covid restrictions and occupancy is currently around 60%, lower than the pre-

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Covid period of 85-90%. The markets run at an operational loss and therefore are an ongoing cost the Council. The Future High Street Funded project is identified as the solution to changing that situation.

The Council's Investment Plan for the UK Shared Prosperity Fund includes a 'Markets and town centres promotion and coordination' project. Its aim is the 'Promotion of Teignbridge towns and villages to help increase visitor and footfall numbers'. A budget of £286,000 is allocated to this project.

Town centre health checks:

Information is available on the Council's website <https://www.teignbridge.gov.uk/planning/local-plans-and-policy/annual-monitoring-report-2022-2023/going-to-town/>

The Council's Investment Plan for the UK Shared Prosperity Fund includes a 'Markets and town centres promotion and coordination' project. Its aim is the 'Promotion of Teignbridge towns and villages to help increase visitor and footfall numbers'.

Working with and supporting continued town centre management:

Officers continue to work with those responsible for managing or leading on projects within the towns across Teignbridge. The Council's Investment Plan for the UK Shared Prosperity Fund includes a bid for funding to support markets and town centre promotion and coordination.

Using our powers to bring about improvements and support business growth:

The Environmental Health team provides significant support to businesses and uses its powers to deal with breaches, which helps consumer confidence. The Planning Department is prioritising enquiries and applications related to employment and job growth.

The UK Shared Prosperity Fund is being used to support businesses.

Improving accessibility and encouraging more town centre living:

The proposals for pedestrian enhancements along Queen Street in Newton Abbot have been approved by Devon County Council and will now move to delivery, to be completed by November 2024. The plans for cycle improvements along the National Cycling Network will also be implemented.

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The proposal for a Health and Wellbeing Centre in Teignmouth will provide accessible health facilities for the community.

The plans for the regeneration of Bradley Lane, Newton Abbot are currently in for consideration with the Planning Department, to be delivered by Lovells. There are also plans for housing being considered for land next to Sherborne House, Newton Abbot.

Supporting evening cultural and leisure opportunities:

The Future High Street Fund projects will bring forward a wide range of evening activities that will complement the town centre. As noted above, there is now an increased element of risk to delivery for this project.

The Council's Investment Plan for the UK Shared Prosperity Fund includes £300,000 for funding to support exhibiting, performing and participating in art.

05 Great places to live and work

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Lead contact: Rosalyn Eastman, Cllr Gary Taylor

Programme Status:

On track

Summary Statement

Overall, the project is considered to be 'on track'. All key projects are on track, with the exception of the Ridgetop Park SANGS at South West Exeter, although this is due to a slippage in overall project delivery timescales, the park is open and being used, with the next phases in progress.

Make sure that our new neighbourhoods and other developments are built to the highest standards of design, with great public spaces and landscaping:

There is an ongoing focus on ensuring design quality in all major developments bringing forward new neighbourhoods, with adequate resource allocated and community engagement throughout.

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Ensure that new neighbourhoods are real communities; safe, inclusive and accessible to all, close to, or including, local jobs, facilities, sports and leisure opportunities, with high quality public open spaces which support social interaction:

This can be evidenced in the emerging work on new applications and on the schemes being brought forward across the district.

Ensuring growth and development is high quality and sustainable by our continued involvement in the Garden Communities programme:

The Garden Community Project continues to thrive and develop plans and strategies with positive community involvement.

Protect our most important landscapes and heritage, and support proposals which enhance them:

The updated Local Plan sets the framework for future growth and protection of the most important landscapes and heritage, with mitigation policies to secure enhancements. The Local Plan was subject to a further consultation and is anticipated to be submitted for examination of Q4 of 2024.

Work towards an overall improvement in the area's biodiversity by protecting the most important habitats and investing in new wildlife areas:

This is covered through the Local Plan.

Support improvements to walking, cycling and public transport opportunities and other ways to reduce carbon emissions and encourage a healthy, active lifestyle:

This is covered through the Local Plan and Local Cycling and Walking Infrastructure Plan. A number of projects have been implemented and attention is turning to future schemes, particularly the Teign Estuary Trail.

Make the difficult, long-term decisions to create a resilient, prosperous and green future by preparing the Greater Exeter Strategic Plan and updating our own local plan:

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This commitment has been superseded by the Council's all deciding to cease work on GESP. However, the authorities continue to work closely to ensure plans are aligned and shared ambitions can be delivered. The Council approved a document 'Shared Coordinates' which is a non-statutory statement of commitment to continued close working on strategic issues.

06 Investing in prosperity

Lead contact: Tom Phillips, Cllr Martin Wrigley, Cllr Nina Jeffries

Programme Status:

On track

Summary Statement

Investment in commercial property projects

Work is ongoing with T100 opportunities on Council owned land. Principally driven by Housing team with support from assets as and when appropriate.

The Future High Streets Fund (FHSF) Full Council decided on Tuesday 16 January 2024 to abort the cinema project. 26 January 2024 PH approved Project Adjustment Request (PAR) to be submitted to DLUHC to approve an amended scheme which removes the cinema and reuses as much of the released grant to enhance the remaining projects. Transport (Queen St and NCN2) on track for a planned start March 2024. The FHSF project will see investment in the regeneration of Newton Abbot Market together with improvements to Queen Street, the gateway to the Town from the Railway Station and part of the National Cycle Network 2.

Halcyon Street car park Newton Abbot hotel is still struggling on viability even with an increased rental offer from Travelodge. The project was put forward as an alternative project to replace the FHSF and could have been delivered on time as it is a consented scheme. The grant would have made the viability work. However, whilst the Leader supports principle of hotel there but only on right terms.

Brunswick Street Health and Wellbeing Centre achieved planning and is through JR period. No conditional contract in place – therefore no automatic subsequent transaction. NHS have not communicated since the planning decision. Had meeting with NHS advisors (26 September

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2023) but NHS pulled out at last minute. Suggestions NHS will try to renegotiate price and transfer boundary. TDC contingency position is to hold as operational and income producing car park.

Bradley Lane planning has again been delayed from end of Calendar year to March committee best case. If successful, this BLRF grant assisted development will deliver c.90 dwellings (c.50% affordable) on brownfield land. Due to the latest planning delay there is now a severe risk that unconditional release of land for housing will not be achieved by fund deadline of end March.

The Council has a number of active projects, but there have been no new opportunities due to current economic uncertainties and requirement to tidy off legacy projects, some of which do not appear to have support of current members. Asset Manager is keen to unlock and progress Newton Abbot Aldi Employment site during 2024.

Improved broadband provision

The programme remains on track. A presentation from Connecting Devon and Somerset on progress to date is being arranged for Members through the Overview and Scrutiny Committee.

Project Status	Code	Title	Executive member	Last Review Date	Progress Review	Project Responsible Officer
Caution	CSIIP 2.3	Investment in commercial property projects	Business, Economy and Tourism	30/01/2024	<p>- Work is ongoing with T100 opportunities on Council owned land. Principally driven by Housing team with support from assets as and when appropriate.</p> <p>- The Future High Streets Fund (FHSF) Full Council decided on Tuesday 16 January 2024 to abort the cinema project. 26 January 2024 PH approved Project Adjustment Request (PAR) to be submitted to DLUHC to approve an amended scheme which removes the cinema and reuses as much of the released grant to enhance the remaining projects. Transport (Queen St and NCN2) on track for a planned start March 2024. The FHSF project will see investment in the regeneration of Newton Abbot Market together with</p>	Tom Phillips

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				<p>improvements to Queen Street, the gateway to the Town from the Railway Station and part of the National Cycle Network 2.</p> <p>- Halcyon Street car park Newton Abbot hotel is still struggling on viability even with an increased rental offer from Travelodge. The project was put forward as an alternative project to replace the FHSF and could have been delivered on time as it is a consented scheme. The grant would have made the viability work. However, whilst the Leader supports principle of hotel there but only on right terms.</p> <p>- Brunswick Street Health and Wellbeing Centre achieved planning and is through JR period. No conditional contract in place – therefore no automatic subsequent transaction. NHS have not communicated since the planning decision. Had meeting with NHS advisors (26 September 2023) but NHS pulled out at last minute. Suggestions NHS will try to renegotiate price and transfer boundary. TDC contingency position is to hold as operational and income producing car park.</p> <p>- Bradley Lane planning has again been delayed from end of Calendar year to March committee best case. If successful this BLRF grant assisted development will deliver c.90 dwellings (c.50% affordable) on brownfield land. Due to the latest planning delay there is now a severe risk that unconditional release of land for housing will not be achieved by fund deadline of end March.</p> <p>- The Council has a number of active projects, but there have been no new opportunities due to current economic uncertainties and requirement to tidy off legacy projects, some of which do not appear to have support of current members. Asset Manager is keen to unlock and progress Newton Abbot Aldi Employment site during 2024.</p>	
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07 Moving up a gear

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Lead contact: Fergus Pate, Cllr Gary Taylor

Programme Status: On track

Summary Statement

The overall programme is on track. Priority infrastructure projects are being delivered, including major strategic pedestrian and cycle schemes.

Improving the A382 into Newton Abbot and a Forches Cross A383 link

The entire length of the A382 scheme benefits from planning permission. Phase 1 works between Forches Cross and Whitehill Cross have been completed. Teignbridge committed £5.1 million of developer funding towards the £13m project, which includes a new off-road pedestrian and cycle route.

Phase 2 is the main street through Houghton Barton. This scheme benefits from planning permission and the first section from Forches Cross to Howton Road is complete. Teignbridge and Devon approved £1.25m (each) forward funding of future developer contributions in order to deliver that phase of the scheme. The remainder is to be delivered by developers.

Phase 3 of the A382 improvements between Forches Cross and Drumbridges is due to benefit from an announced £45 million package of funding that has been allocated by the Department for Transport. Works are expected to commence by around the end of 2024. Most of the land needed to deliver the remainder of the scheme has been secured but the County Council are still assembling some final areas of land.

Full Council approved a £600,000 funding contribution towards the Jetty Marsh link in April 2022. For VAT reasons, we ended up paying £500,000. A further commitment of £1,000,000 was made in 2023. Devon County Council are now due to submit a Full Business Case to Government in order to begin drawing down the grant funding.

Bus improvements and park and ride services

Much of the work associated with bringing forward new park and ride facilities is in the hands of external partners, including Devon County Council as transport authority.

Further analysis from the transport authority indicates that plans for park and ride in Newton Abbot are not viable. There may still be limited scope for park and change at locations including Forches Cross.

Appendix A2 - O&S2 – Q3 Teignbridge Ten Programmes Exception report October – December 2023

£200,000 funding for a bus only route between Ashburton Road and Newton Abbot town centre was awarded by Homes England. Consultation responses did not support the project, which has now been shelved. An opportunity to use the funding for phase 1 of the Ogwell cycle link through Bakers Park is being taken forward during 2023/24 instead.

Devon County Council has been awarded £14 million to improve bus provision and services across the County. Further details of how this may benefit communities across Teignbridge are awaited but some funding has been allocated to Newton Abbot. Initial work on bringing forward a transport hub for Newton Abbot has paused because there has been a focus on other transport priorities, but this may change now that additional funding has been allocated. There is potential that a new transport hub could come forward in concert with redevelopment of the Cattle Market area, which is proposed for redevelopment through the forthcoming Local Plan.

The Local Plan also allocates various new transport hubs to support sustainable travel options within new neighbourhoods.

Supporting new railway stations

Marsh Barton station has now opened and is operational.

Phase 1 Dawlish Sea Wall defences have now opened.

Heath Rail Link are understood to be continuing to work with Network Rail, GWR and Devon County Council on potential to reopen the branch line from Newton Abbot to Heathfield.

Encourage a cycling revolution

The Teign Estuary Trail planning application has been approved. Further Full Council decision upcoming on providing additional support to the project although the overall scheme cost is likely to be very substantial.

Work to update proposals for the Dawlish to Teignmouth section of the Teign Estuary Trail is underway with a view to delivering this, easier to achieve, portion of the route.

Unfortunately, the Levelling Up Fund bid for a South Devon Cycleway was not approved - Teignbridge was in the lowest priority tier for Levelling Up, meaning that chances of success with the bid were very limited. All of the Levelling Up Fund has now been allocated.

Innovative transport schemes

Appendix A2 - O&S2 – Q3 Teignbridge Ten Programmes Exception report October – December 2023

Development frameworks for development allocations propose electric car charge point facilities in key public areas. The emerging Local Plan considers innovative transport opportunities.

The Newton Abbot and Kingsteignton Garden Community programme is bringing forward evidence on potential innovative public transport and walking/cycling improvements in the Newton Abbot area. A Local Cycling and Walking Infrastructure Plan (LCWIP) for the Newton Abbot and Kingsteignton area has been produced and was a first for the Devon County Council area.

Opportunities to bring forward rural transport hubs are being considered through the Rural England Prosperity Fund. It is expected that local communities and partners will be asked to develop and submit schemes that they would like to implement.

A Newton Abbot car parks study is being procured to provide robust evidence on the extent to which Local Plan proposals for town centre developments can be accommodated without adversely impacting on the adequacy of car park availability over the long term. Additional data is being collected following a stakeholder and the study is expected to report early in 2024.

Development supported by sustainable transport facilities

Individual new developments continue to be supported by improved transport facilities. The Development Frameworks for development allocations across the district incorporate sustainable transport facilities (including walking and cycle routes) as a centrepiece of their proposals, as does the emerging Houghton Barton and Bradmore design code.

The Infrastructure Delivery Plan and capital programme also continue to prioritise sustainable transport, including through more than £1 million being identified as a contribution towards pedestrian and cycle facilities by 2026. Work is ongoing to ensure that sustainable transport remains at the forefront of the Local Plans.

Bids were submitted to the Government's Housing Infrastructure Fund for funding to support delivery of key transport infrastructure at Dawlish and Southwest Exeter. Funding totalling £4.9 million has been approved for the Dawlish link road and bridge. Council approved an additional budget of £1.3 million due to cost inflation pressures. That project is now underway and on track for completion by Summer 2024.

The £55 million South West Exeter Housing Infrastructure Fund programme is progressing, including major junction, pedestrian and cycle improvements.

Appendix A2 - O&S2 – Q3 Teignbridge Ten Programmes Exception report October – December 2023

Project Status	Code	Title	Executive member	Last Review Date	Progress Review	Project Responsible Officer
Caution	CSMUG 2.1	Bus and park and ride services	Planning	18/10/2023	<p>Much of the work associated with bringing forward new park and ride facilities is in the hands of external partners, including Devon County Council as transport authority.</p> <p>Further analysis from the transport authority indicates that plans for park and ride in Newton Abbot are not viable. There may still be limited scope for park and change at locations including Forches Cross.</p> <p>£200,000 funding for a bus only route between Ashburton Road and Newton Abbot town centre was awarded by Homes England. Consultation responses did not support the project, which has now been shelved. An opportunity to use the funding for phase 1 of the Ogwell cycle link through Bakers Park is being taken forward during 2023/24 instead.</p> <p>Devon County Council has been awarded £14 million to improve bus provision and services across the County. Further details of how this may benefit communities across Teignbridge are awaited but some funding has been allocated to Newton Abbot. Initial work on bringing forward a transport hub for Newton Abbot has paused because there has been a focus on other transport priorities, but this may change now that additional funding has been allocated. There is potential that a new transport hub could come forward in concert with redevelopment of the Cattle Market area, which is proposed for redevelopment through the forthcoming Local Plan.</p> <p>The Local Plan also allocates various new transport hubs to support sustainable travel options within new neighbourhoods.</p>	Fergus Pate

08 Out and about and active

Lead contact: James Teed, Cllr John Nutley

Programme Status: On track

Summary Statement

The programme is on track across all projects. Good levels of participation are being reported across a broad range of projects, which is encouraging.

A variety of engaging work programmes are being delivered within our communities and good progress across some key projects, including a busy programme of activities across the Teignbridge Green Spaces, and the completion of works programmes at Furlong Park in Buckfastleigh. The refurbishment plans for Broadmeadow Sports Centre are progressing, with surveying works being completed and the public consultation for the proposed refurbishments launched.

28

10 Vital, Viable Council

Lead contact: Amanda Pujol, Cllr Martin Wrigley, Cllr Richard Keeling

Programme Status: On track

The programme is on target. We are continuing to increase resident's use of our customer digital platform and have seen an increase in the use of digital forms, and we are developing new digital processes for customers through the Modern 25 programme. These include digital processes to apply for a House in Multiple Occupation license or report a private sector housing complaint. The first point of contact resolution by customer services is recorded as a caution, however this expected to improve next quarter as it is due to recent recruitment of new staff who have been undertaking induction and training.

Appendix A2 - O&S2 – Q3 Teignbridge Ten Programmes Exception report October – December 2023

From a financial perspective, both the income the Council has received, and levels of external funding received are both ahead of target. There is a concern recorded for the management costs as a percentage of service costs due to the low level of cost at this point in the financial year and it is expected this will improve next quarter.

PI Code	Title	Executive Member	+/-	Annual Target	Q1 Act	Q2 Act	Q3 Act	Q4 Act	PI Verifying Manager	Officer Notes
CSWE 3.2	% of telephony enquiries dealt with at first point of contact	Corporate Resources	+	85%	83%	83%	79%		Tracey Hooper. Amanda Pujol	Enquiries dealt with at first point of contact are impacted by 3 new starters (2 in October, 1 January). There is another new starter in February, but the % should increase again when no more recruitment is needed. (JW on behalf of GR)
CSWE 6.4	Cost of management as a % of total service	Corporate Resources	-	2.66%	2.44 %	2.44 %	4.30 %		Martin Flitcroft, Amanda Pujol, Philip Shears	(Quarter 1 - 3) Total service costs low at this point while management costs are on budget so appear proportionately high (SW)

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**Teignbridge District Council
Overview & Scrutiny Committee
O&S1 26th March 2024
O&S2 9th April 2024
Part i**

Quarter 3 2023-24 Council Strategy Performance

Purpose of Report

To update members on the delivery of the Council Strategy 2020-2030, providing the detailed performance information used to track its delivery. Members are asked to review the performance information and areas where performance is not on track.

Recommendation(s)

The Committee RESOLVES to:

Review the report and the actions being taken to rectify performance issues detailed in Appendix A.

Financial Implications

A summary of the financial information supporting the delivery of the council strategy has been provided as part of this report.

Finance Systems Manager

Email: martin.flitcroft@teignbridge.gov.uk

Legal Implications

A summary of the legal requirements are contained in the detail of this report.

Monitoring Officer

Email: paul.woodhead@teignbridge.gov.uk

Risk Assessment

Failure to deliver the council strategy or parts of it will be identifiable in both the performance and risks reports, enabling both senior management and members to take action where necessary.

Chief Finance Officer

Email: martin.flitcroft@teignbridge.gov.uk

Environmental/ Climate Change Implications

The council strategy contains a dedicated programme entitled Action on Climate alongside other projects in the strategy that also impact on climate and the

environment. Detailed information about this programme and actions being taken are contained within this performance report.

Climate Change Officer

Email: william.elliott@teignbridge.gov.uk

Report Author

Data and Performance Analyst

Email: jack.williams@teignbridge.gov.uk

Executive Member

Strategic Direction - Cllr Martin Wrigley

Appendices/Background Papers

1. Introduction/Background

This performance report looks at the Council Strategy 2020-2030 and covers the period from 1st October to 31st December. If you have any queries, please ask them in advance of the meeting.

1.1 T10 Finance

[Financial Budget Proposals at Executive 13.02.2024](#) identified budget gap has worsened and is £4.2 million in 2026/27 before using earmarked reserves. The budget deficit for 2026/27 is likely to continue into future years and Members will be updated on progress with funding reforms/further Government funding /savings to determine how the funding gap can be closed in conjunction with work carried out by Overview & Scrutiny work on specific areas of the budget.

1.2 T10 Programmes

8 are on track. The following programmes are reported with a caution status:

- A roof over our heads
- Going to town

1.3 T10 Performance Indicators

A total of 67 PIs included in the report this quarter. The statuses for these are in the table below, with the previous quarters for comparison.

KPI Status	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Ahead of target	11	11	16	
On target	12	14	10	
Underperforming	8	8	7	
Monitoring indicators	27	34	34	
Total	58	67	67	

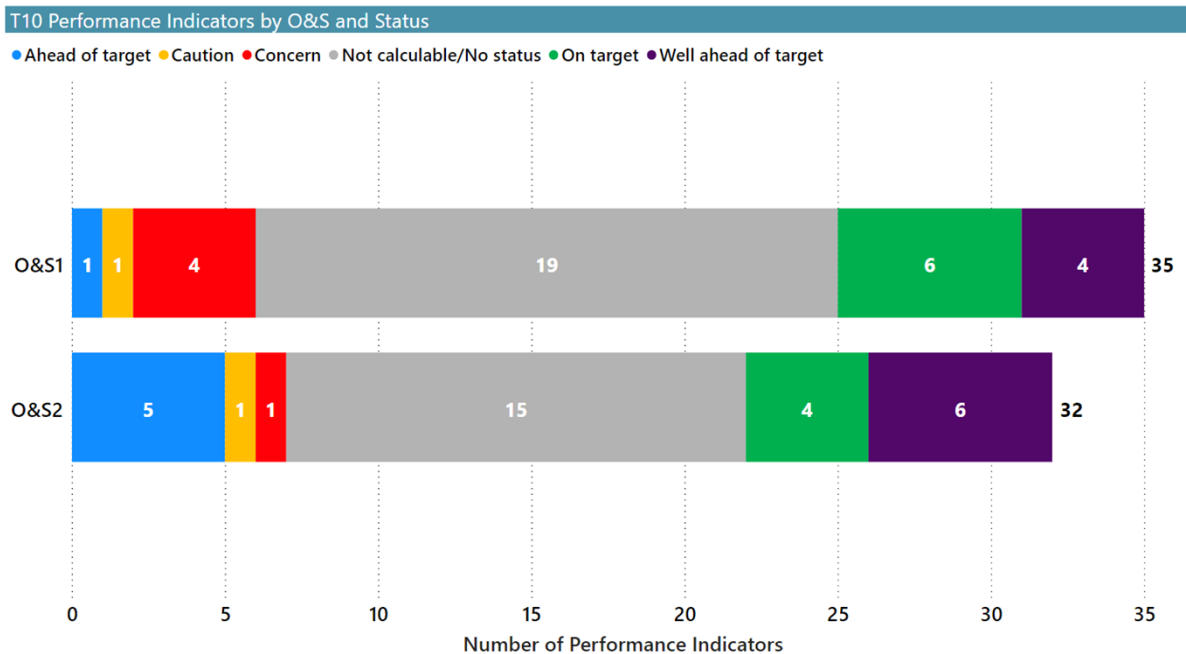


Figure 1 – Performance Indicators by Status

1.4 T10 Projects

A total of 45 projects are included in the report. The statuses for these are in the table below, with the previous quarter for comparison.

Project Status	Quarter 1	Quarter 2	Quarter 3	Quarter 4
On track	37	35	36	
Caution	3	4	3	
Completed	4	5	5	
On hold (data not due)	1	1	1	
Total	45	45	45	

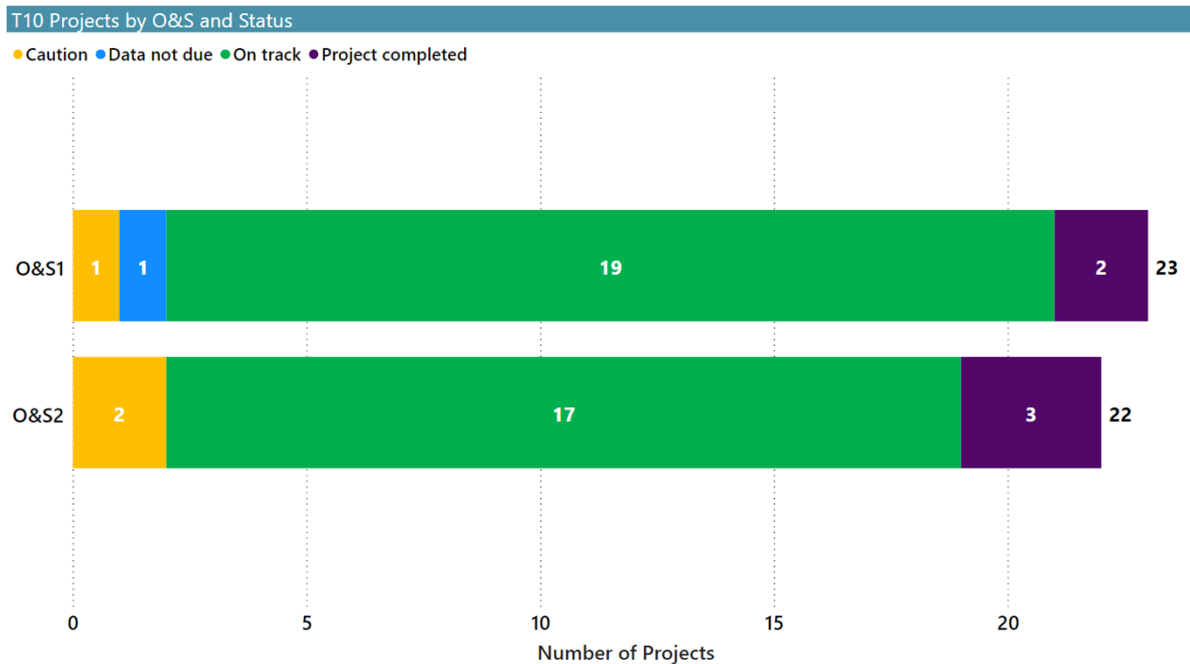


Figure 2 – Projects by Status

Details of the programmes, projects and performance indicators with a concern or caution status together with an explanation of their performance and improvement plan can be found in **Appendix 1**

2. Implications, Risk Management and Climate Change Impact

2.1 Legal

Although there are no direct legal implication regarding this report, it will be appreciated that the Committee has constitutional responsibility to review and scrutinise the performance of the Council in relation to policy objectives and performance targets to which this report refers.

2.2 Risks

The Council Strategy has a comprehensive set of risks associated to its delivery. Each risk has a set of mitigating actions which are reviewed and updated by the officers directly responsible.

These risks are monitored and discussed as part of the strategic and corporate risk reports that are presented regularly to the Strategic Leadership Team and Audit Scrutiny Committee. Any areas of poor performance or unacceptable risk are identified in the reports.

2.3 Environmental/Climate Change Impact

The council strategy contains a dedicated programme entitled Action on Climate. This programme looks at the actions the authority can achieve to reduce carbon emissions and to increase the district's resilience to the changing climate.

The authority continues to support the Devon Climate Emergency, which is seeking to achieve net-zero carbon emissions across Devon at the earliest credible date.

ALTERNATIVE OPTIONS

None

CONCLUSION

The Council Strategy performance report provides Members with an overview of performance for the Teignbridge Ten Programmes including details of any areas of poor performance.

The Council Strategy runs from April 2020 to 2030.

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Overview and Scrutiny 2 Tuesday 9 April 2024

Car-Parking Task & Finish Group Interim Report 1

Purpose of Report

To provide recommendations from the Car-Parking Task and Finish Group to the Overview & Scrutiny Committee 2:

Recommendations

The Committee RESOLVES to:

- 1) Note the Operational Car-Parking Plan attached as Appendix B and recommend the Plan to Executive for adoption

- 2) Authorise that the Car-Parking Task & Finish Group is reconvened to review the items identified in Appendix C (considerations for the future) to produce a further report(s) for their consideration. This work will have to have regard to relevant external reports and the local Plan

Author

Cllr Ron Peart, Chair of the Task and Finish Group and Kay Fice, Scrutiny Officer

Executive Member

Cllr David Palethorpe
Executive Member Estates, Assets & Parking

Appendices

- A) Original Terms of Reference for the Task Group
- B) Car-Parking Plan
- C) Considerations for the Future

1. Introduction/Background

The Car-Parking task and finish group was created by Overview & Scrutiny Committees 1 & 2 on the 26 September 2023 and was tasked with the following work:

Desired outcome of the review from the proposal form/Terms of Reference:

- To ensure that the car parking policy and its implementation is fair, equitable and accessible for all residents and visitors to the District.
- To make recommendations on future car parking strategies and policy for consideration by the Executive

The following members are on the group;

Cllr Richard Buscombe (from January 2024)
Cllr Paul Parker (Vice-Chair)

Cllr John Parrott
Cllr Ron Peart (Chair)
Cllr Jane Taylor
Cllr David Palethorpe (until 31 October 2023)

They are supported by Kay Fice (Scrutiny Officer), Tonya Short (Parking Services Manager), Neil Blaney (Head of Place & Commercial Services), and other officers.

2. Work of the group

The group have met on 5 occasions:

- 12 October 2023
- 31 October 2023
- 17 January 2024
- 28 February 2024
- 6 March 2024

As reported in the Update report given to the Overview and Scrutiny 2 Meeting held on 12 December 2023, the first meeting the Group considered the original proposal form and discussed the Terms of Reference and the second considered various related documents e.g. the Schedule of car-Parks charges.

The Terms of Reference as submitted as Appendix A, made reference to reviewing the Car-Parking Plan, to make recommendations relating to future strategy and to report on the Fore Street Kingskerswell Car-Park. It was established by the Group that the first step would be to actually produce an Operational Plan and that for consistency it would not be necessary to produce a separate report for Fore Street, Kingskerswell.

The remaining meetings have been focussed on considering the data provided and developing the Operational Plan with the group members benefitting from the experience of the Car Park Manager to increase their knowledge of the service (verbal update given to O&S2 on 6 February 2024)

In terms of style, the Plan at Appendix B is presented as a statement of current practice with items identified for consideration in the future. The items for future consideration have been extracted and summarised as Appendix C and are not prioritised, fully investigated or costed at this stage but the Group recommends that it could be reconvened to move these areas forward. Further reports would be presented to this Committee as appropriate. The Operational Plan is intended as an accessible source of information to be used by the public, is dated to easily facilitate updating in future following policy changes but it is not intended to cover every aspect of operational detail.

Recommendations

The Committee RECOMMENDS to Executive that:

- 1) The Operational Car-Parking Plan attached as Appendix B is noted
- 2) Overview & Scrutiny 2 authorise that the Car-Parking Task & Finish Group is reconvened to review the items identified in Appendix C (considerations for the future) to produce a further report(s) for their consideration. This work will have to have regard to relevant external reports and the local Plan

3. Conclusion

That the recommendations above are supported by Overview and Scrutiny 2

Author

Cllr Ron Peart, Chair of the Task and Finish Group and Kay Fice, Scrutiny Officer

Executive Member

Cllr David Palethorpe
Executive Member Estates, Assets & Parking

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APPENDIX A)

**PROPOSAL FORM FOR ITEMS FOR
FOR CONSIDERATION BY
OVERVIEW & SCRUTINY**

Submitted by:

Cllr P Parker, Cllr D Palethorpe

Item for Consideration:

To review TDC Car Parking Policy and the Off Street Parking Policy and the Off Street Car Parking Plan 2022 - 2027

Expected outcome i.e. new policy, new action, new partnership, review and/or scrutinise the performance of other public bodies or of the Council in relation to its policy objectives, performance targets and/or particular service areas:

To review and scrutinise the current TDC Off Street Car Parking Plan and policy.

To make recommendations for consideration by the Executive on the future strategy for Off Street Car Parking in Car Parks owned by Teignbridge District Council.

To provide a report and make recommendations for consideration by the Executive following a scrutiny regarding the Fore Road, Kingskerswell Petition presented to Council by Cllr J Taylor.

Priority for matter to be considered ✓ :

High (up to 3 months) Medium (3-6 months) Low (over 9 months).

Basis on which priority has been set

**Off Street Car Parking is an area of concern to residents of the Teignbridge District in particular in the car parks sited in areas away from the main centres.
Car Parking is major contribution to the Teignbridge District Council budget.
Off Street Car Parking is an area of concern as indicated in a petition regarding Fore Street, Kingskerswell signed by 300 residents presented to Full Council by Cllr J Taylor on 25 May 2023**

The suggested item should be included in future programme(s) because: (please tick as appropriate) ✓

- (a) It is a district level function over which the district has some control
- (b) It is a recently introduced policy, service area of activity which would be timely to review.
- (c) It is a policy which has been running for some time and is due for review
- (d) It is a major proposal for change
- (e) It is an issue raised via complaints received
- (f) It is an area of public concern
- (g) It is an area of poor performance
- (h) It would be of benefit to residents of the district

(i) Which of the Council's objectives does the issue address?

The Council objective is to be a Community Powered Council committed to Public Engagement and Consultation in which strategies and policies are developed and implemented to be fair and equitable to all residents across the District. The Council is committed to treat residents in a manner that is fair and equitable to all. The Council is committed to ensure it is financially sustainable. Car Park income is a major contributor to the TDC Budget.

(j) Is there a deadline for the Council to make a decision? (If so, when and why?)

Any changes to the change in District owned Car Parking income will impact on the Teignbridge District Council budget and have a consequential impact on all of the residents in the District.

It is proposed that the initial priority is to review and scrutinise the issues raised in the Fore Street, Kingskerswell Petition and a report be provided in response to the residents.

The level at which Parking Charges are set will not be within the scope of this review however any recommended changes to current practice will include approximated budget.

Interim reports with recommendations may arise during the review which will be considered by O&S and presented to Executive for consideration. Interim Reports will be included in the final report.

Members are requested to provide information on the following:-

(k) What do you wish to achieve from the review?

**To ensure that the car parking policy and its implementation is fair, equitable and accessible for all residents and visitors to the District.
To make recommendations on future car parking strategies and policy for consideration by the Executive**

(l) Are the desired outcomes likely to be achievable?

The desired outcome of a fair, equitable and accessible policy on off road/street car parking in Teignbridge District Council owned Car Parks is achievable

(m) Will it change/increase efficiency and cost effectiveness?

The review will be designed to scrutinise the current offer to residents and visitors with the aim of making recommendations to improve the customer experience of the service whilst ensuring cost effectiveness to the Council

Additional information – an explanatory sentence or paragraph to be provided below to support each box which has been ticked.

In 2015 the Overview & Scrutiny Committee agreed to set up a Car Park Review Group to undertake a strategic review of the Council Off Street Parking Policies. At the Overview & Scrutiny Committee on 9 April 2018 it was agreed to reconvene the Review Group.

For whatever reason a report and recommendations were not produced and presented to the Executive for consideration.

A petition signed by 300 residents of Kingskerswell was presented to Teignbridge District Council by Cllr J Taylor on 25 May 2023 expressing concern that Fees/Charges has been applied to a previously Free Car Park sited at Fore Street, Kingskerswell to the detriment of local businesses and residents and that the implementation of the charges are neither fair or equitable.

The petition is available from Teignbridge District Council and will be included in the report.

It is now the appropriate time to scrutinise and review the current Car Parking Policy to ensure it meets the needs of the residents of and visitors to the District and to produce a report and recommendations.

Consult-tees (not an exhaustive list)

Leader and Deputy Leader of the Council

Executive Members with specific responsibility for the impact of this service

Council Members

Council Officers

Parish and Town Councils

Business Leaders

Community Group Leaders

Local Residents

Draft Review Plan

1. **List of all Car Parks and charges levied (payment and non-payment) owned by Teignbridge District Council.**
2. **Kingskerswell Petition – To be included in Final Report**
3. **Scrutinise customer uptake of available Fore Street Car Park spaces**
4. **Scrutinise all maintenance and installation work carried out on Fore Street Car Park**
5. **Scrutinise financial income from Fore Street Car Park**
6. **Review of existing Council Car Park Strategy and Policy**
7. **List of uptake of car parking spaces in each quarter of the year.**
8. **Desktop exercise to compare neighbouring Local Authorities (Plymouth, Exeter, Mid Beds) off street car parking policies and charges**
9. **Financial impact level of income from Car Parking for the financial years 21/22, 22/23**
10. **Blue Card Holders/Disabled Parking**
11. **Residents Permits, Costs and availability**
12. **Monitoring Progress - Working Group will meet Monthly.**
13. **Fore Street, Kingskerswell Report**
14. **Final Report to O &S (DATE TO BE AGREED)**
15. **Final Report and Recommendations to Executive for consideration**
16. **Alternative uses of Car Parks when under utilised**
17. **Multi storey car park (Business/Employee Permits?)**
18. **Tariffs and Prices, How are they set and agreed?**
19. **Electric Charging Points, upgrade programme of work**
20. **Bi annual review of policy (pre-budget setting)**

Please return completed form to Democratic Services Department

OPERATIONAL CAR-PARK PLAN

Overview & Scrutiny 2 9.4.24



Car-Parking Task & Finish Group – March 2024

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- 2) Executive Summary**
- 3) Introduction/Overview**
- 4) Background**
- 5) Purpose of Car Parks**
- 6) Visitors Attraction Parking**
- 7) Off Street Parking Charges**
- 8) Provision**
- 9) Current Working Practices**
 - (a) Our customers**
 - (b) Fees & Charges**
 - (c) Car-Park facilities**
 - (d) Parking enforcement**
 - (e) Our Car-Parks**
 - (f) Costs and income**
- 10) Climate Change and Air Quality**
- 11) Types Of Car Park and Payment Methods**
- 12) Parking Permits**
- 13) Disabled Parking**
- 14) Management Of The Car Parks Service**
- 15) Requests For Using Car Parks**
- 16) Enforcement, Operating and Managing Civil Parking Enforcement Efficiently**
- 17) Travellers Policy**
- 18) Motorbike Parking**

APPENDIX 1 Car-Park Types and Payment Methods

The areas above are not in a prioritised order

1) Foreword

I am pleased to introduce the District Council's Operational Car Parking Plan which is focussed primarily on off street parking provision. This plan provides details of how we manage our car parks whilst providing a consistent approach and provides our customers with information on the service and guidance on who to contact should they need to. As a strategic document it does not set out each and every decision or action that will affect car parking in the District but it does outline the basis on which the Council will make future decisions and what these should achieve.

The Plan will be reviewed regularly to ensure that the information is kept up to date and the current version made available on the Councils website.

At the heart of this plan is the principle that we should have enough car parking spaces in appropriate locations to ensure the success of our District and improve the quality of our environment. We need to understand what purpose car parking fulfils and what patterns of usage individual car parks have. Well used parking is an essential economic asset, but underused car parking is a wasted resource for which there may be a better use. We need to make sure that the car parking we need is provided efficiently, in well-designed locations. Consolidation does not necessarily mean reduction; it sometimes means configuring the car parks to make best use of the area.

Increased working from home opportunities and more housing developments are examples of factors that have influenced the demand for parking and the Car-Parking Plan must remain flexible to link with any changes in the wider local plan

The council will review the areas identified in the document for future consideration which will be progressed where appropriate. The timescales will be subject to available staff & financial resources and grant opportunities etc. Fundamental to the delivery of any future projects will need to be a clear understanding of the long-term future of specific car parks to ensure projects can be delivered successfully.

Councillor David Palethorpe - Portfolio Holder Estates, Assets, Parking and Economic Development

2) EXECUTIVE SUMMARY

With this plan we are focussed on using the car parks as a tool for growth as part of a number of key documents to support the corporate plan. The Council will ensure that it will:

- Understand the main types of users across the district
- Recognise the importance of car parks in the District by improving and maintaining their appearance
- Improving signage in the car parks to support tourism and usage
- Ensure our tariffs continue to support local businesses or town centre vitality.

3) INTRODUCTION/OVERVIEW

This Operational Plan relates to Off-Street parking in Council owned car parks within the Teignbridge District. The On-Street parking is managed by Devon County Council. We have and will continue to work closely with them. Both authorities belong to the Devon Car Park Managers group who meet regularly and keep all other Devon Authorities up to date on what is happening in their areas.

Our Operational Parking Plan will set out proposals for the way we manage and regulate our car parks across the District. It will detail how we provide safe, secure, well maintained and affordable car parking that meets the needs of residents, shoppers, businesses, visitors and commuters in a way that supports the long term economic, social and environmental wellbeing of the District. The Council recognises that car parks play an important part in promoting the vitality and viability of the District. The Plan will be reviewed regularly.

It does not set out every decision or action that will affect car parking in the District but does set out the basis on which we will make future decisions and what these should achieve.

In line with the Corporate Plan this approach will continue to make the Teignbridge District a great place to

- **Do business** by increasing the offer of our car parks, customers are encouraged to come to the District for retail and leisure purposes. Thereby supporting local businesses and the vitality of the economy.
- **Enjoy life** by improving the customer experience, particularly through increasing the convenience of using our car parks. We will encourage short stay shopping and longer stay tourists and leisure, aiding the promotion of culture and health in the district.
- **Make a difference** by continuing to improve access to car parking services, enabling customers to pay electronically and online whilst still supporting those customers who are not able to use our online services

The Parking plan will deal with the supply and management of car parking and can be one of the most useful tools available to the Council by helping it to achieve their economic, social and environmental objectives. In particular the parking plan will:

- Support the local economy and facilitate development and growth
- Help meet customers' needs for car parking, i.e. residents near their home, employees trying to park near to their places of work and visitors to the district
- Provide access to key services and facilities for special needs groups and the mobility impaired by providing appropriate blue badge parking spaces
- Setting parking charges at an appropriate level dependant on the location and customer base
- Improve the efficiency of the Council's parking service
- Make Teignbridge a safer area by ensuring that car parks are safer by design
- Raise revenue for the Council
- Recognise the need for greater control of parking and minimising the abuse of parking restrictions through lack of adequate enforcement

The plan will ensure that:

- We make best use of our assets by providing the right number of parking spaces in the right location.
- Safe, well maintained and well managed car parks are provided ensuring that parking restrictions are enforced effectively and efficiently.
- The Local Plan (2020 - 2040) is supported
- The amount of carbon emissions are reduced whilst working towards the attainment of air quality objectives (see Section 10). One example of current action is that bulbs are replaced with low energy LED bulbs on replacement
- Provision of adequate levels of good quality CCTV to be placed in car parks to ensure that customers feel safe and secure
- Consideration is given to other safety measures e.g. enhanced lighting to encourage usage
- Provision is made for appropriate disabled parking and access
- We deliver a parking service that is able to provide continual improvements in the parking environment and a co-ordinated and locally accountable parking enforcement service across the whole of the District
- Increased turnover of short stay spaces and encouragement for the appropriate use of long stay spaces through enforcement and an appropriate charging structure should continue.
- Consistent enforcement helps blue badge holders by ensuring that dedicated spaces are used appropriately

4) BACKGROUND

This plan has been designed to be easy for the reader to understand so that they can clearly see how we run the service and who to contact should they need assistance.

Teignbridge District Council owns and manages 89 sites (as at January 2024). [car park details](#) Fees apply in 38 of these sites. The rules and regulations that govern the operation of the car parks are detailed in a legal document known as the District of Teignbridge (Off-street Parking Places) Order'. A copy of the current Order can be found on the councils' web site at www.teignbridge.gov.uk and all of the car parks that are enforced are covered by this Order.

Review of Assets

On an annual basis the Parking Services Manager considers whether each car park is being used in the most effective and cost-efficient way for both the Council and customers. The Parking Services Manager liaises with the Assets Manager over any changes that may be needed and this interaction will increase to reflect issues arising from the wider asset review that is underway..

CIVIL ENFORCEMENT

The Council employs a team of enforcement officers to patrol the car parks and they are managed by a Parking Services Manager. There is also a Business Support Officer who deals with all the day to day parking issues. The Officers have the

responsibility of issuing Penalty Charge Notices but do not have quotas or targets to meet, instead they work to clear guidelines. The guidelines are provided by PATROL and there is also a guidance for Civil Enforcement Officers and the links for both of these are shown below.

[https://www.patrol-uk.info/
Civil Enforcement Guidance](https://www.patrol-uk.info/Civil%20Enforcement%20Guidance)

5) PURPOSE OF THE CAR PARKS

Teignbridge District Council recognises that some level of parking is necessary for businesses to operate successfully, usually for the convenience of their customers, for visitors or staff. Promoting economic vitality means recognising this requirement and working with businesses to find the best way to support their commercial success.

Considerations for the future

- The Council needs to have increased dialogue with employers to understand their parking requirements and to work towards viable and effective options for them and if parking facilities are changed to ensure there is not an unreasonable impact on their business needs.
- In addition to this we need to try and ensure that there is some parking available for residents who do not have parking with their properties.
- Enhanced liaison with User Groups e.g. Towns and Parishes needs to be developed to undertake this work. The resources required to undertake this work need further consideration.

6) VISITORS ATTRACTION PARKING

Given the location of Teignbridge and the number of visitors each year the provision of adequate parking for visitors within the district is an important consideration. However, the typically seasonal nature of tourism can sometimes present problems in dealing with the associated increase in parking demand.

7) PARKING CHARGES

Charges in Car-Parks should, as a general rule, be set at a level which covers the operational costs and maintenance as a minimum. Currently there are some car-parks which are either free or do not cover their running costs. These car-parks are regularly reviewed to assess whether this position is still appropriate and all concessionary arrangements will be considered as part of the wider asset review.

We have considered the purpose car parking fulfils and the patterns of usage at individual car parks. We also need to take into account factors that influence parking choices and what changes it would be possible to bring about if these are desirable. The Council takes the view that well used car parking is an essential economic asset, but underused car parking is a wasted resource for which there may be a better use.

It should be recognised that other car-parks (privately run) may be available in certain areas,

8) PROVISION

APPENDIX 1 Car-Park Types and Payment Methods provides a list of the car-parks and their 'types' and accepted payment methods where appropriate

The size of a parking bay has not changed despite the size of new vehicles increasing. The current size is 2.4m x 4.8m. This could be reviewed but would inevitably adversely impact on the number of spaces and potential revenue achievable.

9) CURRENT WORKING PRACTICES

a) Our Customers

Parking provision can be a factor in determining where we choose to live, work, shop, play and relax. A well thought out parking policy can help build a strong and vibrant economy. This priority will ensure that the parking provision provided meets the needs of all customers. It takes into account demand both in the short term and the long term, in order to cater for anticipated increased visitor numbers, and housing and employment growth in the District.

Our Car-Parks have been developed over time to reflect the needs of our customers, and signage is used to direct users to appropriate car parks. We monitor usage in the car parks and ensure provision continues to be met for disabled users, parents with children, coaches, motorcycles and electric vehicles.

Considerations for the Future

- Overnight Motor Home Currently there is no official parking provision for campers in the car parks managed by Teignbridge District Council however this is something that could be considered in future, however there are things to take into account i.e. waste disposal, locations and how this might affect local businesses who offer that facility.
- Enhancing parking for parent and child bays

b) Fees and Charges

There is no simple formula that can be given to determine the right level of fees and charges to be introduced across the District as every location is individual and has a different set of dynamics and factors. One way to look at this when considering a plan for parking provision is to ask the question "What and who is our parking for?"

Account needs to be taken of any issues in each location and ensuring that the charges are set at a level which does not deter users from parking in Council car parks and displace them either onto the highway or car parks that are not owned by us or intended for other groups i.e. supermarket car parks. Any tariff scheme should support the customer experience and boost local businesses by being simple and consistent. This support should allow for turnover of spaces for shoppers and support those who wish to stay in the town centre longer, whether the business is

retail, tourism or day time economy, it's about boosting the local vitality for businesses by putting the customer at the heart of the tariff scheme. The Council needs to ensure that they continue to regularly review all car parks.

Considerations for the Future

- Review fees in car parks where there are currently no charges
- Historic concessionary arrangements to be reviewed
- Review free parking in all Council owned car parks after 6.00pm
- Review the charging structure in car parks on a Sunday
- Use data analysis regarding usage and income levels to influence future charging decisions

c) To provide well-maintained car park facilities which meet the needs of customers

Out-of-town centres create an environment where the shopper comes first, with wide footways and pedestrianized streets, and good public transport links such as free buses and no parking charges. This has taken business away from our high streets. In order to be places that people want to visit, high streets need to be accessible, attractive and safe.

Appearance is a key consideration in our car parks. It is important that car parks are kept in good condition and repair and are visually appealing and provide a welcoming environment which orientates customers. This aspect is about ensuring a positive customer experience. This will be achieved through ensuring our car parks offer a safe and welcoming environment, with facilities which meet the general needs of all customers e.g. pay and display machines that offer numerous pay options and are efficient and reliable (the machines should also be future proof, enabling easy upgrades), a pay by phone service and clear signage, which meet the expectations of the customer. This means that they should be in good repair, clearly marked, visually appealing and help signpost the customer to key attractions within the town.

Considerations for the Future

- Identify proposals for the creation of a funding stream to pay for enhancement works.
- Devise a maintenance plan based on the individual car park condition survey recommendations
- Look at whether information boards within the car parks with maps would be a good idea
- Provide cycle racks in relevant car parks
- Create charging points for Electric Bicycles
- Provision of adequate levels of good quality CCTV to ensure that customers feel safe and secure
- Consideration is given to other safety measures e.g. enhanced lighting to encourage usage

d) To Continue to Enforce Our Car Parks Effectively

We should work to improve the quality of parking so that it is convenient, safe and secure. Ensure that charges are set appropriately and do not undermine the vitality of town centres. Parking enforcement should be proportionate.

This is about ensuring the appropriate level of effective enforcement being in place. It is about delivering fairness and ensuring safety for all users e.g. taking action against those who choose not to comply with the Off Street Parking Places Order. Civil Parking Enforcement (CPE) should not be used as a revenue generation tool. No financial targets or bonuses should be assigned to the issuing of Penalty Charge Notices (PCN's). To ensure this is effective and fair, enforcement should be carried out in all Council owned car parks where the Off Street Parking Place Order is in place. The issue of Penalty Charge Notices should complement parking and be transparent in terms of terms of PCN's issued and the number of appeals, including how many were successful.

Considerations for the Future

- Ensure that we take enforcement action (including bailiffs) for any PCN not paid

e) Our Car Parks

To ensure that we make the best use of our assets, we need to influence parking behaviour to maximise use of the car parks. Through improvements to the customer experience, we may be able to influence parking behaviour and trends. Through understanding customer needs and demand, ensuring that our tariff scheme continues to be supportive and by continuing to offer value for money permits, we can as already demonstrated encourage increased use of a previously underutilised car park. Where an alternative option for a car park is proposed it will be assessed for its benefit for the local community and local businesses. It is important to make the Council car parks the first choice for customers. This may be, for example, by making the tariff competitive with the alternative private provision. It may also be by improving the signage (both physical and online) in order to raise awareness of existence and location of Council car parks.

The Officer in charge of the parking service needs to make sure that all income generating options are considered

Considerations for the Future

- Ensure that our permits provide value for money, particularly in underused car parks
- Work with the Communications team and webmasters to ensure that online information about car parks is up to date and easy for the customer to understand
- Work with Devon County Council and other bodies to improve highway signage/directional signage of the Council's car parks

- Consider alternative uses for car parks if a broader benefit can be demonstrated e.g. town centre regeneration or redevelopment having due regard to potential future demand for parking spaces
- Review all car parks that are free (both managed by parking and those managed by other departments) with a view to either implementing charges or identifying an alternative use for the space through the asset review.
- All car parks, regardless of their function, should come under the Parking Services Department for consistency
- Explore ANPR (Automatic Number Plate Recognition) options where appropriate

f) Costs and Income

The revenue raised by the car parks must be set at such a level that the full life costs of running and maintaining the car park are fully recovered.

This factor is about making sure that we review and report on the cost of the Parking Service whilst ensuring that the revenues generated are sufficient to cover all required resources and make a contribution to the overall Council budget. The resources required to deliver the Car Park Plan have to be contained within the current revenue budget which is reliant on an assumed level of income. The budget needs to be set to account for resurfacing, line painting, replacing machines and signage, some of which can be funded from capital.

Considerations for the Future

- Monitor and report on revenues and costs to ensure ongoing full cost recovery and include a rolling programme of work within the Council's Asset Management programme.
- Liaise with the Finance Department to review current and forecasted reserve balances to ensure sufficient resources to cover the rolling programme of works
- Economical factors should be considered on any future assessment of fees and charges, costs and usage of car parks and any proposals to amend these.
- Ensure that we are delivering value for money
- Seek opportunities for raising revenue through commercial routes

Success of this plan will be ultimately evidenced by the enhanced customer experience. This will be measured by

- Increased usage
- Increased turnover
- The health of the town centre economies
- Customer satisfaction

10) Climate Change and Air Quality

Air Quality

There are two [Air Quality Management Areas](#) one covering Newton Abbot & Kingsteignton and the other located in Teignmouth that identify areas that exceed the current national objectives in particular for traffic pollution. There is an [Air Quality Action Plan](#) that sets out the actions required to achieve compliance with the objectives.

Four dual rapid electric vehicle charging points have been delivered as part of a Devon County Council project. A second phase of this project will deliver charging points in nine of our car park locations. At two locations they will be standard (overnight) chargers and the rest will be fast chargers. There is currently an Electric Vehicle strategy being developed which will identify the demand and capacity required across the district over future years.

Teignbridge Carbon Action Plan 1

On 18 April 2019, [Full Council](#) declared an environment and climate emergency and committed to doing what is within our powers to become carbon neutral district by 2025. As a signatory of the [Devon Climate Emergency](#), we are working with partners across Devon and the South West in pursuit of this goals.

Since declaring the Environment and Climate Emergency, we have implemented the [Carbon Action Plan Part 1](#) covering our in-house operations setting out a series of actions to tackle emissions relating to the services that we deliver as a local authority including car parking services; this was adopted by [Full Council](#) in July 2022.

The Part 1 carbon Action Plan relates to this strategy through a series of actions and targets to:

- Transition our diesel vehicle fleet including parking warden vans to battery electric vehicles
- Increase energy efficiency within our asset portfolio including buildings and car parks
- Increase the share of electricity generated from on-site renewable energy generation.

Devon Carbon Plan

Teignbridge District Council has worked as part of a consortium of Devon local authorities and institutions to establish the Devon Carbon Plan setting out what needs to happen across society in the county to reach net zero emissions in the shortest timeframe possible and before 2050 at the very latest.

The Devon Carbon Plan reflects the Committee on Climate Change's Net Zero Report Further Ambition Scenario, and more recently, the Sixth Carbon Budget Balanced Pathway scenario setting out an equitable approach to reaching net zero emissions. In addition to this evidence, the Devon Carbon Plan is the product of an extensive programme of public engagement involving a call for evidence, a youth parliament, a citizen's assembly, and a series of plan consultation opportunities.

The Devon Carbon Plan was completed in August 2022 and endorsed by Teignbridge District Council via Elected Member Decision that same year. Given that transport emissions contribute to the largest share of the district's territorial carbon footprint, the Transport Chapter of the Devon Carbon Plan is particularly relevant to this plan. This car parking plan must therefore provide a flexible framework through which to deliver these agreed actions.

District Carbon Action Plan

Following our endorsement of the Devon Carbon Plan, we are taking steps to cascade the Devon Carbon Plan into a District Carbon Action Plan for Teignbridge reflecting the specific needs of our local communities, businesses, and natural environment.

The District Carbon Action Plan will contain series of actions for the Authority, residents, businesses, and town and parish councils and will form a strand of our Emerging Council Strategy; for Teignbridge District Council, this means we will explore how we can use our influence to accelerate a transition to net zero emissions.

Car parking services has been identified as one area where there are opportunities using authority-owned car parks to encourage our communities to switch to affordable and sustainable transport in a ways which supports community health and wellbeing and the local economy.

Considerations for the future

- The Council has registered its intention to be part of a Devon wide funding opportunity through the Local Electric Vehicle Infrastructure Fund (LEVI). When the Electric Vehicle Strategy is completed, this will identify opportunities for sites to be included in a future bid.
- Consider alternative fee structure based on emissions from vehicles for our fee charging car parks. This would look to incentivise low emissions vehicles using our car parks.
- Through the Depot Master Plan and Fleet Decarbonisation Project, we will replace parking warden vans with electric vehicles in 2024.
- As part of the fleet decarbonisation project, we will replace fluorescent lighting at the Newton Abbot Multi Storey with energy efficient LED lighting.
- We will continue to deliver measures to increase the efficiency of amenity lighting through LED lighting upgrades and improvements to lighting controls.
- We will explore how our car parks can become energy self-sufficient and support wider district decarbonisation initiatives through onsite renewable energy generation.
- We will pursue opportunities to diversify car parking services through by establishing low carbon transport hubs in our car parks offering healthy and sustainable alternatives to private car ownership.

- We will explore how grants, car parking charges, and other incentives can be used to support the business case of measures contained within our Air Quality Action Plan and District Carbon Action Plan.

11) TYPES OF CAR PARK AND PAYMENT METHODS

There are three types of car parks operated by the Council:-

- Pay and Display
- Reserved
- Free car parks.

Within the Pay and Display car parks, other than Eastcliff, Teign Street and Quay Road where the machines were vandalised, all car parks offer three forms of payment, card, cash and RingGo. APPENDIX 1 provides further details

12) PARKING PERMITS

Teignbridge District Council offers a wide range of permits. There are permits available for Reserved car parks and Pay and Display car parks. All permits are now purchased on-line. The cost of permits are calculated based on an assumed level of usage and would usually be of benefit to regular users in terms of cost and convenience. Regarding Teignbridge Parking Permits; As an authority we recognise that some of our customers will not have access to on line services and officers will do their best to support these customers to obtain the relevant permit

13) DISABLED PARKING

Blue badge holders parking in any fee paying car park are able to utilise any space but payment does need to be made for using the facility. This can either be by payment to the machine or by using the RingGo app. If the machine is used payment can be made either by card or cash.

Blue badge holders will be able to apply for a permit for use in Council car-parks for up to 3 hours. The relevant cost and application process is available on the Councils website.

14) MANAGEMENT OF THE CAR PARKS SERVICE

The service ensures that the car parks are kept clean, in good condition and a good state of repair. The service does its best to ensure that the car parks are safe, with good lighting and design. The means that the service is run effectively and efficiently. The service comes under the Economy and Assets Department and is managed by the Parking Services Manager, who currently has a Business Support Officer and 4 Civil Enforcement Officers.

15) REQUESTS FOR USING CAR PARKS

Any requests for using a car park needs to be put in writing by email to parking.services@teignbridge.gov.uk providing full details. The Parking Services Manager will then assess whether a licence or lease is needed and if so, will direct the customer to the website.

16) ENFORCEMENT OPERATING AND MANAGING CIVIL PARKING ENFORCEMENT EFFICIENTLY

The Council manages its own enforcement service. This helps to ensure the various rules and restrictions are adhered to and the car parks are operated efficiently. Enforcement and charges apply 7 days a week.

The service also ensures the car parks are kept in good condition and state of repair. All Pay and Display car parks are patrolled on a rota basis.

There are legislative regulations that we have to follow when carrying out the enforcement side of the car parking service.

The Council has a responsibility to use appropriate measures to ensure the safety of all staff and the role of CEO's (Civil Enforcement Officers) is particularly vulnerable.

Penalty Charge Notice Payment (PCN) and Appeal Process

Details of the process to appeal a PCN and how to pay for a PCN are available on the Notice and the PATROL website. <https://www.patrol-uk.info/>

17) Travellers Policy

When the department receives a report that an unauthorised group has arrived in one of our car parks, two members of the parking team attend the location to give verbal notice to the group. Notes of registrations are taken and pictures of the vehicles and site. Legal, Customer Services and any other relevant people are informed.

The following day two staff return to the site and hand out official documents advising that they are not authorised to be on Teignbridge District Council land and that if they fail to move then Court action will be taken against them. If they are not on site the documents are left under the windscreens of the vehicles. The Officers also provide details of who they can contact should they need assistance. Bins are arranged to minimise the amount of rubbish.

This normally results in the travellers leaving the site.

18) Motorbike Parking

Currently Teignbridge District Council offers free parking to motorbikes in their car parks providing they are either in a designated area for bikes or in an unmarked area of the car park without causing an obstruction. If a bike is parked in a normal bay then they need to pay for the space.

Car-Park Types and Payment Methods

APPENDIX 1

CAR PARK NAME	TYPE	PAYMENT OPTIONS
OTHER CAR PARKS		
Livestock Market, Newton Abbot	Pay & display	Card, cash & RingGo
Newfoundland Way, Newton Abbot	Pay & display	Card, cash & RingGo
Cricketfield Road, Newton Abbot	Pay & display	Card, cash & RingGo
Multi Storey, Newton Abbot	Pay & display	Card, cash & RingGo
Osborne Street, Newton Abbot	Pay & display	Card, cash & RingGo
Halcyon Road, Newton Abbot	Pay & display	Card, cash & RingGo
Venture Court, Newton Abbot	Pay & display	Card, cash & RingGo
Bradley Lane Temporary Residents, Newton Abbot	Pay & display	Card & RingGo
Wolborough Way, Newton Abbot	Pay & display	Card, cash & RingGo
Decoy, Newton Abbot	Pay & display	Card & RingGo
Coach Road, Newton Abbot	Pay & display	Card, cash & RingGo
Elm Road, Newton Abbot	Reserved	NA
Drake Road, Newton Abbot	Reserved	NA
Well House, East Street, Newton Abbot	Reserved	NA
Kingsteignton Road, Newton Abbot	Tenants parking	NA
Sherborne Road, Newton Abbot	Tenants parking	NA
Forde Close, Newton Abbot	By licence only	NA
Market Walk, (Western & Eastern Service Yards), Newton Abbot	Service yard	NA
Courtenay Park, Newton Abbot (Disabled only)	Disabled only	NA
Newton Abbot Leisure Centre, Newton Abbot	Centre users only	NA
Forde House Complex, Newton Abbot	Staff and visitors	NA
Newton Abbot Recycling Centre Access Road	Access Road	NA
Bradley Lane, Newton Abbot	Restricted	NA
Wain Lane, Newton Abbot	Free	NA
Bakers Park, Newton Abbot	Free	NA
RURAL CAR PARKS		
Fore Street, Kingskerwell	Pay & display	Card, Cash & RingGo
Gestrige Road, Kingsteignton	Pay & display	Card, Cash & RingGo
The Globe, Buckfastleigh	Pay & display	Card, Cash & RingGo
Victoria Woodholme, Buckfastleigh	Pay & display	Card, Cash & RingGo
Mardle Way, Buckfastleigh	Pay & display	Card, Cash & RingGo
Station Road , Buckfastleigh	Pay & display	Card, Cash & RingGo
Chudleigh	Pay & display	Card, Cash & RingGo
Station Road, Bovey Tracey	Pay & display	Card, Cash & RingGo
Methodist Church (Le Molay Littry Way) Bovey Tracey	Pay & display	Card, Cash & RingGo
Mary Street, Bovey Tracey	Pay & display	Card, Cash & RingGo
Court Street Moretonhampstead	Pay & display	Cash & RingGo
Station Road, Moretonhampstead	Pay & display	Cash & RingGo
Kingsbridge Lane, Ashburton (Long Stay)	Pay & display	Card, Cash & RingGo
Kingsbridge Lane, Ashburton (Short Stay)	Pay & display	Card, Cash & RingGo
The Strand, Starcross	Pay & display	Card, Cash & RingGo
New Road, Starcross	Pay & display	Card, Cash & RingGo
Widecombe	Pay & display	Cash & RingGo
Cottey Meadow, Kingsteignton	Reserved	Online
Market Close, Ashburton	Reserved	Online
Dolbeare Road, Ashburton	Free	NA
Michaels Field, Bishopsteignton	Free	NA
Duckspond Playing Field, Buckfastleigh	Free	NA
Hamlins Playing Field, Buckfastleigh	Free	NA
Arch Brook Car Park, Stokeinteignhead	Free	NA
Victory Hall, Exminster	Free	NA
Crossley Moor, Kingsteignton	Free	NA
Postman's Path Car Park and Picnic Site, Little Haldon	Free	NA

CAR PARK NAME	TYPE	PAYMENT OPTIONS
White Wells Car Park and Picnic Site, Little Haldon	Free	NA
Hackney Marshes Local Nature Reserve, Kingsteignton	Free	NA
North Bovey	Free	NA
Teignbridge Business Centre Heathfield	Centre users only	NA
RESORT CAR PARKS		
Labrador Bay, Shaldon	Pay & display	Card & RingGo
The Ness, Shaldon	Pay & display	Card, cash & RingGo
King George V, Shaldon	Pay & display	Card, cash & RingGo
Sandy Lane, Dawlish	Pay & display	Card, cash & RingGo
Barton Hill, Dawlish	Pay & display	Card, cash & RingGo
Strand, Dawlish	Pay & display	Card, cash & RingGo
Dawlish Warren (Seaward)	Pay & display	Card, cash & RingGo
Dawlish Warren (Landward)	Pay & display	Card, cash & RingGo
Quay Road, Teignmouth	Pay & display	Card, cash & RingGo
The Point, Teignmouth	Pay & display	Card, cash & RingGo
Eastcliff, Teignmouth	Pay & display	Card, cash & RingGo
Teign Street, Teignmouth	Pay & display	Card, cash & RingGo
Brunswick Street, Teignmouth	Pay & display	Card, cash & RingGo
Polly Steps, Teignmouth	Pay & display	Card, cash & RingGo
Myrtle Hill, Teignmouth	Reserved	Card, cash & RingGo
Mere Lane, Teignmouth	Reserved	Card, cash & RingGo
Saxe Street, Teignmouth	Reserved	Card, cash & RingGo
Brook Street, Dawlish	Reserved	Card, cash & RingGo
Lanherne, Dawlish	Reserved	Card, cash & RingGo
Brunswick Street Reserved, Teignmouth	Reserved	Card, cash & RingGo
George Street, Teignmouth	Reserved	Card, cash & RingGo
Dawlish Resorts Office	Staff only	Card, cash & RingGo
Estuary Court, Teignmouth	Tenants only	Card, cash & RingGo
Coronation Avenue, Dawlish	Free	NA
Dawlish Business Park	Free	NA
Dawlish Warren Service Roads	Free	NA
Dawlish Warren Nature Reserve Car Park	Free	NA
Promenade, Teignmouth	Free	NA
Broadmeadow Industrial, Estate Access Road, Teignmouth	Free	NA
Broadmeadow Car Park, Teignmouth	Businesses only	NA
Broadmeadow Sports Centre car park	Centre users only	NA
Broadmeadow Sports Centre (Overflow) and Childrens' Nursery car park	Centre users only	NA
Dawlish Leisure Centre, Dawlish	Centre users only	NA

CAR-PARKING TASK & FINISH GROUP

Considerations for the Future (extract from the Operational Car-Parking Plan March 2024)

The areas below are not in a prioritised order

5) Purpose of the Car-Parks

- The Council needs to have increased dialogue with employers to understand their parking requirements and to work towards viable and effective options for them and if parking facilities are changed to ensure there is not an unreasonable impact on their business needs.
- In addition to this we need to try and ensure where possible that there is some parking available for residents who do not have parking with their properties.
- Enhanced liaison with User Groups e.g. Towns and Parishes need to be developed. The resources required to undertake this work need further consideration.

9a) Our Customers

- Overnight Motor Home Currently there is no official parking provision for campers in the car parks managed by Teignbridge District Council however this is something that could be considered in future, however there are things to take into account i.e. waste disposal, locations and how this might affect local businesses who offer that facility.
- Enhancing parking for parent and child bays

9b) Fees and Charges

- Review fees in car parks where there are currently no charges
- Historic concessionary arrangements to be reviewed
- Review free parking in all Council owned car parks after 6.00pm
- Review the charging structure in car parks on a Sunday
- Use data analysis regarding usage and income levels to influence future charging decisions

9c) To provide well-maintained car park facilities which meet the needs of customers

- Identify proposals for the creation of a funding stream to pay for enhancement works.
- Devise a maintenance plan based on the individual car park condition survey recommendations
- Look at whether information boards within the car parks with maps would be a good idea
- Provide cycle racks in relevant car parks
- Create charging points for Electric Bicycles

- Provision of adequate levels of good quality CCTV to ensure that customers feel safe and secure
- Consideration is given to other safety measures e.g. enhanced lighting to encourage usage

9d) Parking enforcement

- Ensure that we take enforcement action (including bailiffs) for any PCN not paid

9e) Our Car-Parks

- Ensure that our permits provide value for money, particularly in underused car parks
- Work with the Communications team and webmasters to ensure that online information about car parks is up to date and easy for the customer to understand
- Work with Devon County Council and other bodies to improve highway signage/directional signage of the Council's car parks
- Consider alternative uses for car parks if a broader benefit can be demonstrated e.g. town centre regeneration or redevelopment having due regard to potential future demand for parking spaces
- Review all car parks that are free (both managed by parking and those managed by other departments) with a view to either implementing charges or identifying an alternative use for the space through the asset review.
- All car parks, regardless of their function, should come under the Parking Services Department for consistency
- Explore ANPR (Automatic Number Plate Recognition) options where appropriate

9f) Costs and income

- Monitor and report on revenues and costs to ensure ongoing full cost recovery and include a rolling programme of work within the Council's Asset Management programme.
- Liaise with the Finance Department to review current and forecasted reserve balances to ensure sufficient resources to cover the rolling programme of works
- Economical factors should be considered on any future assessment of fees and charges, costs and usage of car parks and any proposals to amend these.
- Ensure that we are delivering value for money
- Seek further opportunities for raising revenue from advertising

10) Climate Change and Air Quality

- The Council has registered its intention to be part of a Devon wide funding opportunity through the Local Electric Vehicle Infrastructure Fund (LEVI).

When the Electric Vehicle Strategy is completed, this will identify opportunities for sites to be included in a future bid.

- Consider alternative fee structure based on emissions from vehicles for our fee charging car parks. This would look to incentivise low emissions vehicles using our car parks.
- Through the Depot Master Plan and Fleet Decarbonisation Project, we will replace parking warden vans with electric vehicles in 2024.
- As part of the fleet decarbonisation project, we will replace fluorescent lighting at the Newton Abbot Multi Storey with energy efficient LED lighting.
- We will continue to deliver measures to increase the efficiency of amenity lighting through LED lighting upgrades and improvements to lighting controls.
- We will explore how our car parks can become energy self-sufficient and support wider district decarbonisation initiatives through onsite renewable energy generation.
- We will pursue opportunities to diversify car parking services through by establishing low carbon transport hubs in our car parks offering healthy and sustainable alternatives to private car ownership.
- We will explore how grants, car parking charges, and other incentives can be used to support the business case of measures contained within our Air Quality Action Plan and District Carbon Action Plan.

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