

NAME OF COMMITTEE	Community Services
DATE	17th June 2014
REPORT TITLE	Coach Parking in Mill Road car park, Okehampton
Report of	Street Scene Manager
WARDS AFFECTED	All Okehampton wards

Summary of report:

This report makes a recommendation in respect the provision, and enforcement, of coach parking in Mill Road car park, Okehampton.

Financial implications:

The cost of providing coach parking bays was £1,200. However, at least half of this amount will be reimbursed by Devon County Councillors' Locality Funds. (Each County Councillor has an allocation of funds to enable them to respond to local needs in their divisions, supporting projects or activities that benefit the communities they represent). The cost of amending the Off-Street Parking Places Order to support this facility, and allow enforcement, is approximately £1,200. This will be met by the service budget.

RECOMMENDATIONS:

It is recommended this Committee resolve to recommend to Council that the provision of free coach parking in Mill Road car park, Okehampton, be formalised for three coaches, and that the Borough Council's Off-Street Parking Places Order is amended to reflect this.

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1. BACKGROUND

- 1.1 Okehampton Town Council and Okehampton Chamber of Trade have been calling for coach parking in the town for over 15 years, in order to increase footfall in the town and help boost the local economy, but the Borough Council has been unable to respond because it had no suitable land available.
- 1.2 However, in the past five years, parking habits nationally have changed dramatically and data from the our Pay & Display machine in Mill Road car park shows that the car park is no longer well used and is rarely, if ever, busy.

1.3 In addition, following the demolition of the public toilets in Mill Road car park, space became available that could be suitable for coach parking.

1.4 Therefore, in recent months, West Devon Borough Council has been working with Okehampton Town Council to finally bring coach parking to fruition.

2. PROGRESS TO DATE

2.1 Initial work was undertaken earlier in the year in order to provide coach parking for this year's main holiday season. This was something the Town Council was keen to see happen.

2.2 A Council engineer drew up some preliminary plans, which showed that, although coach parking could be provided in Mill Road car park, the turning circle in the car park was tight and the 'swing' at the entrance to the car park was limited by vehicles being parked at the entrance, on land which is privately owned.

2.3 Therefore, prior to any further steps being taken, a local coach company was contacted and they kindly helped by driving a coach into the car park in order to 'test' the proposed layout. As a result it was demonstrated that the proposed layout was suitable for three coaches to park.

2.4 In addition, Dartmoor Windows, a business located at the entrance to the car park and who owns the land at the entrance, were approached and asked if they would consider parking their vehicles in Mill Road car park, using permits provided by the Borough Council. They agreed and, as a result, permits have been issued free of charge. This has eliminated the problem of vehicles being parked at the entrance, which prevented coaches from being able to enter the car park.

2.5 Because the town has waited for coach parking for so long, it was agreed that the initial works would be carried out, so that the town was able to benefit from the provision of coach parking for the coming holiday season.

2.6 However, it is now necessary for this facility to be formalised by this Committee so that the Off-Street Parking Places Order may be amended to reflect the provision of coach parking, and to enable enforcement to be undertaken in this respect.

2.7 Making the proposed amendment to the Off-Street Parking Places Order will include a formal 21-day public consultation exercise and Councillors should be aware that we have already received an objection to the provision of coach parking and there are likely to be further objections received during the consultation period.

2.8 It is proposed that parking for coaches be free of charge to mirror the current facility in the Bedford car park, Tavistock.

3. LEGAL IMPLICATIONS

- 3.1 The Council has power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).
- 3.2 The Council has the power to deal with the provision, management and control of car parks.
- 3.3 Council has the powers to provide this service under the General Powers of Competence in the Localism Act 2011.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of the work undertaken is £1,200, although some of this will be met through Devon County Councillors' Locality Funds. Each County Councillor has an allocation of funds to enable them to respond to local needs in their divisions, supporting projects or activities that benefit the communities they represent. The remainder will be met by the service budget.
- 4.2 The cost of placing legal notices in the press, which is a requirement in order to make any amendment to the Off-Street Parking Places Order, is approximately £1,200. Two notices are required – one to advertise the proposed amendments and a further 'Notice of Making' once any objections have been considered.

5. RISK MANAGEMENT

- 5.1 The Risk Management implications are shown at the end of this report in the Strategic Risks Template.

Corporate priorities engaged:	Community well-being; Access to services; Towards excellence; Customer first
Statutory powers:	As stated in paragraph 3
Considerations of equality and human rights:	An equality impact assessment has been carried out and, as a result, no further actions are required.
Biodiversity considerations:	None
Sustainability considerations:	None
Crime and disorder implications:	None
Background papers:	None
Appendices attached:	None

STRATEGIC RISKS TEMPLATE

No	Risk Title	Risk/Opportunity Description	Inherent risk status				Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1	Amendment to car park layout	Because work to accommodate coaches in the car park has already been undertaken, the Council may be criticised for this during the public consultation period.	3	1	3	↓	Should the proposal to provide coach parking not proceed, it will be necessary to revert to the previous layout. However, the cost of this will be kept to a minimum.	C Aubertin

Direction of travel symbols ↓ ↑