

Report to: **Executive**

Date: **27 May 2021**

Title: **Motorhome Strategy Public Consultation and Implementation Proposal**

Portfolio Area: **Environment Services (Cllr Keith Baldry)**

Wards Affected: **All**

Urgent Decision: **Y** Approval and clearance obtained: **Y**

Date next steps can be taken: implement immediately

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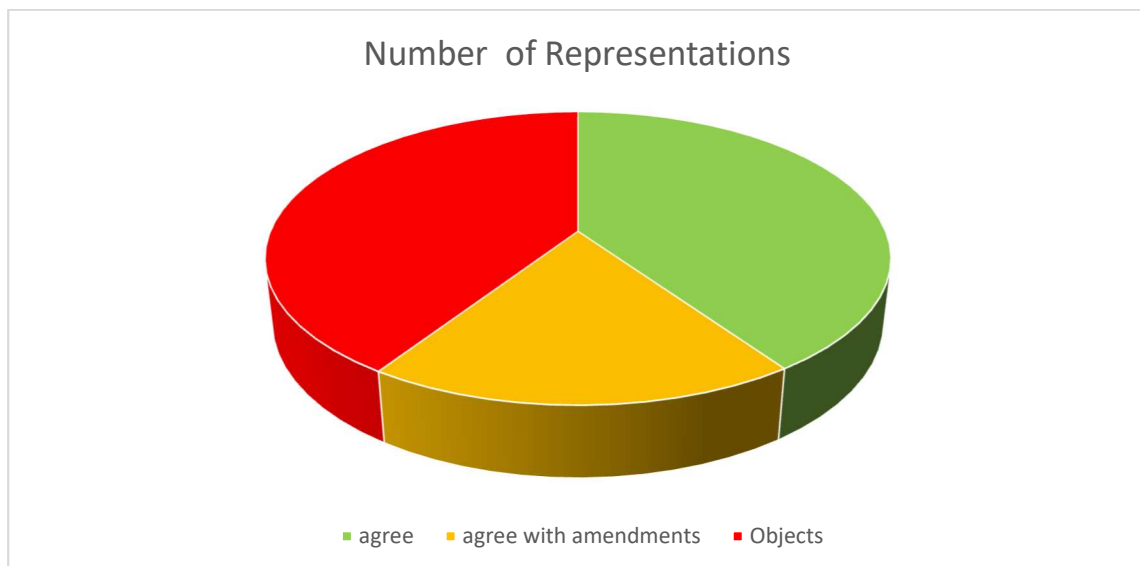
RECOMMENDATIONS:

That the Executive is RECOMMENDED to:

- 1. Approve the revision of the motorhome policy and charges in accordance with Appendix A for the following car parks only:**
 - i. Longmarsh Car Park, Totnes**
 - ii. Leonards Road Car Park, Ivybridge**
 - iii. Poundwell Meadow Car Park, Modbury**
 - iv. Park & Ride Car Park, Dartmouth**
 - v. Cattlemarket Car Park, Kingsbridge**
- 2. Approve the variation the Off Street Parking Order to reflect amended recommendations as above for introduction on 29th May 2021.**

1. Executive summary

- 1.1 Recognising the growing segment of the visitor economy represented by Motorhome users, the Council wishes to consider a pilot scheme for a twelve month period for short stays in a small number of its car parks.
- 1.2 Following the Recommendations of the Executive Report made on the 22nd April 2021, a consultation was undertaken regarding allowing overnight sleeping within designated car parks as set out in Appendix B to this report.
- 1.3 The main objectives of the consultation was to seek views on the introduction of:
 - I. A motorhome policy to permit overnight sleeping for a maximum of two consecutive nights only in nominated car parks
 - II. An overnight tariff of £15 per night at North Sands, Salcombe; Memorial, Slapton; and Torcross Tank, Torcross, with the remaining Car Parks tariff to be £10 per night.
- 1.4 The engagement with the public consultation was extremely encouraging with 748 responses to the consultation. An overview of responses is detailed in the pie chart below.



1.5 The table below shows a summary of responses per car park

Where representations were made that could clearly be identified as being specific to a car park location, they have been split out and considered as per the table below. As such, the number of representations in the table below is lower than the overall responses:

Town	Car Park	Support	Support with amendments	Object	Include in the Pilot
Ivybridge	Leonards Car Park			3	Yes
Kingsbridge	Quay Car Park Southern Area Only		1	16	No
Kingsbridge	Cattlemarket Car Park		1	4	yes
Modbury	Poundwell Meadow Overflow Car Park		1	5	yes
Totnes	Longmarsh Car Park	2	2	9	yes
Dartmouth	Park & Ride Car Park	3		1	yes
Slapton	Memorial Car Park / Torcross Tank	5	7	72	no
Salcombe	North Sands Car Park	1	1	87	No

1.6 A strong response to the consultation enable us to balance the views of our residents along with the needs of short term visiting motorhome users.

1.7 Following the extensive response to the public consultation it is therefore recommended the Executive authorise officers to proceed to amend and seal the Off Street Parking Places Order in accordance with Appendix A for the following car parks only:

- I. Longmarsh Car Park, Totnes
- II. Leonards Car Park, Ivybridge
- III. Poundwell Meadow Car Park, Modbury
- IV. Park & Ride Car Park, Dartmouth
- V. Cattlemarket Car Park, Kingsbridge

Having comprehensively reviewed the objections received, it is not recommended to allow overnight motorhome parking in the following car parks:

- North Sands Car Park, Salcombe
- Quay (Southern Area) Car Park, Kingsbridge
- Memorial Car Park, Slapton
- Torcross Tank Car Park, Torcross

- 1.8 The Notice of Making will be advertised informing of the decision in the local press, car parks and website in relation to the car parks as in Appendix A.

2. Background

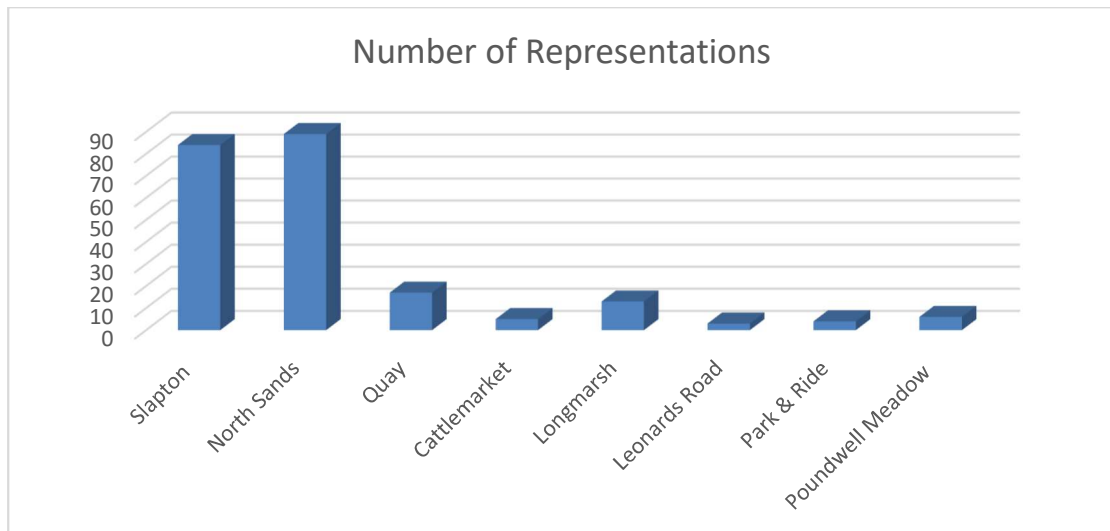
- 2.1 At the meeting on 22nd April 2021, the Executive resolved to undertake a 21 day public consultation before making a decision as to the implementation of the Motorhome Policy.
- 2.2 The Council has a legal obligation to undertake a statutory consultation and advertise the appropriate amendments to the Off Street Parking Order before implementing any changes to parking arrangements, including fees and charges. The consultation was based on implementing the policy for a 12 month pilot period at the car parks as outlined in Appendix B
- 2.3 The 21 day public consultation commenced on Thursday 29th April 2021 with the closing date for responses being Thursday 20th May 2021.
- 2.4 Officers also engaged with Local Members and all the relevant town and parish councils with car parks within their area, which was included in the pilot within their area. Meetings were attended by Officers as requested at Strete Gate Parish Council and Kingsbridge Town Council.
- 2.5 Residents were informed of the consultation by the following methods:
- Notices advertised in the local press
 - Notices displayed in all our South Hams District Council car parks
 - Council website
 - Social media platforms
- 2.6 This report has been presented as an urgent item for consideration due to the following:
- Delays caused by the Covid-19 pandemic in bringing the report to the Executive any earlier
 - The need to take immediate action to support the visitor economy particularly over the Whitsun Bank Holiday and half term

- A requirement to address issues with unregulated parking or motorhomes within our car parks experienced last year.

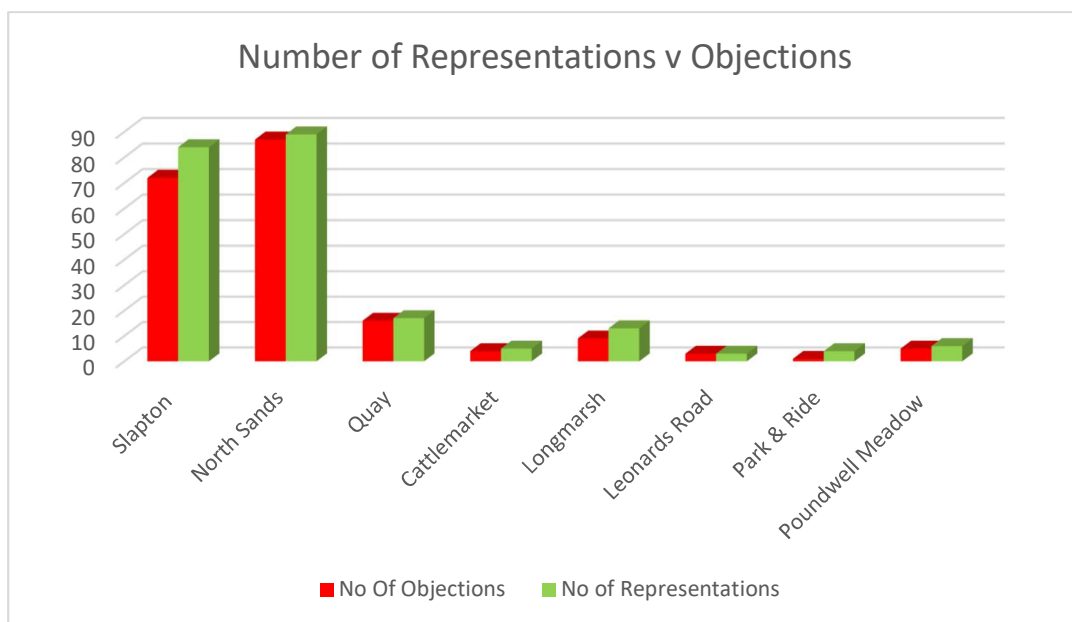
3. Outcomes/outputs

- 3.1 The Council received 748 responses to the consultation. Of the 748 responses received 305 objected and 302 supported the proposals. The remaining 141 supported the proposals but suggested amendments.
- 3.2 A separate petition for Slapton was also received which contained a further 79 signatures objecting to the proposal at Slapton. This was counted as one objection however, we took on board the objections of those that signed the petition and listen and subsequently have removed these car parks from the recommendations.
- 3.3 Where objections were made that could be clearly identified as being specific to a car park location, they were split out into the individual car parks. Where an objection was received for two or more specific locations they were considered in the objections to each car park.
- 3.4 The Objections and representations received for the specific car parks have been split as follows (not all representations were specific to a particular town):

	No Of Objections	No of Representations
Slapton	72	84
North Sands	87	89
Quay	16	17
Cattlemarket	4	5
Longmarsh	9	13
Leonards Road	3	3
Park & Ride	1	4
Poundwell Meadow	5	6



3.5 The table below shows the number of representations and number of objections received by town.



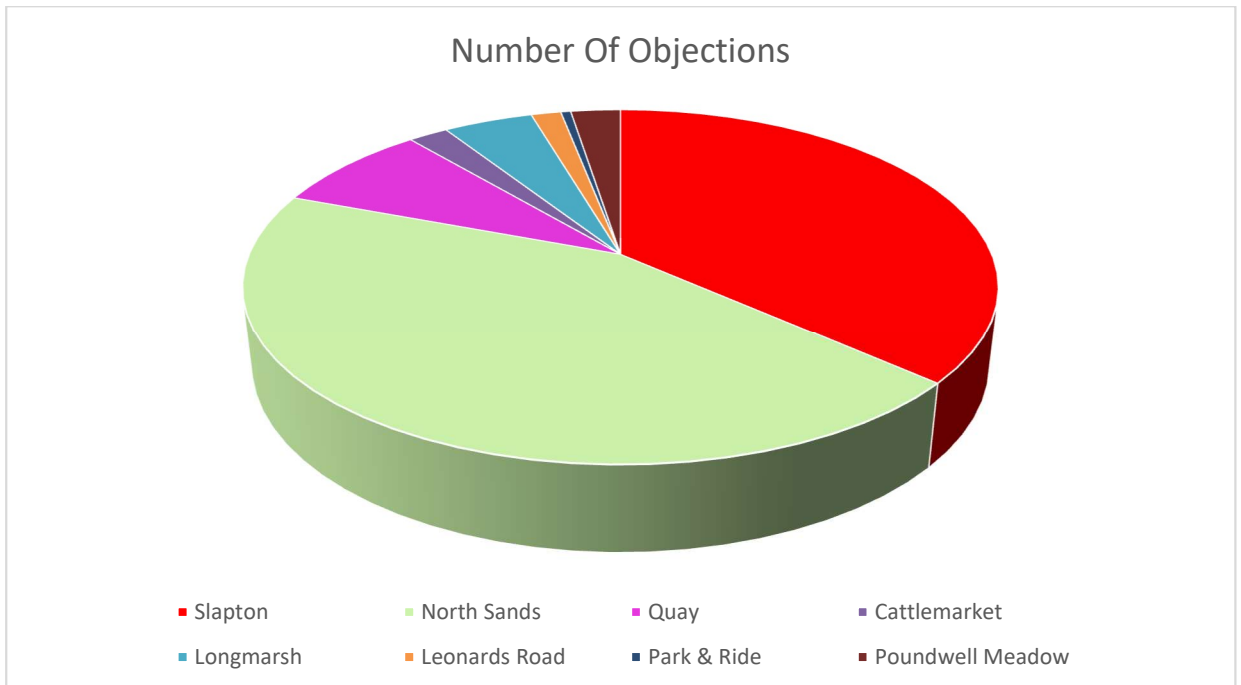
- 3.6 In summary the main objection responses can be grouped as the following themes:
- **Capacity** - Car parks are for parking and not for camping. Concerns there is already a lack of parking in high season. Plenty of campsites in the area that can accommodate these vehicles.
 - **Operational** - Concerns about waste, antisocial behaviour, noise and lack of toilet facilities
 - **Cost** - Overnight tariff too high compared to the lack of facilities provided

- **Access** - Roads are too narrow to cope with the size of vehicles
- **Enforcement** -Concerns the policy will not be enforced

3.7 In summary the supporting responses were as follows:

- Progressive idea
- Will promote tourism in the area and encourage people to visit and spend in the local towns
- A pilot scheme is a great way to demonstrate motorhome owners are responsible
- Will bring evening business into local businesses

3.8 The percentage of objections per town is demonstrated in the pie chart below:



3.9 Further to engagement with all of the Parish Councils in the Slapton area: Stokenham, Slapton and Strete and the attendance at Strete’s parish council meeting as requested, confirmation was received none supported the pilot scheme application in respect to Memorial and Torcross Tank car park. They felt this position not only recognised the concerns of the Parish Council but also represented the views of their communities.

3.10 Following attendance at Kingsbridge Town Council meeting and their subsequent written response of concerns about the policy, officers also noted at the meeting that there was generally not

support for introduction of the pilot scheme at the Quay (southern area) car park.

- 3.11 Salcombe Town Council after due consideration also did not support the proposal for introduction of the pilot at North Sands car park.
- 3.12 Totnes Town Council agreed to welcome the Council initiative with the proviso that it is properly facilitated.
- 3.13 In summary, having due consideration to the high number of objections received and feedback from Town and Parish Councils, it is not recommended to allow overnight parking in the following car park, Torcross Tank & Memorial car parks, Slapton; North Sands, Salcombe and the Quay, Kingsbridge it is not recommended to allow overnight parking in these car parks.

4. Options Available and Consideration of Risk

4.1 To mitigate the risks throughout the pilot:

- An enhanced team of seasonal locality officers as identified in the report taken to the Executive on the 28th January (E.57/20) as well as, the team of Civil Enforcement Officers will provide enforcement through penalty charge notices to those not complying with the rules and regulations. This will include out of hours visits.
- Waste will be monitored by these teams and any issues relating to full waste bins will be reported for clearance. Litter picks will also be carried out.
- Vehicles should be self contained i.e contain an on board toilet however, location of the car parks are in close proximity to public toilets.
- Regular monitoring will take place and be recorded for any issues reported at these car parks in relation to motorhome parking overnight.
- To ensure the rules and regulations are complied with alphanumeric keypads will now be installed on the machines to ensure the maximum stay of two consecutive nights are enforced. Signage will also be installed within the car parks stating the terms and conditions and code of conduct when using the car park.

5. Proposed Way Forward

- 5.1 Having considered the consultation responses, it is proposed that overnight sleeping is permitted in the nominated car parks as per Appendix A with no additional facilities provided. A charge of an

overnight tariff of £10.00 per night for a maximum stay of two consecutive nights will be implemented.

5.2 It should be noted if we wish to remove permission for overnight sleeping within any of the nominated car parks a further variation to the Off Street Parking Places Order would be required. This process would require a report being taken to the Executive and should the recommendations be accepted the following steps will occur:

- a. 21 day consultation commence to which customers will be alerted by notice in the local press, on the Councils website and in all affected car parks. This allow customers to make comments on and/or objections to the proposals, should they wish to do so.
- b. If a significant number of representations were to be received, the matter would be referred to the Executive for further consideration.
- c. Otherwise, the detailed implementation of the recommendation should be delegated to the Head of Assets in consultation with the Portfolio Holder for car parking for implementation.

5.3 The pilot will be reviewed throughout the 12 month operation. This will include:

- Reports from civil enforcement officers and mobile locality officers conducted on site regularly recording number of motorhomes parked, any waste issues, antisocial behaviour, compliance etc
- All correspondence relating to scheme will be logged throughout the pilot including complaints, suggestions, compliments
- Commitment to engage with Town/Parish Councils periodically throughout the pilot
- Commitment to carry out public survey

5.4 For day time parking of motorhomes the existing restrictions will remain in place whereby motorhomes are permitted to park in Longmarsh, Cattlemarket, Leonards Road, Park & Ride and Poundwell Meadow overflow car park provided they purchase a pay & display ticket for each bay in which they are parked. Charges during the day apply from 8am-6pm.

5.5 This proposal fits with the following priorities:
Council
Communities
Environment

6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	<p>This Council has power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).</p> <p>The Council has the power to deal with the provision, management and control of car parks.</p> <p>The Council has the powers to provide this service under the General Powers of Competence in the Localism Act 2011.</p>
Financial implications to include reference to value for money	Y	<p>It is anticipated that allowing overnight sleeping within the nominated car parks could generate an additional £9600 per annum income (based on 6 users per car park per week for 32 weeks of the year at £10.00 per user)</p> <p>The difference between the income and expenditure on Off Street Car Parking is used to support costs associated with the operation and maintenance of parking services, its infrastructure and the maintenance of off street car parks. It is also used to support and provide other Council services such as street cleansing, toilets, parks and open spaces and other lawfully incurred identified expenditure.</p>
risks		<p>Without a structured policy, the Council could risk the potential for maintaining and improving parking provisions, which could jeopardise town centre vitality.</p> <p>Risks of the policy include:</p> <ul style="list-style-type: none"> • Increase waste generated within the car parks and not disposed of correctly. • With toilets with limited operational hours those that do not have self-contained units may choose to toilet outside • Chemical toilets may be disposed of through the public toilets blocking systems • Increased antisocial behaviour eg noise • Excessive number of motorhomes may create blind spots and fire hazards <p>These risks will be monitored in all car parks throughout the pilot period.</p>

Supporting Corporate Strategy		Council Communities Environment
Climate Change - Carbon / Biodiversity Impact	Y	Potential of increased emissions, waste and impact on flora and fauna
Comprehensive Impact Assessment Implications		
Equality and Diversity		No implications.
Safeguarding		No implications.
Community Safety, Crime and Disorder		No implications.
Health, Safety and Wellbeing		No implications.
Other implications		None at this stage.

Supporting Information

Appendices:

Appendix A: Confirmed Car Parks Included in the Pilot

Appendix B: Original Car Parks Included in the Public Consultation

Background Papers:

None