



## Agenda for an Extraordinary Scrutiny Committee

Thursday, 7th November, 2019, 6.00 pm

### Members of Scrutiny Committee

Councillors: A Dent (Chairman), K Bloxham (Vice-Chairman), T McCollum, K McLauchlan, C Pepper, V Ranger, J Rowland, E Rylance, J Whibley, M Chapman, I Chubb, B De Saram, C Gardner, P Jarvis and F King

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(or group number 01395 517546)

Tuesday, 29 October 2019

1 Public speaking

Information on [public speaking](#) is available online

2 Minutes of the previous meeting (Pages 3 - 5)

3 Apologies

4 Declarations of interest

Guidance is available online to Councillors and co-opted members on making [declarations of interest](#)

5 Matters of urgency

Information on [matters of urgency](#) is available online

6 Confidential/exempt item(s)

To agree any items to be dealt with after the public (including the press) have been excluded. There are no items which officers recommend should be dealt with in this way.

7 Decisions made by Cabinet called in by Members for scrutiny in accordance with the Overview and Scrutiny Procedure Rules

There are no items identified

8 Establishment of TAFF - Membership

9 Draft Terms of Reference (Pages 6 - 83)

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[Decision making and equalities](#)

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**EAST DEVON DISTRICT COUNCIL****Minutes of the meeting of Extraordinary Scrutiny Committee held at Council Chamber, Blackdown House, Honiton on 24 October 2019****Attendance list at end of document**

The meeting started at 6.00 pm and ended at 6.30 pm

**31 Public speaking**

Liza McLean speaking as a resident and retailer in Sidmouth reiterated concerns that had been raised by James McLean at Cabinet on 2 October 2019 about turning the 11 remaining free car park spaces in Temple Street car park into a pay and display status and held up a petition of nearly 700 names opposing the changes. She raised concerns that visitors to the car park who rely on the free spaces would not pay for 'one off' errands, choosing to shop elsewhere, which would detrimentally affect businesses in Temple Street. In response the Chairman advised the Scrutiny Committee would be forming a Task and Finish Forum to look at the whole aspect of car parking regime and advised concerns raised would be taken into consideration.

**32 Declarations of interest**

33. Decisions made by Cabinet called in by Members for scrutiny in accordance with the Overview and Scrutiny Procedure Rules.

Councillor Eleanor Rylance, Personal, Parish Councillor for Broadclyst Parish Council.

33. Decisions made by Cabinet called in by Members for scrutiny in accordance with the Overview and Scrutiny Procedure Rules.

Councillor Jack Rowland, Personal, Town Councillor for Seaton Town Council.

**33 Decisions made by Cabinet called in by Members for scrutiny in accordance with the Overview and Scrutiny Procedure Rules**

The Chairman read out the Call-In of the Cabinet decision of 2 October 2019 and asked members to consider the Call-In to the first resolution, excluding resolutions 2 and 3.

The resolution for item 66 – Car Parking Tariff Review was:

1. The statutory advertisement and consultation procedures required to make changes to the East Devon District Council (Off-Street) Parking Places Order 2008 (as amended) be actioned with a view to changing the tariff in those high demand car parks identified in the report from £1 t £1.20 per hour;
2. A 12 month trial of free coach parking in Seaton Jurassic coach park starts with immediate effect;
3. A promotional tariff of £2 all day parking applies in Canaan Way and Brook Street car parks in Ottery St Mary with immediate effect.

The Principal Solicitor reminded members of the purpose for the Extraordinary meeting to either support the Cabinet decision or to send the decision that has been Called-In back to Cabinet.

Members welcomed the opportunity to discuss the Call-In and comments included:

- More factual information was needed to come to a final decision and a call was made for a Task and Finish Forum (TAFF) be set up to look in detail on a politically balanced basis of the decision made.
- Concerns raised for the need to look at this in a timely manner.
- Clarification sought on procedure. In response the Chairman advised the meeting was only to discuss the Call-In and not to discuss the set-up of the TAFF.
- Concerns raised by Exmouth Chamber of Commerce.
- The wider issues of the council's strategy for car parking needed to be looked at.
- Concerns raised that all the car parks had been assigned a purpose before going out to consultation and referred to towns or villages that only have one car park which served all purposes.
- Cabinet need to consider alternative ways with a full range of options.
- Members concurred that the Cabinet decision needed to be returned back to Cabinet.
- An investigation was needed for what each car park was used for, who uses it and the effects it might have if car park charges are increased.
- Concerns raised about the cost of running car parks.

**RESOLVED:**

**To ask Cabinet not to proceed with the Consultation until the work of the Task and Finish Forum has been completed and a full report is submitted back to Cabinet**

**Attendance List**

**Councillors present:**

A Dent (Chairman)  
K Bloxham (Vice-Chairman)  
K McLauchlan  
V Ranger  
J Rowland  
E Rylance  
M Chapman  
I Chubb  
B De Saram  
C Gardner

**Councillors also present (for some or all the meeting)**

P Arnott  
P Faithfull  
S Gazzard  
M Howe  
P Millar  
A Moulding  
G Pook  
E Wragg  
T Wright  
B Ingham

**Officers in attendance:**

Anita Williams, Principal Solicitor (and Deputy Monitoring Officer)  
Andrew Ennis, Service Lead Environmental Health and Car Parks  
Henry Gordon Lennox, Strategic Lead Governance and Licensing

Wendy Harris, Democratic Services Officer

**Councillor apologies:**

T McCollum

J Whibley

P Jarvis

F King

Chairman .....

Date: .....

**Car Park Task and Finish Forum**

- Membership: It shall comprise between 11 voting members on a cross-party basis (although it does not need to be formally politically balanced). Nominations will be sought from the members with the Chair of Scrutiny finalising the composition in terms of the overall size and fair apportionment of seats
- Chair: To be elected by the TAFF
- Support officers: Monitoring Officer/Deputy Monitoring Officer/other Legal Officer as available
- Meetings: As and when required
- Quorum: Four Councillors

**Terms of Reference**

1. The Scrutiny Committee agreed to the setting up of the Car Park Task and Finish Forum (TAFF) at its meeting on 3rd October 2019. The purpose of the TAFF is to carry out a broad ranging review of the Council's car park operations for the purpose of advising Cabinet in respect of a revised charging schedule and policy for the operation of the Council's car parks.

It has been agreed that;

- a. the Scrutiny meeting will agree the Terms of Reference for the TAFF in an extraordinary meeting on Thursday 7<sup>th</sup> November 2019. Draft Heads of Terms will be provided at that meeting
- b. the first meeting of the TAFF will take place after the extraordinary Scrutiny meeting on 7<sup>th</sup> November 2019
- c. its meetings will be in public and the TAFF will be able to invite such officers and Members to attend as they wish
- d. the TAFF will aim to report to Cabinet on 5<sup>th</sup> February 2020

East Devon  
District Council



# Off-Street Car Parks Review 2011/12



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## Introduction

In February 2009, the Council adopted a Corporate Asset Management Plan 2009/12. The Plan sets out the Council's approach to the strategic management of its land and building assets and seeks to ensure that assets are used in the most effective and efficient way to support the delivery of the Corporate Strategy.

To meet the objectives of the AMP, it is important that the Council understands its portfolio, ensures that retained assets are suitable for their proposed existing use, are fit for purpose, represent value for money and support improved service delivery. The Council should challenge property assets in the context of the opportunity cost and justify continued use in the provision of services.

This review looks at car parks and sets out issues around operational matters such as pay and display charges, permits, payment methods and signage, as well as more strategic matters such as whether there is adequate provision of parking or under usage of car parking. This work has been carried out in consultation with the appropriate Town and Parish Councils.

The review should be read in the context of understanding that the provision of car parking in the District's towns and villages not only provides an essential service to residents, local businesses and visitors, but it is also a means by which the Council is able to raise significant income revenue. To put this in further context, the Council's council tax contribution from the local rate payer last year was **£6.8 Million**. The Council's revenue income from its car parks was **£3.2 million** (including season tickets and penalty charges). There are however significant costs associated with the maintenance and management of the Council's car parks and the outturn figure for 2010/11 was a net income of **£2.14 million**.

This review is also intended to assist Members and Officers as a handbook when dealing with car park issues.

## 1.0 Pay & Display Parking Charges

- 1.1 The Council last reviewed its charges for pay and display car parks at the end of 2009. It introduced the changes on the 29 March 2010 after the proposals had been considered and approved by the Task and Finish Forum, Overview and Scrutiny Committee, and Executive Committee. The changes were ratified by Full Council on the 24 February 2010.

### **The parking charge changes were:**

- To retain the minimum payment at 50p.
  - General hourly rate increased from 85p an hour to £1.00 an hour.
  - No increases to annual permit charges for a third consecutive year.
  - No changes to the charges in Dowell Street car park, Honiton – Canaan Way car park, Ottery St Mary and Coombe Lane car park in Axminster.
  - Increase the 30 minutes charge from 15p to 20p, the hourly charge from 30p to 40p and the 24 hours charge from £3.00 to £4.00 in Church Street car park, Sidford Underhill car park, Lypstone and the Dolphin Street car park, Colyton.
  - To revise the charges at Queens Drive Echelon car park, Exmouth to match Devon County Council's on-street charges in their Pay and Display Zone in that specific area.
- 1.2 Early in 2011 the Council reviewed its permit and weekly ticket charges and these were increased by around 7% having not been increased at all for the previous 3 years. Part of that increase took account of the increase in VAT from 17.5% to 20%. There has been no corresponding increase in pay and display charges despite the fact that the Council is now paying VAT at 20% on this income.
- 1.3 A breakdown of car parking revenue income figures 2010/11 is shown at **Appendix I**.
- 1.4 **Short Stay – Long Stay Car Parks**

The Council currently divides its Pay and Display car parks into 4 categories, these are:

- Inland Long Stay                      Charges apply Monday to Saturday inclusive 8am to 6pm – Sundays Free
- Coastal Long Stay                      Charges apply everyday 24 hours a day.

- Inland Short Stay Charges apply Monday to Saturday inclusive 8am to 6pm – Sundays Free.
- Coastal Short Stay Charges apply everyday 8am to 6pm.

With the exception of Coastal Long Stay car parks all the rest charge between 8am and 6pm.

### 1.5 Coastal Long Stay car parks

With the exception of the Central Car Park, Beer these are the only parks where charges apply 24 hours a day every day.

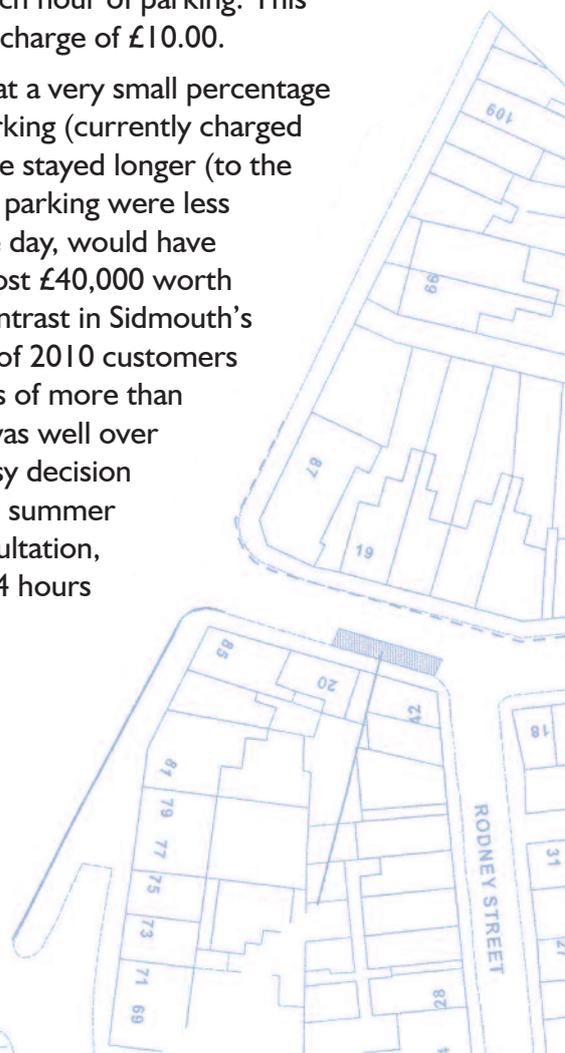
### 1.6 Beer Central Long Stay car park

This is the only coastal long stay car park where charges only apply between 8am and 6pm. This is notwithstanding the fact that this car park experiences much more use than any other long stay coastal car park after 5pm at night.

### 1.7 24 hour charges

There are currently six car parks with so-called “low” tariffs: Dolphin Street Colyton, Underhill Lympstone, Church Street Sidford, Land of Canaan Ottery St Mary, Dowell Street Honiton and Coombe Lane Axminster. The Council currently has a maximum payment charge in all car parks where the tariff has hourly charges up to a 10 hours period of £1.00 for each hour of parking. This is multiplied by 10 hours to obtain the daily maximum charge of £10.00.

Early in 2011 Members considered the observation that a very small percentage of customers actually pay for more than 6 hours of parking (currently charged at £6.00). The inference is that people either may have stayed longer (to the economic benefit of the coastal town) if a whole day’s parking were less expensive or if they planned to stay for more than one day, would have purchased a seven-day ticket for £18. In 2009/10 almost £40,000 worth of seven day tickets were bought by customers. In contrast in Sidmouth’s long stay car park at Manor Road during the summer of 2010 customers spent less than £8000 on buying pay and display tickets of more than £6 in value but the income from tickets of £6 or less was well over £100,000 for the same period. It was therefore an easy decision for Members to agree that for a trial period during the summer of 2011, pending the outcome of this review and consultation, the maximum payment for parking between 6 up to 24 hours in coastal long stay car parks will be capped at £6.



## 2.0 Parking Permits

2.1 The Council currently has six types of pre-paid parking permits for use in its Pay and Display car parks; a 7 Day Ticket; and Heavy Goods Vehicle (HGV)/Coach these are:

<b>East Devon District</b>	<b>12 months - £153.00</b>
<b>East Devon District</b>	<b>6 months - £87.00</b>
<b>Town Permit</b>	<b>12 months - £104.00</b>
<b>Town Permit</b>	<b>6 months - £63.00</b>
<b>Economy Permit</b>	<b>12 months - £127.00</b>
<b>Economy Permit</b>	<b>6 months - £75.00</b>
<b>7 Day Ticket (cars only)</b>	<b>£20.00</b>
<b>Coach and HGV Permits</b>	<b>12 months - £220.00</b>
<b>Coach and HGV Permits</b>	<b>6 months - £49.00</b>
<b>Residents car park (annual only)</b>	<b>£30</b>

- All charges shown are inclusive of VAT.
- The permits have individual Conditions of Sale and these are as set out below:

### 2.2 East Devon District 12 months and 6 months (£153 and £87)

- This permit is valid for use in all of the Council's 'Pay and Display' car parks. They are valid for a period of either 6 or 12 months and like the Road Fund Licence they can be purchased so that their period of validity will commence from the first day of any of the twelve calendar months to expire at midnight on the last day of the twelfth month.
- There is a Restriction of Use of permit condition in car parks classified as 'short stay'. In these car parks the permit is only valid for one continuous stay of up to 3 hours in each of them between 8am and 6pm Monday to Saturday. There is no Restriction of Use of the permit on Sundays. However, the user is still subject to any Maximum Stay Restriction that may be in place.

### 2.3 **Town Permits – 12 months and 6 months (£104 and £63)**

- This permit is valid for use in all of the Council's 'Pay and Display' car parks in the town(s) for which they are purchased. They are valid for a period of either 6 or 12 months and like the Road Fund Licence they can be purchased so that their period of validity will commence from the first day of any of the twelve calendar months to expire at midnight on the last day of the twelfth month.
- There is a Restriction of Use of permit condition in car parks classified as 'short stay'. In these car parks the permit is only valid for one continuous stay of up to 3 hours in each of them between 8am and 6pm Monday to Saturday. There is no Restriction of Use of the permit on Sundays. However, the user is still subject to any Maximum Stay Restriction that may be in place.

### 2.4 **Economy Permits 6 months and 12 months (£127 and £75)**

- This permit upgrades the Town permit to allow an additional single stay of up to 3 hours each day in any of the Council's 'Pay and Display' car parks that are located in the car parks of Towns other than the designated town(s) to which the Town Permit applies.

### 2.5 **7 Day Tickets (£20.00)**

- These tickets can be purchased direct from the ticket machine or from Tourist Information Centres. In Beer there are three local retail outlets that sell them. They can be bought for any 7 Day Period. They are valid for use in all of the Council's Pay and Display car parks.
- There is a Restriction of Use of the ticket in car parks classified as 'short stay'. In these car parks the ticket is only valid in each of them for one continuous stay of up to 3 hours between 8am and 6pm Monday to Saturday inclusive. There is no Restriction of Use of the 7 Day Ticket on Sundays. However, the holder is still subject to any Maximum Stay restriction that may be in place.

### 2.6 **Validity**

- The permits are vehicle specific and are not transferable in any way.

### 2.7 **Coach and Heavy Goods Vehicle Permits.**

- These permits can be purchased for 12 months commencing with the month in which purchase is made.
- Coach permits are valid for use throughout the District in any of the Council's coach parks, notwithstanding the fact that generally tickets are NOT transferable in anyway.
- The district wide validity concession for coaches is available to assist tourism.
- The Council will allow coach operators to align permits to their company name rather than a specified vehicle as it recognises the fact that different vehicles will be used on what are otherwise regular visits to the area.

## 2.8 Short Stay car parks – Restriction of use of Permits

- There is currently a Restriction of Use condition on all annual permits and the 7 Day Ticket, which limits the validity of the permit when used in short stay car parks. The permit is only valid for use for one continuous visit of up to 3 hours in each of the short stay car parks each day Monday to Saturday inclusive between 8am and 6pm. This restriction of use does not apply on Sundays or in long stay car parks.

It is for this reason that car parks such; Lace Walk, Honiton, West Street, Axminster, and Lower Station Road, Budleigh Salterton are classified as short stay even though the tariff will allow the customer to buy parking for up to 24 hours. If the classification of any of these short stay car parks was changed to Long Stay there would be no restriction of use of permit and as a result these car parks could become occupied by vehicles belonging to permit holders throughout the charging period.

There are two exceptions to this rule, namely The Orchard short stay car park, Seaton, no restriction of use throughout the year and Lower Station Road short stay car park, Budleigh Salterton where there is no restriction of use between 01 October to 31 March inclusive.

The classification of whether or not a car park is short stay or long stay is therefore very important as it will determine whether or not a Restriction of Use of Permit applies.

There is currently a Restriction of Use of Permit condition within the Conditions of Sale for annual permits. This Restriction of use is as follows:

- A permit is valid for use in each short stay car park for one continuous visit of up to 3 hours only between 8am and 6pm Monday to Saturday inclusive. The Restriction of Use does not apply on Sundays or in Long Stay car parks at any time.
- Care should be taken not to confuse a Restriction of Use condition with a Maximum Stay restriction.
- A Restriction of Use governs when the permit is valid for use and only applies to permit holders.
- A Maximum Stay restriction governs how long a vehicle can be parked on any one visit and applies to everyone.

There is significant confusion amongst holder's of annual parking permits when it comes to understanding the Restriction of Use of these permits in short stay car parks between 8am and 6pm Monday to Saturday inclusive.

On the days and between the times stated in the previous paragraph, the permit is only valid for use in each short stay car park for one visit of up to 3 hours duration.

On Sundays the situation becomes even more confusing, especially in short stay car parks where a 3 hours maximum stay, no return within 1 hour limit is in place. On Sundays a permit holder can use the permit in short stay car parks as often as they wish but they cannot stay longer than the maximum stay restriction and they cannot return to the car park within 1 hour of the expiry time of the previous visit. Permit holders think that because there is no Restriction of Use of their permit on Sundays they can park as long as they like, which of course they cannot.

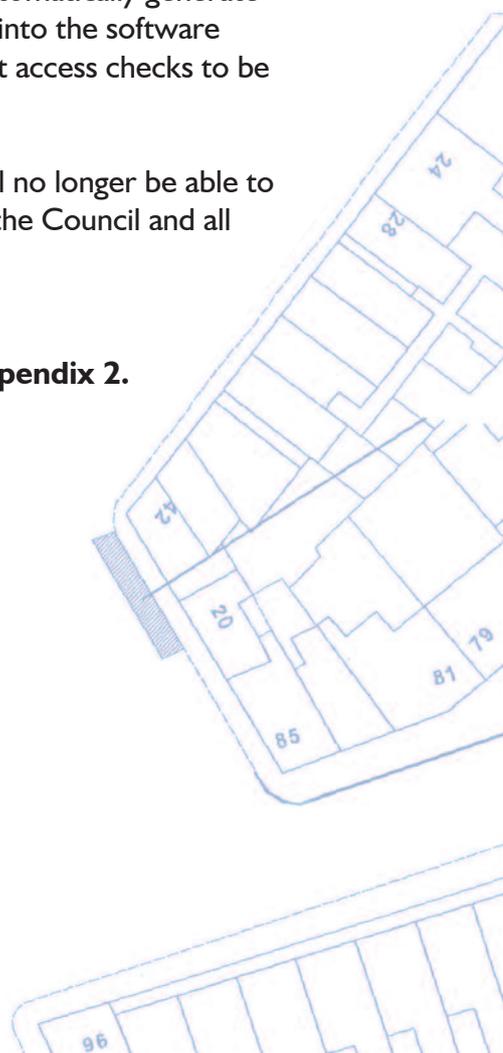
If the Council were to make all of its short stay (shoppers) car parks maximum stay of 3 hours no return within 1 hour, there would be no necessity for the Restriction of Use condition as the maximum stay restriction would govern the usage of the permit.

## 2.9 Sale of Permits

The Council has now implemented an automated permit issue process using its Civil Parking Enforcement software. The system will automatically generate renewal letters. This information can also be downloaded into the software used by the Council's enforcement officers, allowing instant access checks to be made on site to check the validity of permits.

This means that TICS, Town Councils and other outlets will no longer be able to sell permits. However, permits will remain available from the Council and all ticket machines.

- Further details relating to permits are attached at **Appendix 2**.



## 3.0 Car Park Payment Options

### 3.1 Payment by Credit Card - Background

- i The Council currently has 63 car park ticket machines, all of which are Metric Accent machines. These allow payment by insertion of the appropriate coin(s) into the ticket machine at the time of purchase but since the introduction of Chip and Pin technology these machines are not able to handle credit/debit card transactions and it is not possible to convert them to do so. With current trends towards cashless payments, the Council clearly now needs to consider options for accepting payment by credit/debit card direct from ticket machines. Prior to committing to a purchase, a free of charge trial of a modern, solar powered card enabled ticket machine is being negotiated and should be in place for a 3-month period either during the late summer of 2011 or spring of 2012.
- ii The Parking Services Manager previously consulted with other Devon District Councils to enquire whether or not they provided a payment by credit/debit card facility and if they did how successful was it? Only one replied stating that they did and that was Exeter City Council. Three others namely North Devon District Council, West Devon District Council and Torridge District Council stated that they used RINGO, a payment by credit/debit card system that is linked to a mobile phone as an alternative because it was considerably cheaper. An explanation of the RingGo system is given further on in this report.
- iii Exeter City Council had nine ticket machines located in Pay and Display car parks where payment by credit card can be made direct from the ticket machine. They also had a total 9 Pay Stations in their two Pay on Foot car parks that will accept payment by credit card. The machines would NOT accept payment by Debit Card. Credit Cards can only be used to purchase periods of parking costing £7 or more. In 2009/10 credit card transactions accounted for £177,940 (3.78%) of their income.
- iv There are now alternative ways in which payment for parking can be made by use of credit and debit cards. One of these is a pay-by-mobile-phone option and there is a company trading under the name of RingGo, which is already providing this service locally. Taunton Deane Borough Council has been providing this facility for some time and it now accounts for 10% of its car parks annual income (£250,000 per year.) This method of payment is already used as an alternative to payment by credit/debit card direct from the ticket machine by North Devon District Council, Torridge District Council, West Devon District Council, Cornwall Council and another 30 Councils nationwide because the cost to the Council is considerably less. More recently Devon County Council has adopted it as a payment option in its on-street pay and display bays.

### 3.2 Payment by Credit/Debit Card direct from a ticket machine

- i The Council would need to purchase new ticket machines that have the Chip and Pin technology installed within them.
- ii The purchase cost of these machines will be in the region of £4,000 each. This price may reduce depending on the number of machines purchased.
- iii If the Council wished to include acceptance of payment by bank notes, a Bank Note reader would be required at an additional cost of £655 for each machine.
- iv The cost of removal of the existing ticket machines and installation of the new ticket machines is estimated to be in the region of £600 for each machine.
- v The Council would have to pay an additional £60 per year maintenance charge for the secure pin pad over and above the normal maintenance charge for each machine (currently £228 a year for each machine) with the Chip and Pin technology installed within it.
- vi The Council would have to enter into a contract with a company called Credit Call who would process all of the transactions made by credit/debit card including payment of the revenue into the Council's bank account. In order to enable this to be done the Council would have to open a Merchant Bank Account with its bank.
- vii The Bank would need to be told that the payments were intended to be made to an unattended ticket machine using Hyper Com technology and that the transactions were being processed by Credit Call.
- viii The ticket machine manufacturer would install all of the relevant software and equipment. Credit Call using the software interface would action transactions within seconds and at a cost of 6p per transaction. There would be a minimum payment of £100 per month for all machines. That is that where a monthly return at 6p for each transaction totalled less than £100.00 the Council would have to pay the minimum of £100.
- ix Credit Call has a WEB reporting/record keeping system and they also have a facility for on-line transactions.
- x In essence it is a combined operation between, Credit Call, the Council's Bank and the ticket machine manufacturer using the Hyper Com system.
- xi Credit Call has stated that any transaction of £3.00 or less is NOT a viable operation. The Council may wish to think in terms of a minimum transaction of £4.00 to lessen the risk. Exeter City Council will only allow payment by credit card for transactions of £7.00 or more.
- xii Debit Card charges are more expensive than Credit Card Charges. 15 to 20p for each transaction whilst for Credit Cards it is 6p for each transaction.

### 3.3 Cobalt Telephone Technologies – RingGo

- i RingGo is a payment by credit card system that is operated by use of a mobile phone. RingGo place appropriate signs at each ticket machine explaining how the service operates. The customer makes a mobile phone call to RingGo and registers with them. They only need to register once and they will then be able to use the system anywhere in the country where it has been adopted.
- ii The customer provides RingGo with their vehicle details and the car park that they are in. They tell RingGo how long they wish to park their vehicle for and then provide their Credit Card details to activate payment. The customer pays the normal parking charge plus a 20p convenience charge. It is from this convenience charge that RingGo funds the system and takes its profit. Use of the system is optional not obligatory so the customer chooses whether they want to pay the 20p charge or not.
- iii RingGo then transmits the details of each transaction to the Civil Enforcement Officers' mobile phones and by use of a short cut search method the Civil Enforcement Officer can quickly access the details of the car park or vehicle that he wishes to check. If the driver of the vehicle has paid the parking charge through RingGo the vehicle details, period purchased, time of purchase, expiry time plus the name of the car park will be displayed.
- iv RingGo time and dated records will be available for any challenge against the serving of a Penalty Charge Notice. It is also possible for a customer to simply telephone RingGo and extend the period of stay by further purchase of time. If a maximum stay is in place RingGo will advise the customer that extending the charge is not an option if they have already used more than the maximum stay limit.
- v RingGo is undoubtedly the market leader in payment for parking by credit card through a mobile phone link.
- vi There is very little set up cost to the Council as Cobalt Telephone Technologies does all of the work.
- vii Cobalt has provided a proposal of £5395.00 to fully project manage the provision of the RingGo service to be deployed at 63 off-street ticket machine locations. This includes the supply and installation of all signs.
- viii RingGo already has a significant nationwide customer base and because one only needs to register with them once those customers can use a newly introduced service from day one.
- ix The Council would need the Civil Enforcement Officers to be issued with suitable mobile phones (large screen) to enable to allow parking purchases to be displayed on them for policing purposes. RingGo recommend the Nokia 6303 Classic mobile phone loaded with the date application from RingGo in support of off-street enforcement. They will provide this at a one off cost of £3120.00.

- x RingGo have a “convenience charge” over and above the actual parking charge and this is used to fully fund their operation. The Council would have to pay Credit Card charges. VAT payments would also need to be discussed ie are they covered by the ‘convenience charge’ or is it an additional cost to the Council?
- xi This charge is NOT obligatory it is a charge for the use of mobile phone/credit card system. The customer decides whether they are willing to pay it or not. They do not have to pay this way; they can still pay by insertion of coins into the ticket machine if they wish.
- xii Because no payment is made through the ticket machine there is no necessity to purchase new machines with Chip and Pin technology. The Council can offer payment by Credit Card to the customer using the RingGo system with only minor charges to the Council, with the exception of the initial one –off set up charge of about £8,500.
- xiii Most people now have a mobile phone so the service would be available to a large section of the Public.
- xiv Initially, RingGo would only be an additional service to the customer. However, once the existence of the system becomes wider known and used there is the likelihood of savings being made by reducing the frequency of cash box collections, or by reducing the number of ticket machines needed in specific car parks.
- xv RingGo carry out all of the transaction processing from payment of the monies by the customer, to depositing of the parking charges into the Council’s bank account, minus the convenience charge of 20p for each transaction of course. The Council does not have to do anything.
- xvi Taunton Deane Borough Council stated that RingGo did everything that they said they would do and the only error they made was to under estimate the level of take up of the service.

### 3.4 Double Ticketing

The existing pay and display machines are able to take double tickets. Where appropriate, certain businesses could take an option to refund car park customers. Any extra tickets would need to be acquired at an additional cost. However, Metric have advised that they can re-programme the machines free of charge.

### 3.5 Business Improvement Districts

The Council could consider applications by Business Improvement Districts (BIDS) to subsidise car parking charges in their area.

A BID is a precisely defined geographical area within which the businesses have voted to invest collectively in local improvements or projects to enhance their trading environment. A BID is initiated, financed and led by the commercial sector, providing additional or improved services as identified and requested by local businesses, to the baseline services provided by the local authority in that area.

## 4.0 Barrier Operations

- 4.1 All of the Council's fee paying car parks are Pay and Display using a standalone ticket machine. The parking conditions are enforced by random patrols and the serving of Penalty Charge Notices to vehicles believed to be parked in contravention of the regulations. The car parks are surface based and as a result are subject to the elements. They are also easily accessible at any time of the day or night.
- 4.2 Set out in this section of the report are alternatives to the pay and display arrangements. These include pay on exit, pay on foot and pay on entry.
- 4.3 **Pay on Exit:** This system allows payment after the parking period as been completed. This is usually controlled by a barrier at the entrance and another at the exit using either a fixed or variable tariff:
- (a) **Fixed Tariff**

There will be at least one barrier at the entrance and at least one at the exit, as the vehicle enters the car park the vehicle passes over a sensor pad which causes the barrier to open, once the car is clear the barrier returns to the closed position. On departure the customer inserts the relevant payment into the ticket machine, which is linked to the exit barrier. The barrier rises and egress is provided. This system uses a set tariff, for example £3.00 all day, so any period of parking less than 3 hours will still be charged at the all day rate.
  - (b) **Variable Tariff**

There will be at least one barrier at the entrance and at least one at the exit. On entering the car park a machine linked to the barrier will issue a ticket and allow the barrier to rise. The barrier closes once the vehicle clears the sensor pad on the car park side of the barrier. On departure there will be a mini Pay Station linked to the barrier. The customer inserts the ticket into the mini Pay Station and it calculates the charge. The appropriate coins are inserted into the mini Pay Station, the correct amount activates the barrier, it rises and the vehicle gains egress.
- 4.4 **Pay on Foot:** This system was originally intended for indoor car parks, multi storey and the like. The system itself works in a very similar way to the Pay on Exit - Variable Tariff System. The only difference is that the Pay Station is located away from the exit barriers, usually undercover. Again there will be at least one barrier at the entrance and at least one at the exit. On entry the customer obtains a ticket from a machine linked to the entrance barrier. The barrier rises and closes once the vehicle clears the sensor pad. The customer retains the ticket until return to the car park is realised. The customer then goes to the Pay Station, inserts the appropriate charge into it and the ticket is validated for exit and returned to them. The customer then has a limited time in

which to exercise their exit from the car park. On arrival at the exit barrier the validated ticket is inserted into the machine and the barrier rises and egress is permitted. If the customer takes too long to reach the exit barrier it will not open and exit is prohibited.

## 4.5

	Equipment Cost	Installation cost*	Removal of existing machines (each)	Annual maintenance	Est. Total Cost year 1
<b>Pay on Exit</b>					
Fixed Tariff	£6,640	£960	£200	£288	£8,088
Variable Tariff	£17,210	£2,581	£200	£288	£20,279
<b>Pay on Foot</b>	£37,041	£5,600**	£200	£6,177	£49,018

\* including electric power supply based on 15% of equipment cost

\*\* including machine check after first 6 months

4.6 **Positives and negatives of each system**4.7 **Pay on Exit****Positives**

- The entrance barrier can be programmed to close and remain closed between two stated times. For example 9pm to 6am. During this period entry is barred to everyone.
- Variation of tariffs is retained
- Everybody pays.
- Customer does not need to rush back in fear of receiving a Penalty Ticket.
- Possibilities of increase in revenue due to customer staying longer.

**Negatives**

- Access for permit holders is difficult as they would need to have a token/ticket to activate the exit barrier. Possibility of a swipe card for entry and exit.
- Queuing at peak times causing tailbacks back into the car park causing congestion.

- Increased manpower costs to deal with public frailties (no change, loss of ticket/token, etc) and malfunction of the equipment. These would need to be employed and available throughout the charging period which in some instances is currently 24/7.
- Vandalism/failure to and of the mechanism means total loss of revenue during the down period.
- Entry can be gained close to the closure period by so called Boy/Girl racers and exit gained when they wish. They would however, have to pay to get out.
- Criminal damage to the barrier or ticket machine reader would allow egress as in the event of machine failure the barrier would default to the open position.
- Because the barriers are automated they are not as strong as fixed barriers. Manufacturer has stated that in the event of criminal damage (forced entry) the barriers can be damaged to the extent that they are no longer effective.

#### 4.8 Pay on Foot

##### Positives

- The entrance barrier can be programmed to close and remain closed between two stated times. For example 10pm to 7am. During this period entry is barred to everyone.
- Variation of tariffs is retained.
- Everybody pays.
- Because payment is paid at the Pay Station prior to returning to the vehicle the operation at the exit barrier is much quicker than Pay on Exit so queuing is less of a problem.

##### Negatives

- Access for permit holders is difficult as they would need to have a token/ticket to activate both the entry and exit barrier. Possibility of swipe card for this use.
- Increased manpower/maintenance costs to deal with public frailties (no change, loss of ticket/token, etc) and malfunction of the equipment. The manpower would need to be employed and available throughout the charging period which is currently 24/7.
- Vandalism/failure to and of the mechanism means total loss of revenue during the down period.
- Criminal damage to the barrier or ticket machine reader would allow egress and access as in the event of machine failure the barrier would default to the open position.
- This type of system is usually used in multi-storey car parks or superstore car parks where support staff is present throughout the charging period to deal with customer problems /equipment failure. This will mean increased labour costs.

- Because the barriers are automated they are not as strong as fixed barriers. Manufacturer has stated that in the event of criminal damage (forced entry) the barriers can be damaged to the extent that they are no longer effective.

#### 4.9 Variations on Barrier Operations

##### 4.10 Pay and Display & barrier closure: Features

- i Automatic barrier at both entrance and exit.
- ii During the charging period payment is made by purchase of a ticket through a Pay and Display machine and displayed in the vehicle, or by purchase of an annual parking permit.
- iii At the end of the charging period each day the barriers at both the entrance and exit will automatically close at a programmed time and remain closed until the programmed opening time the next day. This function can also be performed manually by overriding the pre programmed status.

##### Positives

- Current Pay & Display system remains in place.
- The entrance barrier can be programmed to close and remain closed between two stated times. For example 10pm to 7am. During this period entry/egress is barred to everyone.
- Variation of tariffs is retained.
- Access to permit holders

##### Negatives

- Increased supervision/maintenance costs to deal with public frailties (vehicle locked in) and malfunction of the equipment.
- Vandalism/failure to and of the mechanism means that the objective is lost.
- Criminal damage to the barrier or ticket machine reader would allow egress and access as in the event of machine failure the barrier would default to the open position.
- Not everybody pays so revenue protection patrols have to continue throughout charging period.
- Because the barriers are automated they are not as strong as fixed barriers. Manufacturer has stated that in the event of criminal damage (forced entry) the barriers can be damaged to the extent that they are no longer effective.

##### Estimated cost of purchase and installation

£6,000 to £10,000. This is dependent upon the number of barriers required. Wider entrances/exits (for coaches and Lorries) would need double barriers.

#### 4.11 Pay on Entry: Features

- i Automatic barrier at both entrance and exit.
- ii Single tariff, so one hour of parking will cost the same as say 5 hours of parking.
- iii Payment of the set charge automatically opens the entry barrier to allow entry.
- iv Exit barrier is activated by a sensor set in the surface inside of the barrier. As the vehicle passes over the sensor the barrier is raised. The barrier returns to the closed position as the vehicle passes over a second sensor in the surface outside of the bar

##### Positives

- Access to the car park cannot be gained unless payment is made.
- No set departure time. One can enjoy periods of stay as long or as short as they wish.
- Everybody pays.
- The entrance barrier can be programmed to close and remain closed between two stated times. For example 9pm to 6am. During this period entry is barred to everyone.

##### Negatives

- One set tariff (we know that 98% of the people that use the Manor Road car park and pay through the ticket machine do not stay in excess of 5 hours). The set fee therefore must cover a wide range of current tariffs. Estimated that set charge would need to be in the region of £3 to £5.
- Access for permit holders is difficult. Possibility of swipe card for entry/exit.
- Queuing at peak times causing tailbacks on to the highway.
- Increased manpower costs to deal with public frailties (no change) and malfunction of the equipment. These would need to be employed and available throughout the charging period which is currently 24/7.
- Vandalism to the mechanism.
- Total loss of revenue during equipment failure period as entrance barrier would need to be permanently open – nobody pays.
- Because the barriers are automated they are not as strong as fixed barriers. Manufacturer has stated that in the event of criminal damage (forced entry) the barriers can be damaged to the extent that they are no longer effective.

##### Estimated cost of purchase and installation

£6,000 to £10,000 dependent on number of barriers required.

#### 4.12 **Automatic Barriers – Anti Social Behaviour**

Automatic barriers can be used to close car parks to everyone during specified periods. However, because they are automatic they have to be designed to avoid injury to a person and are therefore designed to remain in the closed position when defective.

They can also be easily forcefully removed and will not deter a person who is prepared to cause criminal damage to them to gain entry during the closed period.

The Council is using fixed lockable barriers in two car parks in Exmouth in order to close the car parks to everyone overnight. However, whilst these have proved to be generally effective there have been numerous occasions when the padlocks have been cut away using bolt cutters to gain vehicular access to the car parks during the closed period.

Any entrance /exit barriers would have to be supported by boundary fencing to deter vehicular entry from points other than the vehicular entry and exit points.

Experience gained over the last 10 years indicates that one should consider each car park on its individual circumstances because what is installed in one car park may not be appropriate in another. For example both of the car parks in Exmouth, which have fixed lockable barriers at the entrance/exit are overspill car parks and are therefore redundant for most of the year. Thus there is no significant inconvenience caused to responsible car park users by closing them overnight.

## 5.0 Car Park Signs and Advertising

### 5.1 Car Park Entry Signs

The Council has recently replaced all of its Car Park Entrance Signs, which have been well received. The signs use symbols rather than text to indicate restrictions of usage. A template of these signs can be found in **Appendix 3**

### 5.2 Tariff Signs

Since the Council took the decision to change its tariff system from a block system to a linear system it has had problems with the layout of its car park tariff signs.

#### **Block system – Sign Layout**

Up to 1 hour 80p

Up to 2 hours £1.60

Over 2 and up to 4 hours £4.00

Over 4 and up to 24 hours £6.00

The advantage of the block system is that the way that the tariffs are set out the charges is easy to understand and the charge is clearly stated. The downside is that one has to pay for time that one may not need. For example if a person wants to park their vehicle for 3 hours they have no choice but to buy 4 hours

#### **Linear system – Sign Layout**

Minimum Payment 50p (30 minutes)

Each hour £1.00

Maximum Payment £10.00 (24 hours)

All accepted coins inserted are converted to periods of time

The advantage of the linear system is that the customer gets what they pay for and there is a much wider choice. Any period of time between the minimum payment and the maximum payment can be purchased.

The downside is that the customer has to carry out a mathematical calculation in order to work out exactly what the charge is for the period of time that they wish to purchase. This is an unwelcome chore to elderly people and mothers with young children who simply want to see the charge and insert the appropriate amount of money into the ticket machine. The system whilst intended to be customer friendly can end up being the opposite, especially when the parking is taking place during inclement weather.

### **The Solution**

The Council has commissioned a sign writing company to create a sign that will display the charges both in a block system format and also a linear system format. This template has been trialled in the Hind Street car park in Ottery St Mary for almost a year without any complaints. A template of the sign is attached at **Appendix 4**.

### **5.3 Tariff Sign Costs**

The Council has ordered 63 off signs based on trialled signs that are located in the Hind Street car park, Ottery St Mary. These new tariff signs were installed on Sunday 27th and Monday 28th March 2010 by staff currently employed in the Council's Parking Services department. The purchase cost of the signs is £9,500.



## 6.0 Advertising

### 6.1 Car Park Tickets

The Council is currently two years into a 3 year contract with a ticket supplier called Nagels for the purchase of its annual ticket supply. Operating in conjunction with the ticket supply contract is an Advertising Rights contract that gives exclusive rights to sell advertisements on the reverse of the parking tickets.

The Council is two years into a three year contract with Nagel's sister company Addson tickets.com. to sell advertisements on the reverse of its car parking tickets. In exchange for this exclusive right Nagels supply all of the 2.3 million parking tickets free of charge to the Council.

The Council has the right within the contract to refuse to allow any advert to appear on its parking tickets that it considers to be inappropriate. All adverts MUST be approved by the Council before acceptance by Addson tickets.com takes place with their customer. All advertising enquiries MUST be made direct to Addson tickets.com.

### 6.2 Car Park Signs – Advertising and Information

The Council has been asked to consider the possibility of providing information signs within its car parks that has a map that shows where other car parks within that town are located. In addition it is suggested that the signs could display adverts for local attractions and/or business outlets.

Exeter City Council and Teignbridge District Council have informed this Council that they use similar signs in their car parks. Both councils have given internet links to the Companies that they use. It will be possible therefore for the Council to investigate this option further.

Exeter City Council has supplied a template of one of the signs that they use, which can be found in **Appendix 5**.

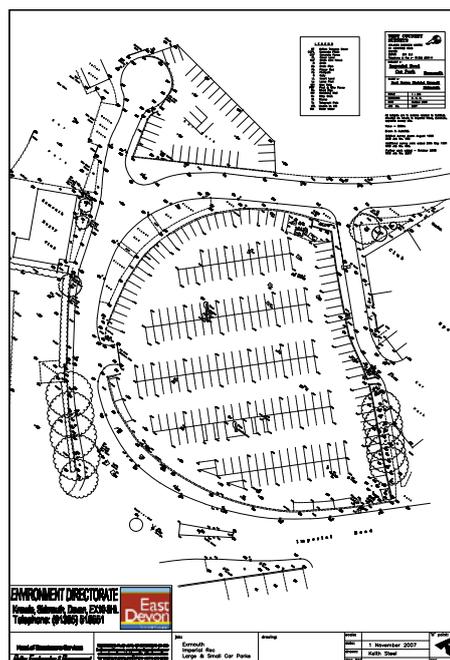
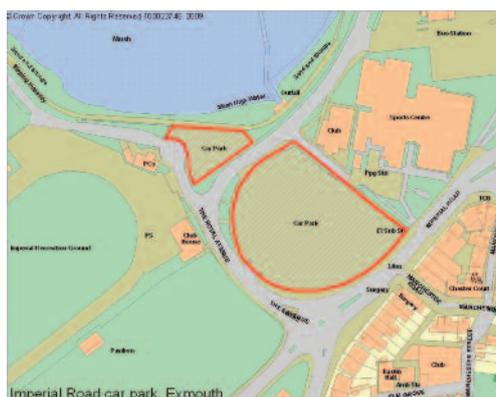
## 7.0 Review by Town and Village

### 7.1 Exmouth

#### Imperial Road Car Park

Providing a total of 316 parking spaces, this short stay car park is split into two sections. The land is owned by the Council by way of a freehold interest in the title but is encumbered, in part, by a large underground sewage collection tank and sewer pipes which will prohibit any form of development of the major part of the car park. However, where development may be possible, the land is subject to a restrictive covenant limiting the height of any development fronting Imperial Road to two storeys in height and any dwellings constructed must be to a superior quality.

The Exmouth Town Centre and Seafront Masterplan has identified this car park to be incorporated within a regeneration scheme. For further information on the Masterplan please visit [www.exmouthmasterplan.co.uk](http://www.exmouthmasterplan.co.uk)



### Royal Avenue Car Park

This long stay car park, coach and lorry park provides 176 car parking spaces together with 44 off road parking spaces for visiting lorries and coaches.

The Exmouth Town Centre and Seafront Masterplan identified this car park to be incorporated within a regeneration scheme.

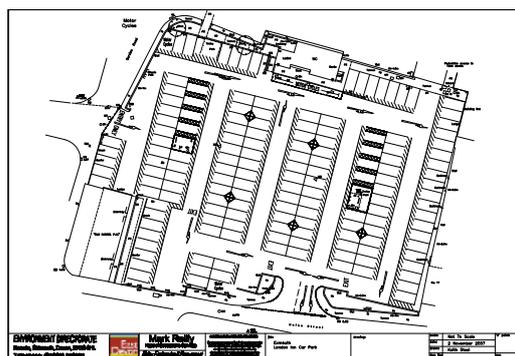


### London Inn Car Park

This car park is heavily used being the closest to the town centre. The car park provides 150 spaces.

In 2008, a feasibility study was carried out to explore the possibility of decking the car park to increase the number of spaces available. A budget has been built into the Council's Capital Programme to advance this work but the project was put on hold subject to masterplanning work being undertaken.

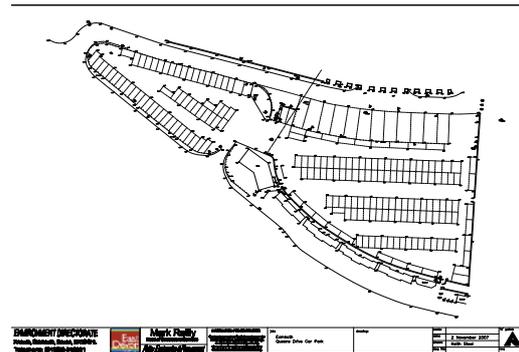
The Exmouth Town Centre and Seafront Masterplan identified this car park to be incorporated within a regeneration scheme.



### Queen's Drive Car Park

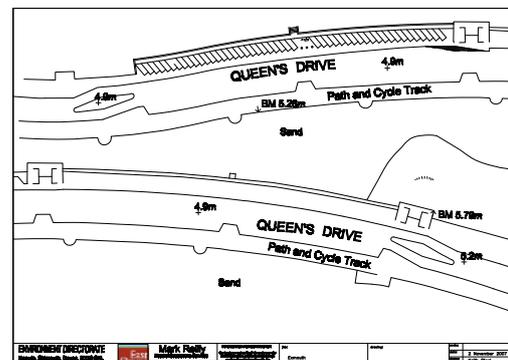
Situated on the sea front, this car park provides 198 car parking and 12 coach parking spaces and serves the adjacent leisure businesses and visitors. The car park is located within an area currently designated for regeneration and is held by way of a freehold interest in the land.

The Exmouth Town Centre and Seafront Masterplan identified this car park to be incorporated within a regeneration scheme.



### Queen's Drive Echelon

Although essentially on-street car parking, this area is classed as a car park and is subject to a Parking Places Order. Charges apply from 1 May to 30 September and the 78 spaces are well used by beach visitors.



### Foxholes Car Park

This car park provides 201 spaces and is located on the sea front chiefly serving visitors to the beach. The land is held by way of freehold.

The Exmouth Town Centre and Seafront Masterplan identified this car park to be incorporated within a regeneration scheme.



### Maer Road Car Park

Providing 334 spaces, this car park is primarily used by visitors to the beach and is under utilised. The land is held by way of the freehold subject to an agricultural right of way and also a right of way in favour of South West Water Ltd to its adjoining sewage pumping station.

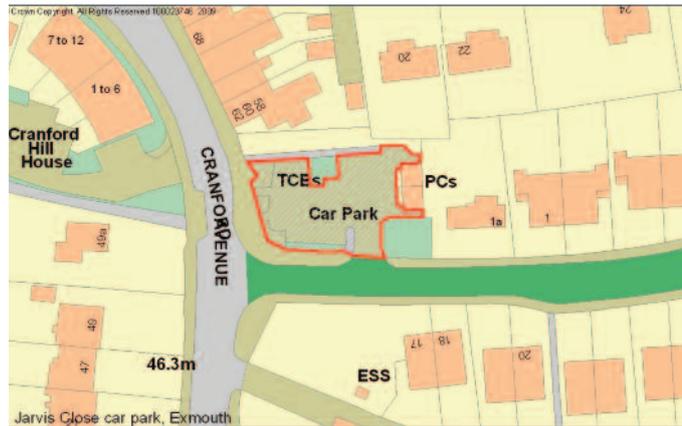
The site has potential for development. However, it has been agreed that this car park may provide a suitable alternative coach park should the Royal Avenue car park be developed at a future date.

The Exmouth Town Centre and Seafront Masterplan identified this car park to be incorporated within a regeneration scheme.



### Jarvis Close Car Park

This is a short stay shoppers' car park serving the Littleham Cross community and shops. It has just 12 spaces and is a non-fee paying car park. This car park is too small to make pay and display a viable option. The land is held by way of a freehold interest with no abnormal covenants and therefore has potential for alternative uses. However, it is considered an important amenity for local shoppers and essential support for the local businesses.



### Pines Road Car Park

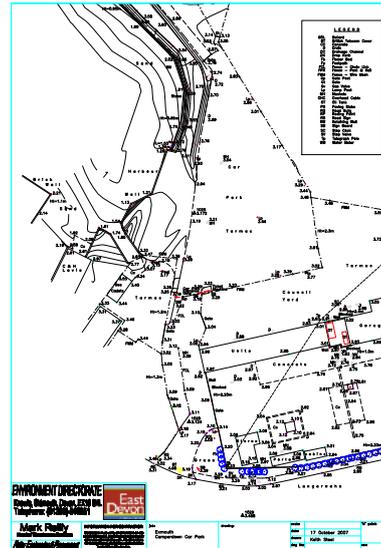
This is a small shoppers' car park (approx 31 m<sup>2</sup> (334 ft<sup>2</sup>)) serving the neighbourhood shops at Pines Road. The car park is held by way of a freehold interest and is leased to the developer of the shop units at a peppercorn rent, following a premium payment of £3,000 at the commencement of the 25 year lease from September 1987.



### Camperdown Car Park

This car park essentially serves the local residential community and water related uses. There are 31 car parking spaces and 14 car/boat trailer combination spaces. During the winter months, the car park is also used for boat storage.

The Exmouth Town Centre and Seafront Masterplan identified this site for regeneration.

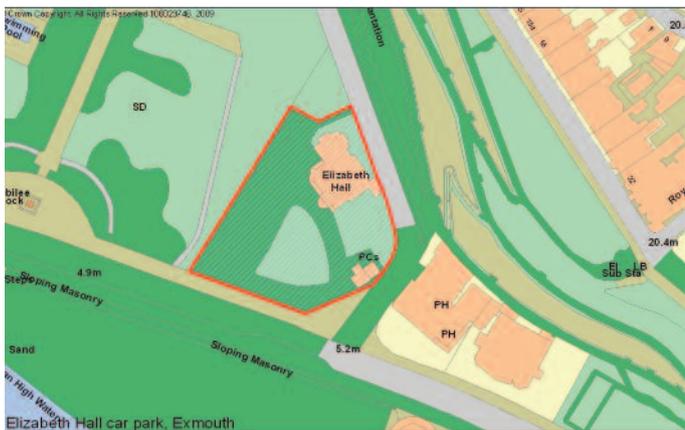


### Elizabeth Hall Car Park

There is currently a Pay and Display Parking Places Order on this free car park but it remains a free car park. This is to facilitate free car parking for users of the public hall.

A pay and display machine could be installed and charges applied daily between 8am and 6pm. This would then increase the availability of car parking on the seafront and assist the level of subsidy provided by the Council.

Further, the Council identified the redevelopment of the Elizabeth Hall site as a priority project.



## Esplanade Car Park

This car park is currently reserved for patrons of the Pavilion, who are permitted to park free of charge when visiting the Pavilion.

There is currently a Pay and Display Parking Places Order on this free car park and it is monitored by a private parking enforcement company. A pay and display machine could be installed and charges applied. Should LED wish to continue the free parking subsidy to their patrons, a double ticket issue machine could be installed. On presentation of the voucher at the Pavilion, a refund of the minimum payment charge could then be made. To do this, different tickets to those used across the rest of the district would need to be purchased.



## Town Hall Car Park

This car park is held by way of the freehold title and comprises 39 spaces. Charges apply on Saturdays and Sundays only (but not on bank holidays). During weekdays the car park is for the exclusive use of Exmouth Town and District Council staff, along with Devon County Council who lease the first and second floors of the Town Hall.



### **Options and Issues raised by Exmouth Town Council**

- 1) The parking meters on Queen's Drive need to be managed by one authority to save confusion and unnecessary fines. (The parking meters are supplied by different manufacturers and different machines. EDDC have now agreed with DCC to allow coin jams, ticket jams and minor defects to be attended by CEOs once training provision has been made).
- 2) A simple cross East Devon Tariff should be implemented to encourage tourists. (There is already a 7 days ticket for the whole of East Devon available at a cost of £20.00.)
- 3) A request for standardisation of long stay fees for summer/winter rates. (The fees are reduced in the winter because demand is significantly less. If the charges were standard throughout the year, they would almost certainly be close to the summer charges than the winter charges.)
- 4) Long stay car parks to be made more use of and a recommendation of £2 - £3 per day with no overnight fee.
- 5) Car park revenue has reduced over the last 12 months so suggest the short stay charges be reduced equating to 50p per hour to reduce customer resistance. (The falls in revenue were resultant mainly from seafront car parks. The two short stay shopper's car parks at London Inn and Imperial Road are very well used and the London Inn car park in particular is usually at full capacity most days during the peak hours. This would seem to indicate that the charges do not necessarily deter use of the town centre car parks.)
- 5) Jarvis Close should remain free of charge for shoppers to use.
- 6) Pines Road car park provides essential parking for health services.

## 7.2 Lympstone

### Underhill Car Park

Underhill Car Park is the only public car park in Lympstone and within a curtilage of approximately 0.54 acre, provides 84 parking spaces. The land is held by way of a freehold interest with no abnormal covenants.

The car park is primarily used by local residents and during the summer season, this use is increased by visitors. The Parish Council would like to take ownership of the car park and envisage using the income to assist with subsidising the running of the adjacent public conveniences.

The Parish Council believe that they can run the car park more cheaply by increasing the hourly rate and by increasing the residents permits which are currently available at just £32 per annum.

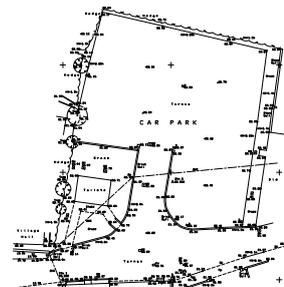


## 7.3 Woodbury

### Flower Street Car Park

Flower Street car park has 42 parking spaces and the 0.287 acre site is held by the Council by way of the freehold with no abnormal covenants. A number of neighbouring residents have been granted licences to create gated access to their properties.

The car park is currently a free car park primarily used for overnight parking by local residents and by users of the adjacent parish hall. It is also regularly used by a chiropody service and a mobile library service. The Parish have requested that the car park remains free of charge as it encourages parents dropping off children to school to park in the car park rather than in the road thereby minimising congestion problems.



### Options and issues raised by Woodbury Parish Council.

- 1) The Parish Council have requested that the car park is leased to them on a 125 year lease to enable plans for a new village hall to proceed.

## 7.4 Broadclyst

### **Victory Hall Car Park**

This car park is the only car park owned by the Council in the village. The 0.32 acre site is held by way of freehold interest but is subject to a restrictive covenant, for the benefit of the National Trust, that it shall not be used other than as a public car park and that no buildings are erected on the land.

The Parish Council has advised that the 41 spaces are used by visitors to the Victory Hall (owned by the Broadclyst Parish Council) together with patients using the Doctors' surgery and Clyst Caring Day Centre (volunteer staff and car drivers bring/collecting people). In addition, the car park is used by parents taking and collecting young children at the primary and pre school. The Parish Church has no parking on site and the car park is therefore used by the congregation. At night, the car park is used by local residents as there is no safe on-road alternative for over-night parking.

The Parish Council estimates that between 150 and 200 cars use the 41 parking spaces weekdays in term time and that between 8.45am and 9.30am it could be filled twice over. At present, in addition to the main car park, there are 7 public spaces in the small National Trust car park which is designated specifically for the village post office/shop and for users of the public toilets. The Parish Council has been working with the National Trust and Devon County Council to look at opportunities for additional car parking spaces at peak school start/finish times, but pedestrian safety issues remain unresolved and these discussions are now on hold.

Although the car park could potentially derive a small revenue income (estimated at £4,961 per annum), at an estimated running cost of £150 per space of £6,150 per annum plus the cost of installing a ticket machine at £4,500, the implementation of pay and display would not provide a net revenue income.

In addition, the Parish Council have looked at the use of the car park in some detail and it is clear that the car park being available for parents picking up and dropping off children at no charge/ without having to spend time buying tickets is of great community benefit in terms of safety for the local residents and the children attending the schools.

However, while the Parish Council have put forward a strong case to have the car park remain free of charge, they are not prepared to assist in the running costs. The Parish Council considers that having taken over the maintenance of the public toilets in the village, no further financial burden should be paid for through the precept.



### Other options/issues raised by Broadclyst Parish Council

- 1) In addition, parking and traffic safety problems also occur at the other end of the village around Clyst Vale Community College during drop off and collection times. The small council owned residents' car park (for Woodbury View) nearby, is oversubscribed owing to the extra homes that have been built, let alone absorb any additional car parking.
- 2) The Parish Council welcomes the new information sign in the car park for its clarity. The renewed signs for the disabled 'blue badge' parking spaces, along with the ground markings have been much appreciated.
- 3) Existing signage directing traffic from the B3181 into the car park often suffers from overgrowth of greenery and is not as obvious as it could be from both directions. The Parish Council have requested that Devon County Council Highways review this issue.

## 7.5 Budleigh Salterton

### Upper Station Road Car Park

The Upper Station Road Car Park is owned by way of a freehold interest by the Council and has been leased to the Budleigh Salterton Town Council since April 1974. The car park has 109 spaces. The current rent is £500 per annum and BSTC are responsible for all repairs and maintenance of the car park, including the boundary hedges and fences. At the moment, the Town Council are holding over on their lease but there is a provision in the lease that it may be determined at any time by either party giving to the other party not less than six months notice in writing to that effect.

BSTC offer the car park as a free service to its residents. There is no provision in the existing lease to prevent BSTC charging car parking fees. The car park is primarily used by those who work in the town and shoppers.

The title is subject to restrictive covenants limiting use of the land to public car parking. In 2007, Officers identified that there was a potential to create a pay and display car park if the lease to BSTC was not renewed. At the time, concern was raised by both BSTC and Clinton Devon Estates (who benefit from restrictive covenants applicable to the site) as to the legality of EDDC considering the introduction of pay and display to the car park. Subsequently, the Council sought Counsel's opinion on the matter.

Counsel was of the opinion that EDDC could charge a reasonable sum for the use of the car park by the public and that there was no reason to suppose that standard car parking charges would not be considered reasonable.

The lease to BSTC could be terminated with six months notice. Under the Landlord & Tenant Act 1954, the Council can refuse to renew a lease under certain circumstances. One reason for being able to refuse a new tenancy is that the Landlord wishes to occupy the premises. Compensation would be payable to BSTC equal to two times the rateable value totalling £11,400.

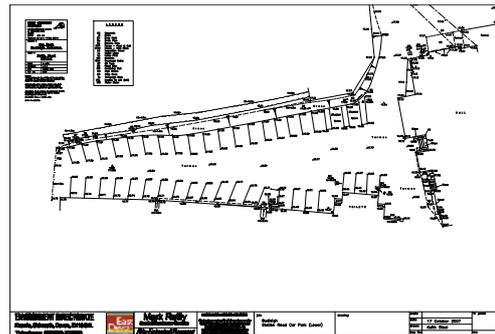
If the Council were to terminate the lease to use for their own purposes as a pay and display car park, the initial equipment set up costs are estimated at £4,500. The car park, based on the annual revenue returns for the Rolle Mews car park in the town, is estimated to have a revenue producing capacity of between £30,000 and £50,000 per annum.

BSTC have previously requested that the car park be transferred to them at nil consideration.



### Lower Station Road Car Park

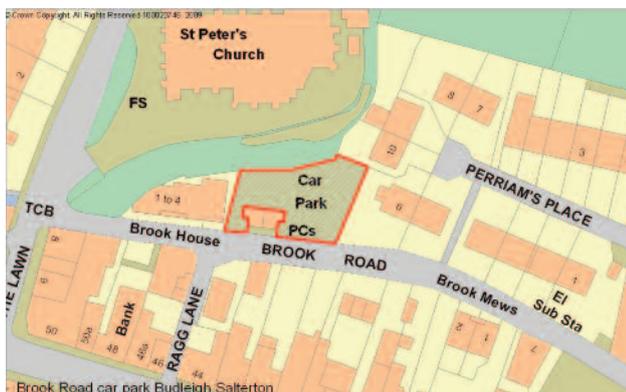
The car park is held by way of a freehold interest by the Council and is subject to a public a footpath. It is currently operated by the Council as a pay and display public car park offering parking for 38 vehicles. The income potential is detrimentally affected by being adjacent to the Upper Station Road free car park. The car park could be considered for redevelopment in the future, in conjunction with the adjacent workshops.



### Brook Road Car Park

The car park is held by way of the freehold title and is not encumbered by any abnormal restrictions. This small site of 0.12 acre provides 15 car parking spaces and is operated as a free car park. The car park is too small to be considered as a pay and display car park but could be considered for redevelopment in the future, subject to the grant of a planning permission.

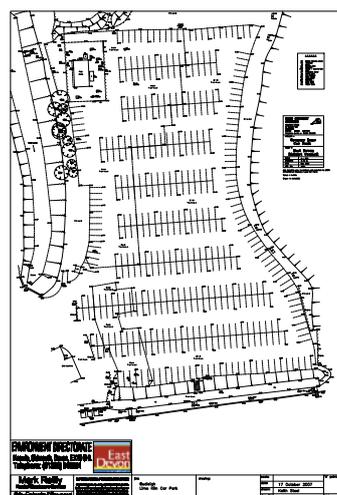
The car park is primarily used as a shoppers' car park, and is adjacent to public toilets run by the Council.



### Lime Kiln Car Park

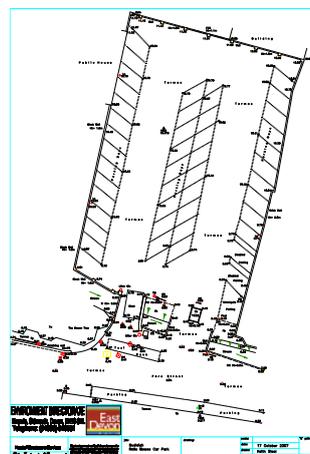
The car park is located at the eastern end of the Sea Front and is a pay and display car park offering 422 spaces.

This 2.32 acre freehold site is not considered to be suitable for an alternative use as it lies within the flood plain and is susceptible to inundation from the sea. This car park is excluded from the rating list as it serves the adjoining open space and beach (an exempt category).



### Rolle Mews Car Park

This 45 space pay and display shoppers' car park is situated close to the High Street in the town centre and conveniently located for the town's beach. The site is held by way of the freehold, with a restrictive covenant that ... *the land shall not be used for any trade or business or otherwise than as a car park.*



### Other comments/issues raised by Budleigh Salterton Town Council

- 1) Machines where drivers can pay by the hour or for 30 minutes with a minimum of 50 pence are preferable.

## 7.6 Newton Poppleford

### School Lane Car Park

This car park is held by way of the freehold title and offers 33 spaces which are currently provided free of charge. There are various rights of access over the car park. The Parish Council would like the car park to remain free of charge and advise that it is well used by the Doctor's surgery, Cemetery users, shoppers, the church, school teachers and by night, local residents.



## 7.7 East Budleigh

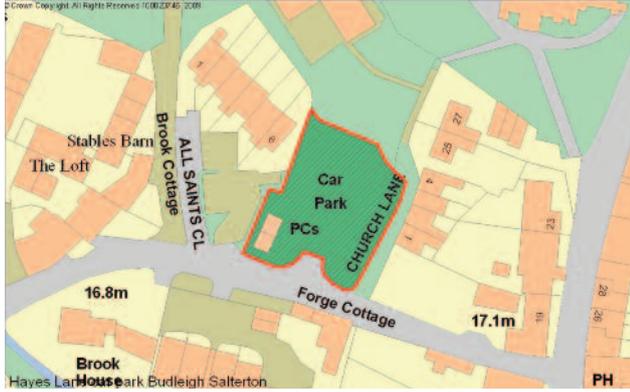
### East Budleigh Car Park

Also known as Hayes Lane car park, this car park offers 32 spaces. The car park is held by way of the freehold title by the Council and is currently provided at no charge. We are advised by the Parish Council that the car park is mainly used by residents as the majority of the surrounding houses do not benefit from off road car parking or garaging. The car park is often used by visitors, primarily as a meeting point for walkers. In addition, the car park is used by the Church congregation, particularly for weddings, and by users of the Village Hall. The car park is therefore not heavily used in the day, but is full at weekends and at night.

It is estimated that the car park could be converted to a pay and display car park at a cost of £4,500. The estimated revenue income would be £3,872 per annum. However, given the characteristics and infrastructure of the village, there would be concerns around any increase in on-street car parking which could prove detrimental to traffic flows – particularly in the summer.

### Other issues/options raised by the Parish Council

- 1) Car Parking for residents of the Village is evidently a problem and, being part of an Area of Outstanding Beauty, opportunities for the creation of further car parking areas is limited. However, the Parish Council are planning to approach Clinton Devon Estates who are the primary landowner in the area, to explore any possibilities.



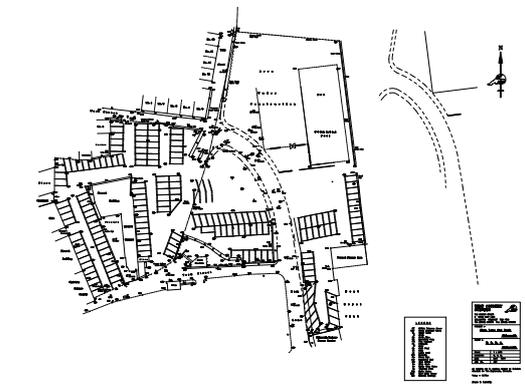
## 7.8 Sidmouth

### Ham East Car Park

The car park is held by way of the freehold interest by the Council and currently offers 74 pay and display parking spaces within a site area of 0.274 acres.

The car park serves the Tourist Information Centre and the Swimming Pool. It also provides vehicular access to the Council's operational garages and to the Sidmouth Lifeboat premises.

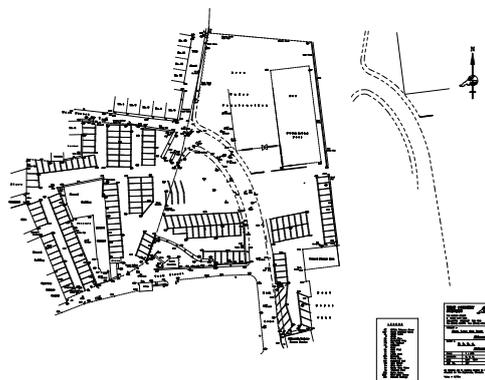
This area of Ham Lane, together with the premises fronting the Esplanade, has recently been subject to a development opportunities study undertaken by community representatives. The Council will now shortly need to decide how to take this initial work on to the next stage.



### Ham West Car Park

The car park is the main central visitors' and shoppers' car park offering 192 spaces within a site area of 1.085 acres.

The car park is held by way of freehold title but is encumbered by high voltage electricity cables which would require reposition in the event of any development of the site. This car park has recently been subject to a development opportunities study undertaken by community representatives. Consideration will shortly be given as to how this work is progressed to the next stage.



### Mill Street and Northcott's Car Park

These two car parks are non-operational car parks where the spaces are let out to local businesses and residents under annual reserved spaces licences. The Mill Street car park has 46 reserved spaces.

The Northcott car park has 22 reserved spaces which provided an income of £9,240 in 2009/10. However, if the current proposal to develop part of the site for 11 social housing units proceeds, there will be a net loss of 10 parking spaces.



## Roxburgh Car Park

The Roxburgh short stay car park was converted to a Pay and Display car park between 8am and 6pm daily commencing on the 29 March 2010. Prior to this date it was reserved for the exclusive use of annual permit holders between 8am and 2pm Monday to Saturday, but dualled as a pay and display public car park in the afternoons between 2pm and 6pm. It offers 75 parking spaces. A reasonable comparison with this car park is the Ham East car park, which has 74 spaces and which operates very similarly to the Roxburgh with use by both Pay and Display and permit holders. The Ham East car park takes 72% of its daily revenue between 8am and 2pm. Thus the £18,174 that the Roxburgh took prior to the conversion between 2pm and 6pm represents 28% of its annual revenue potential. The conversion to Pay and Display between 8am and 6pm daily will result in a significant increase in revenue income.

The car park has a Maximum Stay restriction of 3 hours, which applies to everyone. Monday to Saturday inclusive permit holders have a Restriction of Use of Permit, which means that their permit is only valid for one visit on each of these days between 8am and 6pm and that single visit must not last more than 3 hours. There is no Restriction of Use of a Permit on Sundays. However, the Maximum Stay Restriction of 3 hours applies. Thus the permit is valid for use for more than one visit on a Sunday but each visit must not last more than 3 hours and there must be no return to the car park within 1 hour of the expiry of each visit.

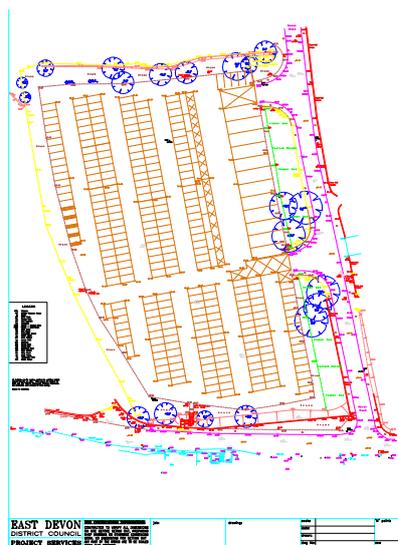
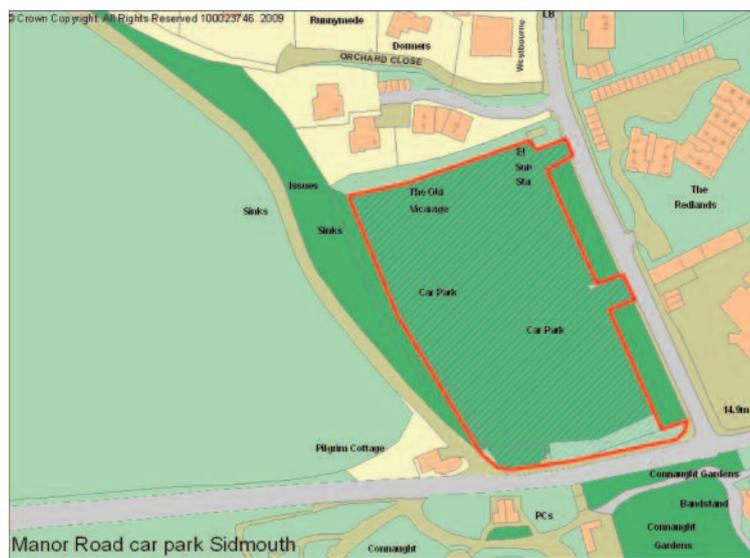
The 0.725 acre town centre site is owned by way of the freehold title with no abnormal covenants but is subject to access rights to an electricity substation and cable easements.



## Manor Road Car Park

The Manor Road car park is a visitors' long stay and coach park providing 307 parking spaces. The car park is most heavily used during the summer season and occupies an area of around 2.46 acres. The land is held freehold and is subject to a restrictive covenant that no buildings shall be erected west of a line running north to south across the site.

We're advised that there is a perception in the town that the charges remain the same throughout the year. During the winter, charges are reduced between 1 November and 31 March. In addition, permits are available at a charge of £95 a year which equates to £1.82p a week.



### Temple Street Car Park

Temple Street Car Park is a small shoppers' free car park offering 30 spaces of which 11 are reserved spaces for local businesses (£420 p.a. per space) and residents (£210 p.a. per space). There is no recorded income but it is estimated that the income from a pay and display system would be in order of £3,993 per annum. This may however result in shoppers reverting to road side parking and cause traffic management problems. The car park is held freehold, and is accessible via an access in the ownership of Oxfam, with the Council having a restricted right of way. Consultation responses from both Sidmouth Town Council and the Chamber of Commerce highlighted that there are some abuses of the reserved spaces and a case for marginally increasing the number of these spaces. Both highlighted enforcement issues and recommend more monitoring. However, it was considered that the car park should remain free and subsidised by the Council.



### Manor Pavilion Car Park

This car park offers around 20 spaces and is operated as a private car park for staff, visitors and customers of the Manor Pavilion. Both the Town Council and the Chamber of Commerce recognise that the car park is currently misused and would be in support of creating additional public car parking with a double ticketing arrangement put in place for Pavilion customers.



### Church Street Car Park, Sidford

Church Street car park is primarily a shoppers' car park but is also used by patients attending the adjacent medical practice. Pay & display is operative between 9.00 am and 6.00 pm. It provides 52 parking spaces. The land is held by way of the freehold but is subject to pedestrian rights of way and a vehicular right of way to the adjoining Sidford Medical Practice.

The Town Council consider that this car park should be made available free of charge or with at least some dedicated spaces for the medical practice and local residents. There is no on street car parking in Sidford but only for the residential areas. However, the access lane/entrance to the car park becomes congested and the question was raised as to whether or not this area could be yellow lined and enforced. The access lane does form part of the area governed by the Parking Places Order and is in the ownership of the Council. If not available free of charge at all times, the Town Council queried whether or not there could be a free period. However, where this has been piloted elsewhere before, it's found that youths abuse the machines and use up all the ticket paper. The charges are minimal here (20p per ½ hour, 40p per 1 hour).



### Manor Estate Yard, Sidbury

The Manor Estate Yard car park is a small free car park providing 19 parking spaces and primarily serves the users of the adjacent parish hall and visitors to Sidbury. The car park is not heavily used in the day and the implementation of pay and display would likely to result in an increase in roadside parking.







## Honiton

### Silver Street Car Park

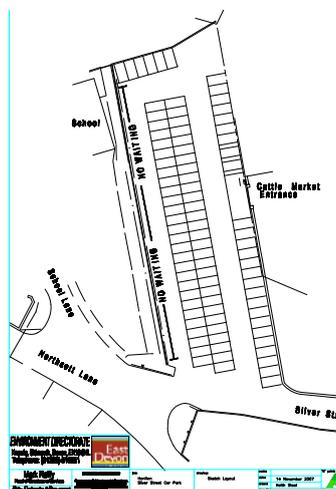
Silver Street car park is situated to the north of the High Street adjacent to the Livestock Market and is primarily used as a shoppers' and commuters' car park. Access is permitted for livestock lorries accessing the Livestock Market on market days. The pay & display car park offers 90 parking spaces.

As the freehold site of the car park adjoins the Livestock Market held by the Council by way of a long lease, and being well located to the High Street, there is potential for redevelopment of the combined sites whether in whole or in part. The area of around 1 acre comprising the Livestock Market is currently subject to a business tenancy which would have to be terminated. The freeholder of the premises would also be required to consent to any redevelopment proposals. Initial discussions have been held with both parties and to date, it has been considered that redevelopment would be inappropriate given the strategic importance of the livestock market.

However, more recently this importance has diminished and the cattle market now used only as collection centre for animals who are then moved to market for sale. Responses to consultation on the future use of this car park were mixed. Yarcombe Parish Council, the Honiton and District Chamber of Commerce and Industry and Broadhembury Parish Council all considered that the car park should remain in its existing use. However, one of the Ward Members considered that the car park should be considered, in conjunction with the cattle market, for alternative uses such as community facilities or the expansion of the College facilities.

The Town Council questioned whether usage could be increased by mixing the balance of long and short stay places and making improved signage for the car park.

The car park site, which is held by way of a freehold title with no abnormal covenants, occupies a site of around 0.5 acres.



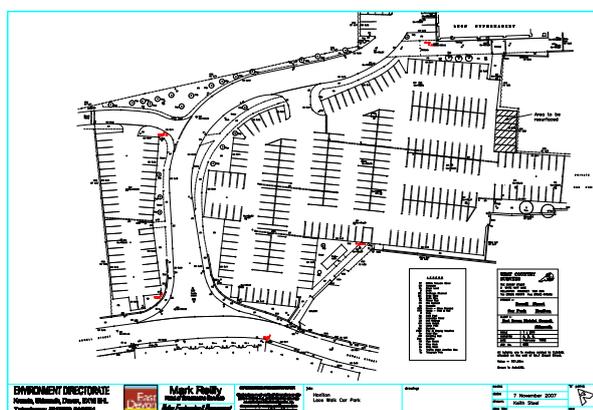
## Lace Walk Car Park

Lace Walk car park is primarily a short stay shoppers' pay & display car park offering 197 spaces and a smaller long stay car parking area with 39 spaces. This smaller car park was previously considered as a site for a proposed Honiton Community Centre.

The car park is held freehold but is subject to certain rights of access to the Lace Walk development. The short stay car park occupies an area of around 1.45 acres and the long stay car park a site area of around 0.25 acre.

The Town Council are concerned that the new alignment in the car park does not work well and are receiving complaints. In particular, it is considered that pedestrian safety is a problem, especially with the TIC currently located in the middle of the car park. It is also felt that the cut through to the long stay car park/Thelma Hulbert Gallery/community complex needs formalising.

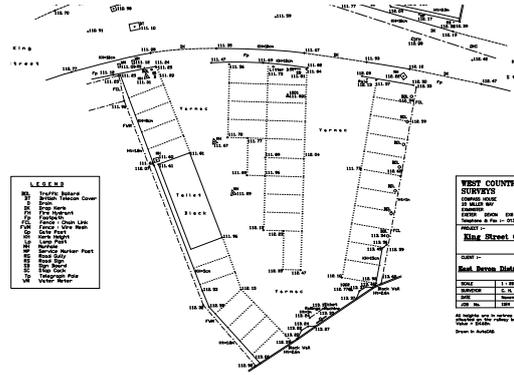
The Town Council felt that this would be an appropriate car park to pay on exit. An idea was also mooted that the Lace Walk car parking provision could potentially be provided underground with housing on the ground level as part of a redevelopment scheme.



### King Street Car Park

This car park is a short stay shoppers' pay & display car park with 35 spaces. The car park, which occupies a 0.20 acre site (excluding the adjoining public toilets) is held freehold with no abnormal covenants.

The response to consultation was that the car park should remain in its existing use.



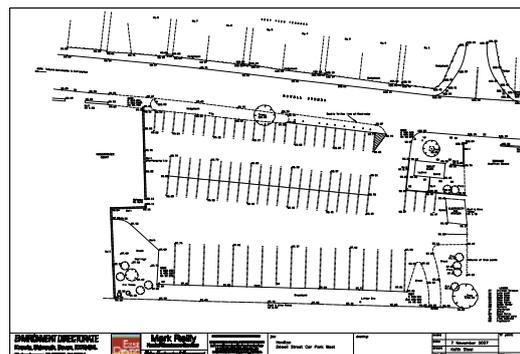
### Dowell Street Car Park

Dowell street car park is a pay & display long-stay car and coach park offering 61 spaces. This 0.96 acre site is held by way of a freehold title but is subject to pedestrian rights of way to the adjacent Magistrate's County and County Council buildings. The car park also includes the site of the demolished public toilets.

This car park serves as an overspill car park at times when the Lace Walk car park is at capacity.

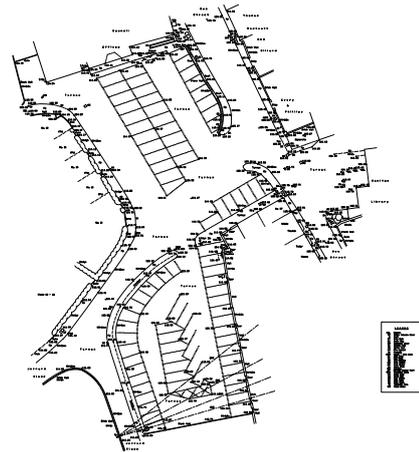
At present, the Town Council consider that the differential between the long stay car park and the short stay car park at Lace Walk could be clearer and have suggested that the signage could be clearer. Following a meeting with the Town Council, a sign indicating that much cheaper parking is available in Dowell Street car park has been put in place at the junction of Lace Walk long stay car park and Dowell Street.

The Council has agreed to transfer the car park into the ownership of the Town Council to facilitate the development of a Community Centre.



## New Street car park

New Street car park is a split site located at either side of Jerrard's Close. It offers a total of 82 pay & display spaces and the site is held by way of the freehold with no abnormal covenants other than being subject to certain rights of way over the northern section of the car park. The north car park has an area of 0.21 acres and the southern car park, an area of 0.25 acres.



## Other issues/options raised by Honiton Town Council

- 1) The Town Council advised that some local business would take up any opportunity for discounting car park costs against purchases in their shops.
- 2) It is considered that the good deals to be had with long stay car parks and permits could be better advertised.
- 3) The free Sunday parking needs to be retained.
- 4) The information boards are currently too confusing.
- 5) The main coach drop off point is at Dowell Street where there is no toilet. Could there be a drop off point in Lace Walk? Perhaps in front of the new Community Centre? The TC are currently trying to get Devon County Council to put a layby on each side of the High street. There is a loading bay outside the Mackarness Hall which is used by coaches, but it is considered that it would be better to have a specified setting down point.
- 6) Additional car parking is required at the Eastern end of the town, perhaps with a park and ride provision. Other park and ride provision could be made for Heathpark – for businesses based at western end and could be based on extension of existing town bus.
- 7) The Town Council would welcome the opportunity to provide parking permits as well as the TIC.
- 8) Could there be reduced parking charges/ free parking on down days? This would assist competition with neighbouring towns in Dorset where free parking is available.

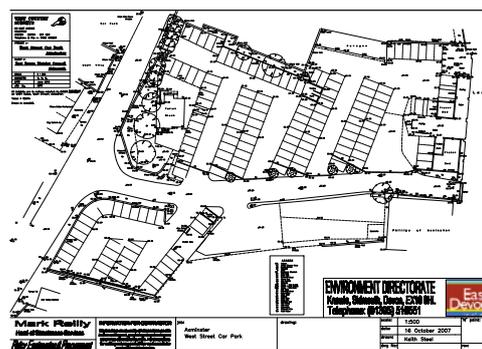
## Axminster

### West Street Car Park

West Street car park is the largest town centre car park in Axminster with some 122 pay & display parking spaces plus seven lock up garages producing a further £2,100 per annum rental income. The car park is held by way of the freehold title with a restrictive covenant that it shall ...not be used for a petrol filling station or garage. The land is also subject to a vehicular right of way to the adjacent supermarket. The car park has a site area of 1.323 acres (including the public toilets).

The Town Council advised that this car park is used by people visiting the Axminster Medical Practice and the need to pay for car parking to visit the doctor's surgery can be distressing for some patients.

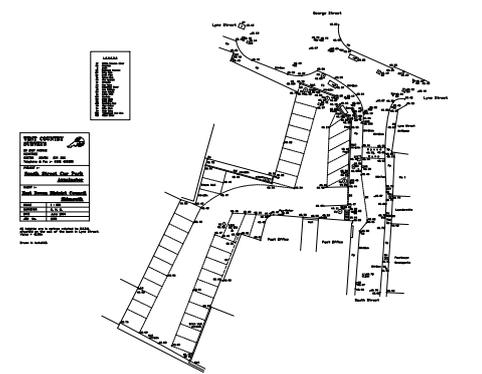
The Town Council also suggested a one way circulation realignment of the car park.



### South Street Car Park

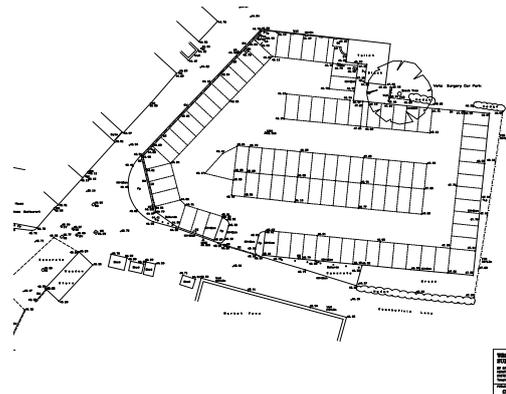
South Street car park is a town centre shoppers' pay & display car park with some 36 spaces.

The 0.232 acre site is surrounded by other town centre commercial development including the former derelict 'Websters Garage'. The Council has entered into an agreement to facilitate a comprehensive redevelopment which would incorporate replacement car parking provision.



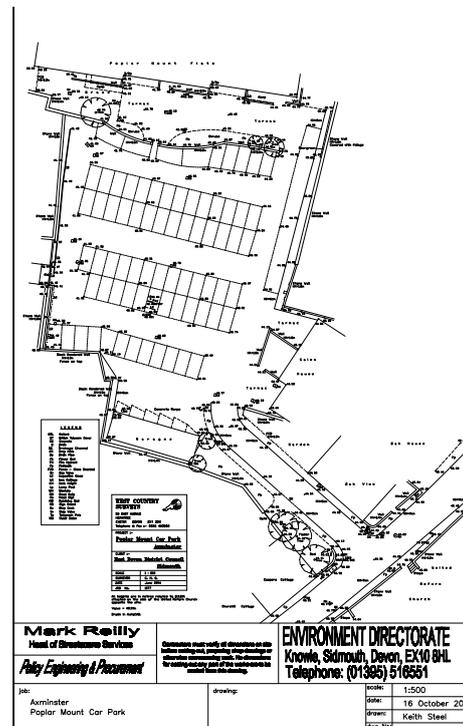
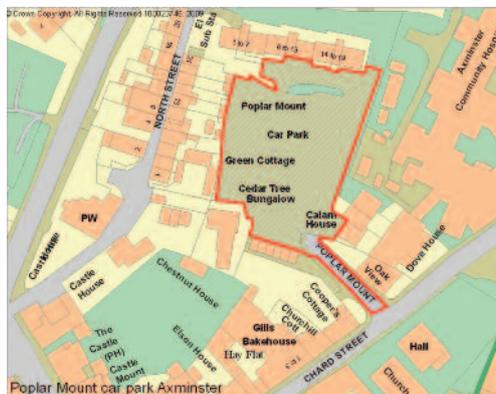
### Coombe Lane Car Park

Coombe Lane long stay car park has 87 pay & display parking spaces. This car park enjoys a special low tariff of 50p for 1 hour, £1.00 for 2 hours and £1.50 for up to 24 hours. The 0.507 acre site is held freehold but subject to a vehicular and pedestrian right of way to the adjoining Coombefield Veterinary Hospital.



### Poplar Mount Car Park

Poplar Mount car park is a pay & display car park with 72 space. The 0.509 acre site is held freehold and is subject to vehicular rights of way to Oak House and the Council owned Poplar Mount flats. The car park is accessed via an access way from Chard Road and has no road frontage.



### Further Issues/options raised by Axminster Town Council

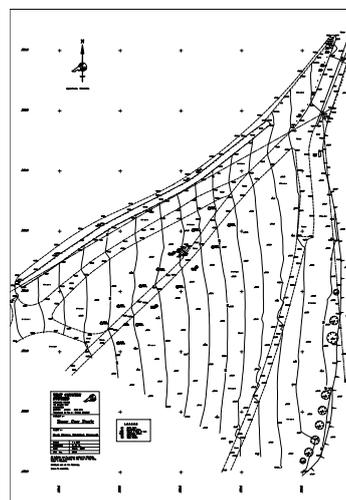
- 1) Additional car parking is required in the town
- 2) An accessible coach park is required. The Poplar Mount car park is supposed to make this provision but is not used by the coach operators as it is difficult to access. At present, they tend to go to a layby at Trinity Square. In addition, the railway car park has now been redesigned so that there is no parking for coaches. Could a slipway to the side of Coombe Lane car park be incorporated (in) and then out to Musbury Road?
- 3) The Flamingo School car park is currently used on weekends and non school days.
- 4) The signage directing traffic to car parks is not good. Could this be improved? (Would it also be good to indicate how many spaces are available in each car park). Big P's with arrows at high level (rather than bumper level) may be more useful.
- 5) Considered that a lot of people are not aware of what is covered within the permits available and wonder if EDDC should advertise better. The Chamber of Trade may be a good forum through which to highlight availability. In addition, perhaps the weekly permits available for visitors to the area could be advised by way of leaflets at various accommodation providers.

## Beer

### Beer Cliff Car Park

Beer Cliff car park is a pay & display seasonal, grass cliff-top car park accommodating 300 vehicles. The car park has an area of 4.219 acres and is held freehold subject to a covenant that ...the land shall only be used as a car park and shall be kept as an open area with no buildings (other than a public convenience or attendant's hut).

This car park is underused in the winter owing to its location but is free between November and March.



## Coach Park

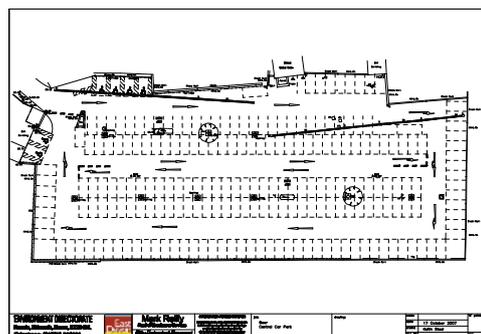
The Coach Park at Beer is currently the subject of an asset transfer to Beer Parish Council at no charge.



## Dolphin Car Park

The Dolphin car park is the main central car park in Beer with a site area of 1.17 acres, with 230 spaces. This car park is heavily used all year round and is an essential asset for Beer. The car park is held freehold but is encumbered in part by South West Water below ground sewers and tanks. There is also a legal right of access to the Doctor's surgery.

The Parish Council have confirmed that this is a very well used car park – by visitors during the day particularly in the summer, and at night by the residents. However, the Parish Council would not support any decking of the car park to increase capacity.



## Other Issues and options raised by Beer Parish Council

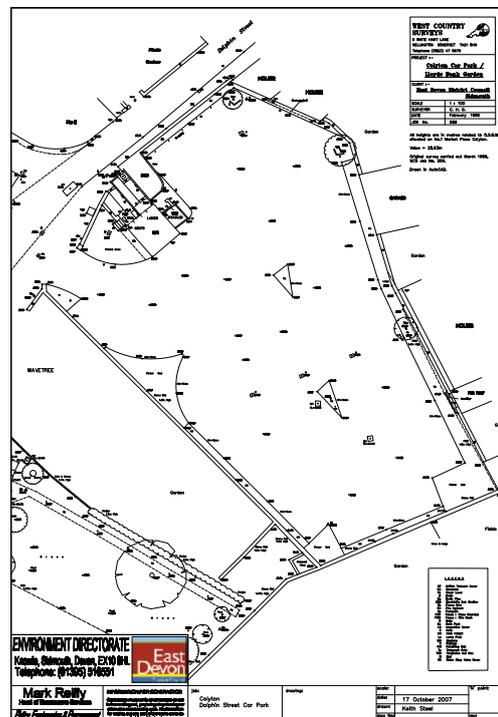
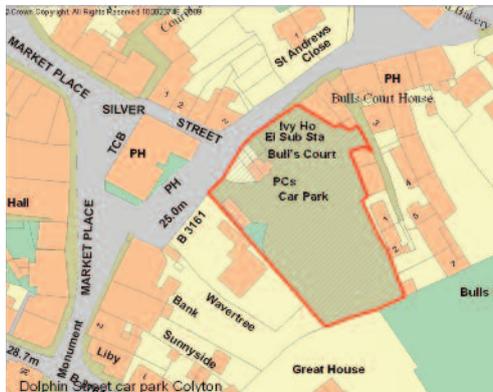
- 1) The coaches drop off in the town and then park in the Coach Park. Some also park in the Causeway drop off point. Recommend status quo.
- 2) The Parish Council have previously discussed the possibility of getting rid of double yellow lines. This has never been taken further with Devon County Highways.
- 3) The Parish Council have considered the problem of short term parking availability but have not been able to identify any possible additional bits of land that could be used.

## Colyton

### Dolphin Street Car Park

The Dolphin Street car park is primarily a visitors' and shoppers' pay & display car park with 61 parking spaces. The 0.471 acre site is held freehold with a covenant prohibiting... the sale of intoxicating liquor, and not to use the land for a betting shop, petrol filling station, hotel or boarding house.

The Parish Council have advised that the car park is most used on a Saturday for shopping and functions. As and when funds are available, it is considered that more spaces could be created. Plans created by the Parish Council are attached at Appendix 7.



### Other issues/options raised by Colyton Parish Council

- 1) On Street parking is a problem in Colyton as those working in the shops take up the car parking all day? This is something that the Parish Council are taking up with local businesses. This will include a discussion around whether or not businesses would consider purchasing car park permits for their staff, get an idea of how many might consider this along with the price they might be prepared to pay. Might the cheap resident's permits be then extended to the owners and employees of the shops around the market?
- 2) It was felt that there could be opportunities for better advertising of the weekly permits available to visitors to the area. Could the Council work with the Hoteliers Association and Tourist Board in this respect?

## Seaton

### Harbour Road Car Park

This is primarily a visitor car park and is very well used during the summer months. The car park currently provides 51 short stay spaces and 316 long stay places. The car park site of 3.105 acres is held freehold but is subject to a right of way for the benefit of the Seaton Tram Co for the duration of its lease of the terminus and track.

The Car Park forms part of the area designated for regeneration and as part of the redevelopment proposals, will incorporate the siting of a new visitor centre for the town. It is currently anticipated that the car park will become long stay only, while short stay parking will be provided within the adjacent supermarket scheme. This will result in a reduction of income from ticket sales for the Council.



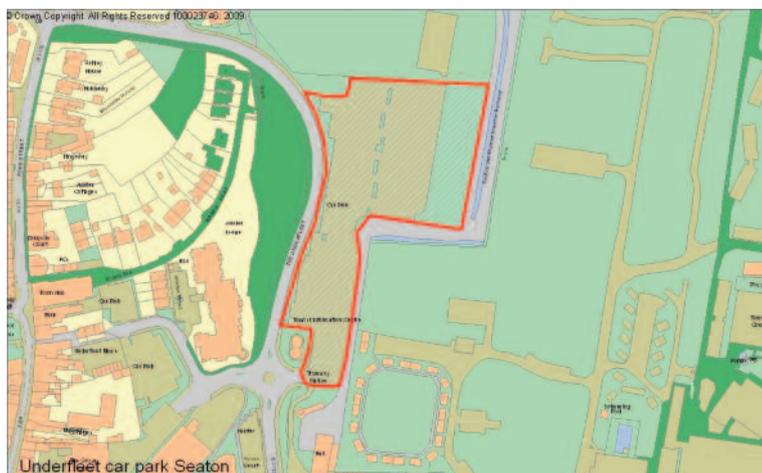
### Orchard Road Car Park

The Orchard car park is a pay & display shoppers' car park being situated close to the town centre. It offers 168 parking spaces and is held by way of the freehold but is subject to a public footpath right of way from Old Beer Road to Stock Lane, and access rights to a number of properties adjacent to the car park. The car park has an area of 1.107 acres.



### Harbour Road Coach Park

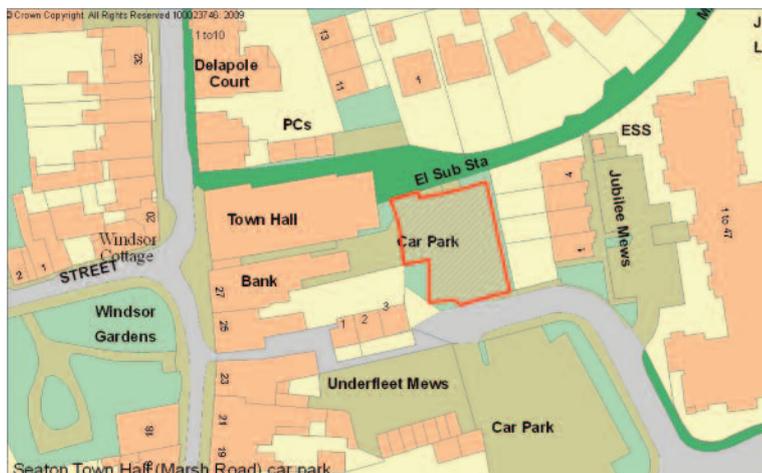
9 coach parking spaces are provided and there is generally a low level of use at any given time. Ticket machines are to be installed in 2010 to negate the need for drivers to cross the road and obtain tickets from the Harbour Road Car Park.



### Town Hall (Marsh Road) Car Park

The car park has 20 spaces and is not a pay and display car park and is reserved for permit holders only. The car park is generally not well used and the Town Council advises that people get confused and believe that they can park in the allocated 9 spaces at Marsh Road (adjacent to the public toilets) as well as the main Town Hall car park. The 9 spaces at Marsh Road are allocated between the Town Council, Seaton's Voice staff and the Museum. One has been retained for use by Council staff and contractors. Day Permits have been issued to Seaton's Voice, to distribute to those hiring facilities at the hall.

In addition, the Town Council provided feedback from users that there would be a preference for a timeless permit rather than the 2 hour limit.



**Other Issues/suggestions raised by Seaton Town Council**

- 1) It was felt that charges are generally in line with other districts.
- 2) It was felt that the coinage system was outdated and the Town Council particularly like the idea of the mobile phone payment option.
- 3) It was considered that none of the car parks in the town were surplus to requirements.
- 4) A problem with buses to different areas in the district going to different places was raised. In particular, problems for traders were caused by buses waiting in the High Street and the subsequent oil getting traipsed into the shops. The County Councillor had written to Devon County Council to request that the buses wait in the designated coach parking area at the Underfleet and discussions are held with Stagecoach about a setting down point.

## Appendices

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# Appendix I

## Pay & Display Income 2010/11

Machine Group Name	Total Cash Amount	spaces	income per space
Brook Street L/S, Ottery St Mary	£6,719.80	33	£203.63
Camperdown L/S, Exmouth	£8,947.05	46	£194.50
Canaan Way L/S, Ottery St Mary	£13,785.80	125	£110.29
Central L/S, Beer	£162,107.75	219	£740.22
Church Street, Sidford, Sidmouth	£13,402.95	57	£235.14
Cliff Top L/S, Beer	£71,059.60	300	£236.87
Combe Lane L/S, Axminster	£19,882.20	87	£228.53
Dolphin L/S, Colyton	£14,663.20	60	£244.39
Dowell Street L/S, Honiton.	£18,557.90	78	£237.92
Estuary Car L/S, Exmouth	£40,214.30	135	£297.88
Estuary Comm Veh, Exmouth	£3,580.75	24	£149.20
Foxholes L/S, Exmouth	£32,823.20	201	£163.30
Ham East S/S, Sidmouth	£107,235.27	85	£1,261.59
Ham West S/S, Sidmouth	£344,019.20	191	£1,801.15
Harbour Road Coach Park, Seaton	£93.10	9	£10.34
Harbour Road L/S, Seaton	£69,860.35	325	£214.95
Harbour Road S/S, Seaton	£52,812.20	51	£1,035.53
Imperial Recreation Ground S/S, Exmouth	£11,230.40	25	£449.22
Imperial Road Annexe S/S, Exmouth	£18,571.90	41	£452.97
Imperial Road S/S, Exmouth	£296,970.70	247	£1,202.31
King Street S/S, Honiton	£54,301.50	35	£1,551.47
Lace Walk L/S, Honiton	£15,432.20	41	£376.40
Lace Walk S/S, Honiton	£259,952.45	221	£1,176.26
Lime Kiln L/S, Budleigh Salterton	£110,436.50	414	£266.75
London Hotel S/S, Exmouth	£319,859.60	150	£2,132.40
Lower Stn Road S/S, Budleigh Salterton	£17,033.95	35	£486.68
Maer Road L/S, Exmouth	£14,321.55	354	£40.46
Manor Road L/S, Sidmouth	£196,512.90	306	£642.20
New Street (North) L/S, Honiton	£14,131.35	30	£471.05
New Street (South) L/S, Honiton	£40,205.75	47	£855.44
Orchard Road S/S, Seaton	£20,182.10	168	£120.13
Poplar Mount L/S, Axminster	£17,339.05	68	£254.99
Queens Drive L/S, Exmouth	£136,402.90	194	£703.11
Queens Echelon L/S, Exmouth	£30,175.10	78	£386.86

Pay & Display Income 2010/11 (continued)

Rolle Mews S/S, Budleigh Salterton	£54,572.00	45	£1,212.71
Roxburgh S/S, Sidmouth	£58,171.62	75	£775.62
Silver Street L/S, Honiton	£40,192.91	90	£446.59
South Street S/S, Axminster	£47,841.50	36	£1,328.93
Town Hall, Exmouth	£4,244.00	36	£117.89
Underhill L/S, Lympstone	£10,562.60	97	£108.89
West Street L/S, Axminster	£9,192.20	33	£278.55
West Street S/S, Axminster	£114,852.15	111	£1034.70
Hind Street, Ottery St Mary	£62,886.00	93	£676.19
Total	£2,955,339.50	5096	

## Appendix 2

### Car Parking Permits

The Council has held the cost of permits unchanged for the last three years but unfortunately we have been unable to do so again this year. Regrettably the cost of a permit has increased this year, partly due to the increase in the VAT element (to 20%). The Council appreciates that any increase in the current economic climate is difficult but we believe that the permit still offers excellent value for money to regular users of the car parks.

Due to its popularity, the Council has decided to retain the Economy Permit. The permit allows anyone purchasing a Town(s) Permit to pay a supplement of £23.00 (or £12 for a 6 monthly permit), which converts the Town(s) Permit into an Economy Permit. The cost of an Economy Permit is therefore £127 for 12 months and £75 for 6 months.

The Economy Permit extends the use of the Town(s) Permit to allow the customer to park their vehicle in any other Pay and Display car park located in Town(s) in East Devon other than their designated towns for one visit on each day for a period of up to 3 hours.

The Council has decided to extend the Restriction of Use for Town(s), District and 7 Day permits in Short Stay car parks between 8am and 6pm Monday to Saturday inclusive to one continuous visit of up to 3 hours (formerly 2 hours) in each Short Stay car park on each day. There is no Restriction of Use of permits in Short Stay car parks on Sundays; however, where a Maximum Stay Restriction is in place this will still apply. Permits are valid for unlimited parking in Long Stay car parks every day.

The issue of permits remains centralised. A permit application form can be requested from the Council's website. Any online queries can be sent to [carparks@eastdevon.gov.uk](mailto:carparks@eastdevon.gov.uk)

### Car Park Permits - Conditions of Sale 2010/2011

- From 1st April 2011 Parking Permits (except Public Service & Heavy Goods Vehicle Permits) may be used in the Council's Car Parks as shown in the table below.
- ANNUAL EAST DEVON PERMITS: These are valid for use in all EDDC car parks shown in the table below.
- TOWN/AREA PERMIT: These are only valid for use in the car parks in the town(s) indicated on the permit.
- ANNUAL TOWN(S) ECONOMY PERMIT: Holders please see the conditions below.
- Permits are only valid for use in the vehicle that bears the vehicle registration number recorded on the permit by East Devon District Council.
- Altered or defaced permits are not valid.
- Annual and 6 Monthly Permits can be purchased at any time of the year (similar to the Road Tax Disc).
- All Permits commence from the 1st day of the month chosen by the applicant.

## Current Charges

Annual East Devon Permit	£153.00	6 Months	£87.00
Annual Town/Area Permit	£104.00	6 Months	£63.00
Annual Town(s) Economy Permit	£127.00	6 Months	£75.00

### Annual town(s) economy permit

- This permit upgrades the Annual Town(s) permit to allow the holder to park their vehicle in any other EDDC pay and display car park outside of their designated Town(s) for one visit of up to **3 hours** in each day. The one visit of up to **3 hours** applies both to Short Stay and Lang Stay car parks. When using a car park outside the Town(s) permit's designated area, the permit clock must be set for the time of arrival.

### Display the permit

- The permit holder will be given an adhesive disc to enable it to be clearly displayed in the front windscreen (similar to the Road Tax Disc).
- The permit holder must clearly display the permit clock in any short stay car park where a **Restriction of Use of Permit** applies. The short stay car parks to which this applies are listed in the table below.
- On arrival the clock **MUST** be clearly displayed face up in a conspicuous position on the dashboard inside the vehicle.
- The clock **MUST** be set to indicate the quarter hour period of time of arrival in the car park. It is the driver's responsibility to ensure that the clock is correctly set before leaving the vehicle in a car park.
- Any alteration to the clock once it has been set, failure to clearly display the disc in a conspicuous position as detailed above, or staying in excess of the maximum time permitted may result in a Penalty Charge Notice being issued.

### Parking

- Vehicles must be parked wholly within the parking bays indicated by the markings on the surface of the car parks.
- When parked in a designated space for use by disabled people, a valid disabled person's blue badge must accompany the permit and be clearly displayed.
- It is the driver's responsibility to ensure that the permit(s) are **CLEARLY** displayed before leaving the vehicle.

### **Replacement permits**

- There is no charge for transferring a permit to another vehicle. However, the old permit **must** be returned to the Council Offices before a new permit can be issued.
- In the case of lost permits please contact the Council Offices to have this rectified.

For more details telephone *01395 516551* and ask the operator for Parking Services.

**THE COUNCIL DOES NOT GUARANTEE THE AVAILABILITY OF PARKING SPACES. NO REFUNDS ON PERMITS ARE GIVEN.**

**YOU MUST CONTACT PARKING SERVICES AND REQUEST A TEMPORARY PERMIT WHILST USING A COURTESY VEHICLE.**

**Permits are issued in accordance with the terms and conditions of the East Devon District Council Parking Places Order, which is available for inspection at the Council Offices.**

### **Restriction of use of permit in short stay car parks**

- In the short stay car parks listed in the table below the permit is only valid for use for one visit in each of them on each day Monday to Saturday inclusive between 8.00am and 6.00pm.
- The permit is only valid for up to 3 hours of parking.
- There is no restriction of use of permits on Sundays; however, you can never stay in excess of any Maximum Stay Restriction that is in place.
- The Restriction of Use condition governs when the permit is valid for use and only affects permit holders.
- A Maximum Stay Restriction governs how long a vehicle can be parked and applies to everyone.

Axminster Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• South Street</li> <li>• West Street (main)</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Poplar Mount</li> <li>• Coombe Lane</li> <li>• West Street (small)</li> </ul>
Beer Car Parks		<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Central</li> <li>• Cliff Top</li> </ul>
Budleigh Salterton Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• Lower Station Road (no Restriction of Use 01 Oct to 31 March incl.)</li> <li>• Rolle Mews</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Lime Kiln</li> </ul>
Colyton Car Park		<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Dolphin Street</li> </ul>
Exmouth Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• Imperial Road</li> <li>• London Hotel</li> <li>• Town Hall (weekends only)</li> <li>• Imperial Recreation Ground</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Queens Drive</li> <li>• Queens Drive Echelon</li> <li>• Camperdown Terrace</li> <li>• Foxholes</li> <li>• Maer Road</li> <li>• Estuary</li> </ul>
Honiton Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• Lace Walk (main)</li> <li>• King Street</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Lace Walk (small)</li> <li>• Dowell Street</li> <li>• New Street (north and south)</li> <li>• Silver Street</li> </ul>
Lympstone Car Park		<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Underhill</li> </ul>
Ottery St Mary Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• Hind Street</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Brook Street</li> <li>• Land of Canaan</li> </ul>
Seaton Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• Harbour Road (small)</li> <li>• The Orchard (No Restriction of Use)</li> <li>• Town Hall (Permit Holder's Only)</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Harbour Road (large)</li> </ul>
Sidmouth and Sidford Car Parks	<p>Short Stay</p> <ul style="list-style-type: none"> <li>• The Ham (east and west)</li> <li>• Roxburgh</li> </ul>	<p>Long Stay</p> <ul style="list-style-type: none"> <li>• Manor Road</li> <li>• Church Street (Sidford)</li> </ul>

In addition to the permits listed in the Charges and Conditions of Sale section above, the Council also offers the following permits:

7 Day Coach Permit	£49	Available from Council Offices and Tourist Information Centres only. Transferable to all Council coach parks.
Annual Coach or Lorry Permit	£220	Coach Permit is transferrable to all Council coach parks.
Annual Camperdown Terrace car park, Exmouth - Resident's Parking Permit	£30	Sale of this permit is restricted to residents that reside in close proximity to the car park.
Annual Dolphin Street car park, Colyton - Resident's Parking Permit	£30	Sale of this permit is restricted to residents that reside in close proximity to the car park.
Annual Underhill car park, Lympstone - Resident's Parking Permit	£30	Sale of this permit is restricted to residents that reside in close proximity to the car park.
Annual Townsend Coach Park, Beer - Resident's Parking Permit	£30	Sale of this permit is restricted to residents that reside in close proximity to the car park.

## 7 Day Tickets

These permits cost £20.00, and are specifically designed with holidaymakers in mind. The 7 Day Ticket allows you to park your vehicle in any East Devon District Council Pay and Display car park. The 7 Day Ticket can be bought from the Tourist Information Centres listed below. They can also be purchased direct from any Council car park Pay and Display ticket machine at any time - 24 hours a day. Please ensure that you either have 20 x £1.00 coins or 10 x £2 coins ready.

The 7 Day Ticket provides unlimited parking in all Long Stay car parks. However, it has a Restriction of Use condition when used in Short Stay car parks. It is only valid in Short Stay car parks for one continuous visit of up to 3 hours between 8am and 6pm Monday to Saturday inclusive. This Restriction of Use does not apply on Sundays. However, where a Maximum Stay Restriction is in place, this still applies. The status (Short Stay or Long Stay) is recorded on the signs located at the entrance to each car park.

## Appendix 3

**East Devon**  
www.eastdevon.gov.uk

**Welcome to the  
Harbour Road Coach Park**

**Please Pay and Display**  
**Maximum Stay: 24 hours**

**You must clearly display a valid East Devon District Council parking ticket or permit in the front windscreen of your vehicle**

**Your vehicle must be parked wholly within the markings of a parking space**



**No Cars**



**No Lorries**



**No Trailers**



**No Caravans**



**No Sleeping**

[www.eastdevon.gov.uk](http://www.eastdevon.gov.uk) ☎ 01395 516551

**Contract** Sign Systems EAST DEVON (Dev 90h) Date: 05 / 08 / 08 Size: 1200 x 1500 mm. (kj).

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page 74

# Appendix 4



www.eastdevon.gov.uk

## Welcome to the Hind Street short stay car park

Charges apply between 8am and 6pm, Monday to Saturday including Bank Holidays  
You must display a valid East Devon District Council parking ticket / permit in your vehicle



**Insert**  
the correct amount of coins for the length of time you want to park



**Check**  
the expiry time and fee paid displayed on the machine is correct for the amount of time you wish to stay



**Press**  
the big green button



**Wait**  
for the ticket to print



**Display**  
the ticket clearly in the windscreen of your vehicle



**Cancel**  
by pressing the silver button and your money will be returned



**Disabled drivers**  
Please buy & display a parking ticket

**Two ways to pay. You choose...**

**By the Hour**

Time	Cash
1 hour	85p
2 hours	£1.70
3 hours	£2.55
4 hours	£3.40
5 hours	£4.25
6 hours	£5.10
7 hours	£5.95
8 hours	£6.80
9 hours	£7.65
24 hours	£8.50

**Or by Value of Coin(s)**

Cash	Time
30p	20 mins
40p	28 mins
50p	35 mins
60p	42 mins
70p	49 mins
80p	56 mins
90p	1 hr 03 mins
£1.00	1 hr 10 mins

**Penalty Charge Notice**

You must clearly display a valid ticket or permit in the front windscreen of your vehicle  
Your vehicle must be parked wholly within the markings of a parking space  
A Penalty Charge Notice may be issued to any vehicle parked in contravention of the requirements of the Parking Places Order

EAST DEVON (Dev 103a) Date: 30 / 03 / 09 Size: 1200 x 1500 mm. (c).

# Appendix 5

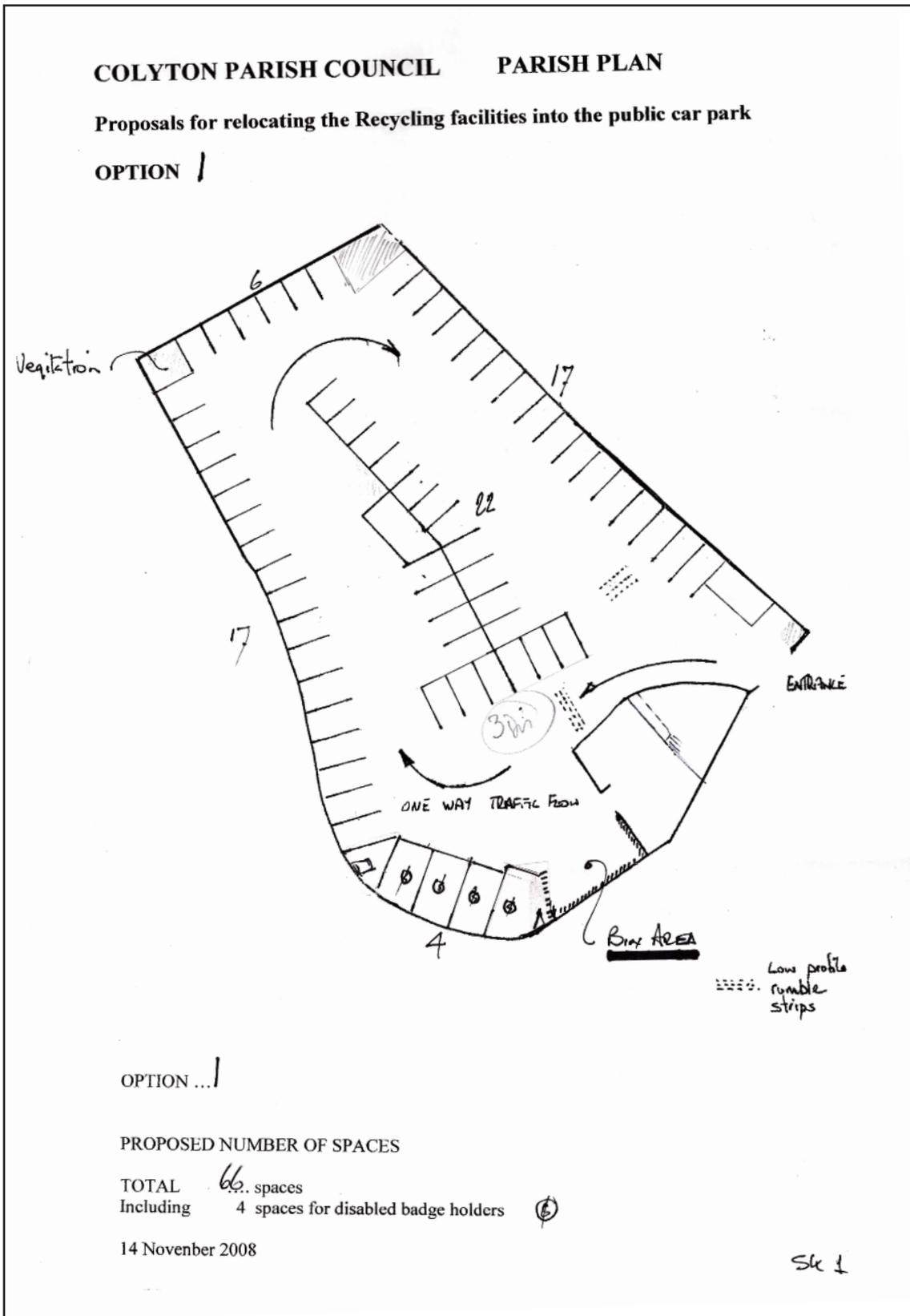


## Appendix 6

<b>EDDC owned public car parks</b>					
<b>Town</b>	<b>Job Code/ IPF Ref</b>	<b>Car Park</b>	<b>Cost Centre</b>	<b>Deed Number</b>	
<b>Exmouth</b>	01/0034L	Imperial Road car park	05/251	117/118	
	01/0038L	Royal Avenue long stay car park	05/280	348	
	01/0084L	London Inn car park	05/284	879	
	01/0064L	Queens Drive car park	05/237	127	
	01/0053L	Queens Drive Echelon parking	05/238	127	
	01/0067L	Esplanade car park	05/	178	
	01/0043L	Foxholes car park	05/230	127	
	01/0049L	Maer Road car park	05/235	162	
	01/0110L	Jarvis Close car park	05/231	747	
	01/0135L	Pines Road car park - (leased out)	05/	962	
	01/0030L	Camperdown car park	05/250	118	
	01/0018L	Town Hall car park	05/265	112/3	
	<b>Lympstone</b>	10/0147L	Underhill car park	05/823	42
	<b>Woodbury</b>	13/0150	Flower Street car park	05/882	98
<b>Broadclyst</b>	22/0153L	Victory Hall car park	05/726	834	
<b>Budleigh Salterton</b>	33/0161L	Upper Station Road car park	05/161	276	
	33/0162L	Lower Station Road car park	05/162	278	
	33/0157L	Brook Road car park	05/156	271	
	33/0178L	Rolle Mews car park	05/158	290	
	33/0175L	Lime Kiln car park	05/157	284	
	33/0184L	East Budleigh car park	05/803	29	
<b>Newton Popleford</b>	37/1	School Lane car park	05/832	51	
	37/0188L				
<b>Sidmouth</b>	39/0216L	Ham East car park (inc swimming pool CP)	05/661	1030	
	39/0215L	Ham West car park	05/660	1030	
	39/0227L	York Street car park	05/650	657	
	39/0219L	Mill Street car park (inc. Northcott's CP)	05/655	666	
	39/0218L	Roxborough car park	05/659	658	
	39/0205L	Manor Road car park	05/658	642	
	39/0236L	Temple Street car park	05/654	715	
	39/0207L	Manor Pavilion car park	24/LLMP	649	
	39/0269L	Sidford car park	05/630	711	
	39/0267L	Sidbury car park	05/620	846	
<b>Ottery St Mary</b>	45/0278L	Land of Canaan car park	05/420	841	
	45/0275L	Hind Street car park	05/426	202	
	45/0297L	Brook Street car park	05/425	230	

<b>Town</b>	<b>Job Code/ IPF Ref</b>	<b>Car Park</b>	<b>Cost Centre</b>	<b>Deed Number</b>
<b>Honiton</b>	60/0302L	Silver Street car park	05/337	308
	60/0337L	Lace walk car park	05/331	827
	60/0313L	King Street car park	05/334	888
	60/0298L	Dowell Street car park	05/332	304
	60/0352L	New Street car park	05/ 336	319
<b>Axminster</b>	75/0361L	West Street car park	05/120	585
	75/0358L	South Street car park	05/126	564
	75/0359L	Coombe Lane car park	05/121	575
	75/0355L	Poplar Mount car park	05/122	493
<b>Beer</b>	77/0371L	Beer Cliff car park	05/710	555
	77/0376L	Dolphin car park	05/711	589
	77/0376L	Coach Park	05/712	942
<b>Colyton</b>	790380L	Dolphin Street car park	05/780	1004
<b>Seaton</b>	86/0405L	Harbour Road car park	05/516	844
	86/0418L	Orchard car park	05/518	267
	86/0406L	Harbour Road coach park	05/516	257
	86/0384L	Seaton Town Hall (Marsh Road) car park	05/550	1066

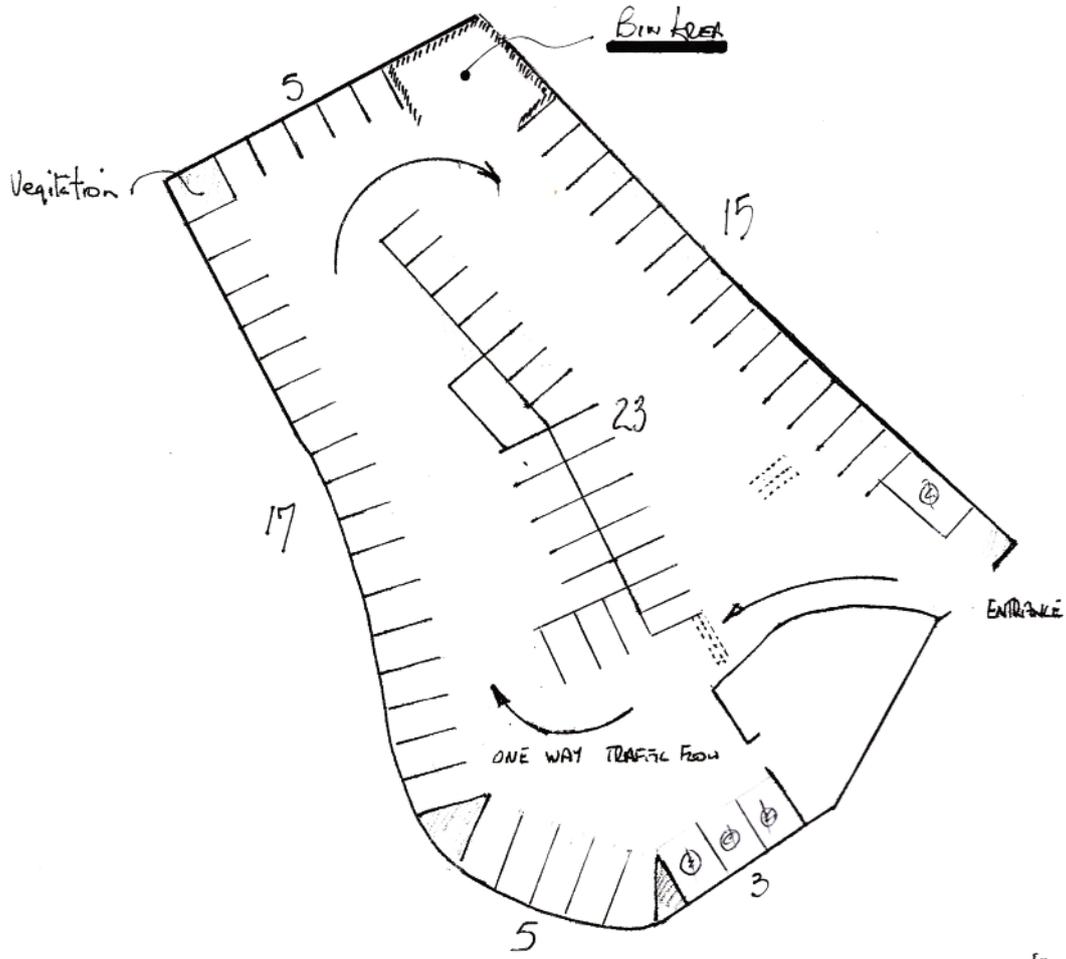
# Appendix 7



**COLYTON PARISH COUNCIL      PARISH PLAN**

**Proposals for relocating the Recycling facilities into the public car park**

**OPTION 2**



OPTION ... 2

PROPOSED NUMBER OF SPACES

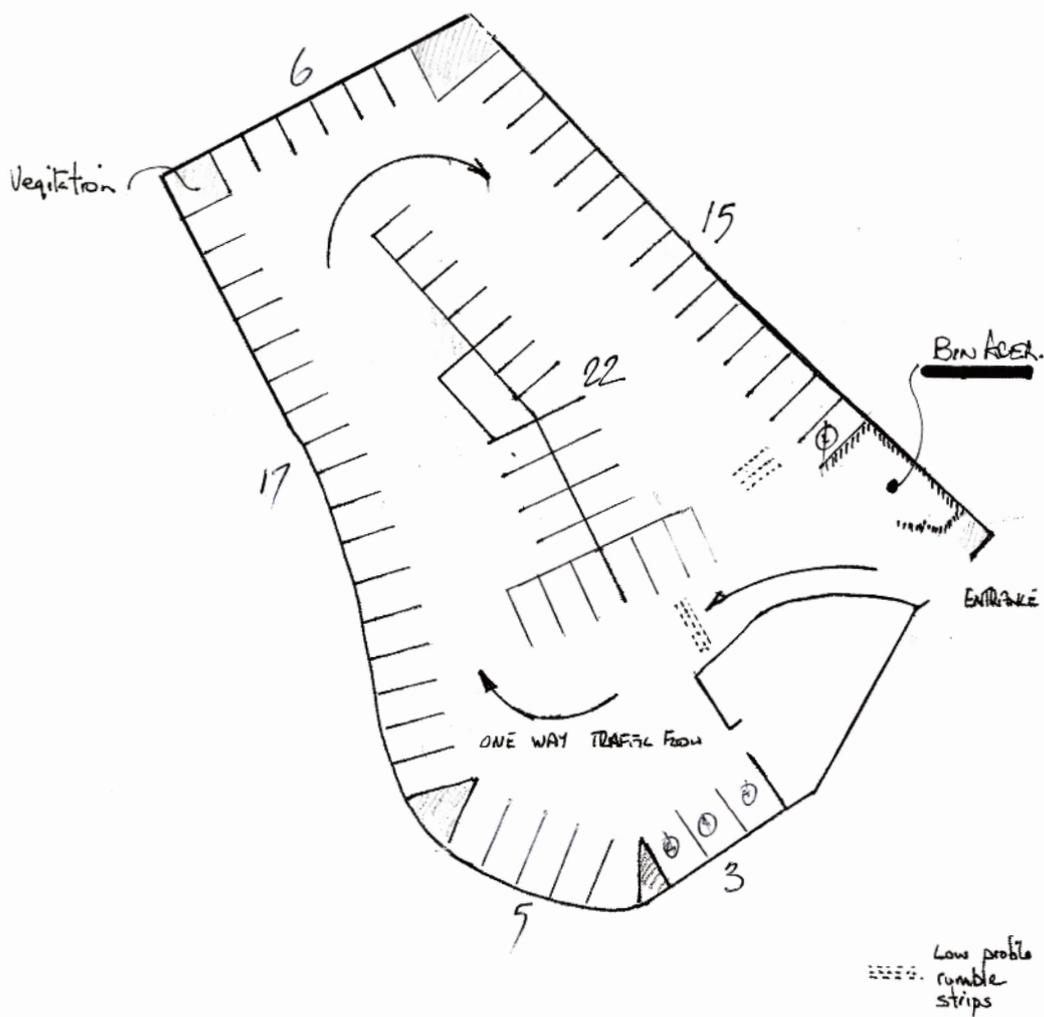
TOTAL 68 spaces  
Including 4 spaces for disabled badge holders (E)

14 November 2008

**COLYTON PARISH COUNCIL      PARISH PLAN**

**Proposals for relocating the Recycling facilities into the public car park**

**OPTION 3**



OPTION 3

PROPOSED NUMBER OF SPACES

TOTAL 68 spaces  
Including 4 spaces for disabled badge holders

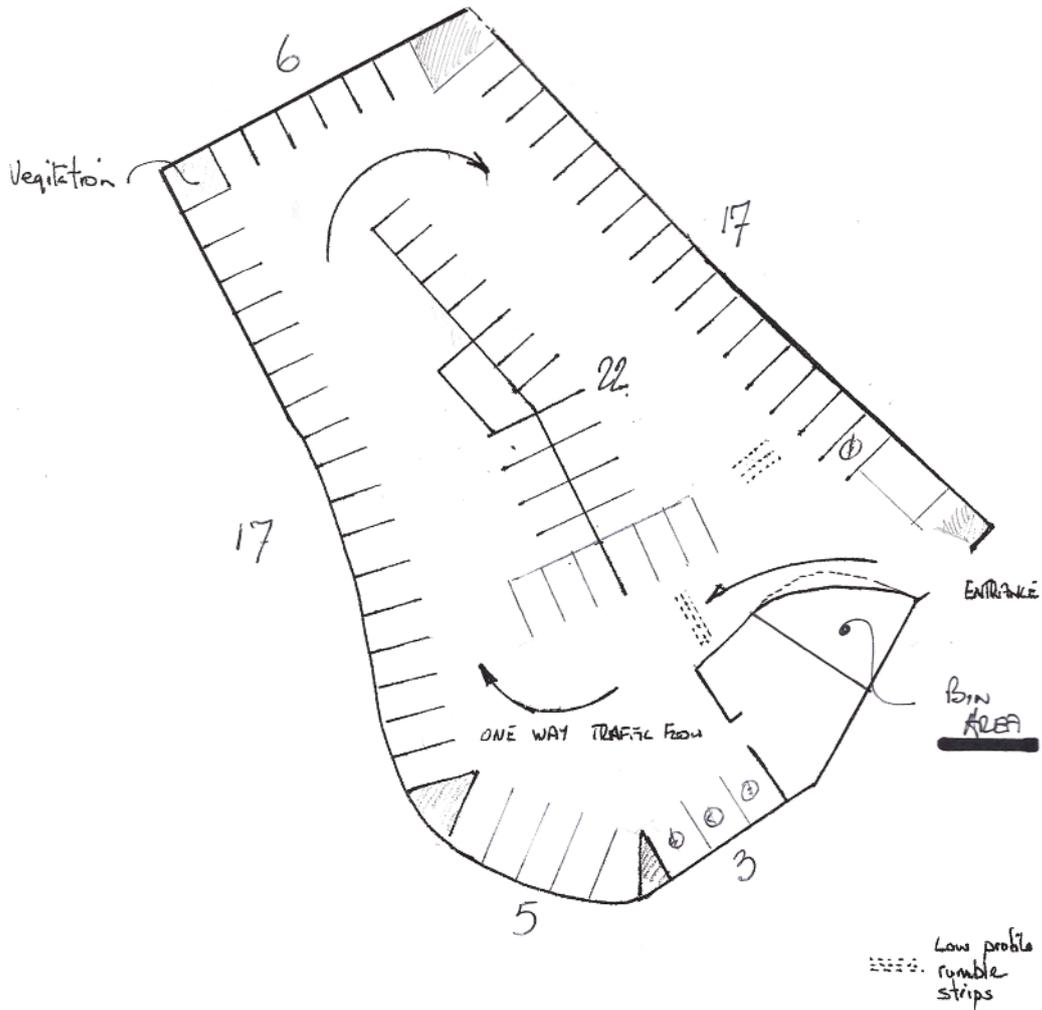
14 November 2008

SK3

**COLYTON PARISH COUNCIL      PARISH PLAN**

**Proposals for relocating the Recycling facilities into the public car park**

**OPTION 4**



OPTION ...4

PROPOSED NUMBER OF SPACES

TOTAL 70 . spaces  
Including 4 spaces for disabled badge holders (E)

14 November 2008

SK4

1 year ending 31/07/2019

car park	Total Cash Amount	Total Card Amount	Total Ticketless Amount	Total Ticket Value	Transaction Count	average	reserved parking income	PCN income	other income	business rates	VAT	grounds maintenance	streetscene	prorata management costs
	<b>£2,695,081</b>	<b>£272,524</b>	<b>£269,371</b>	<b>£3,236,976</b>	<b>1796740</b>	£1.80				£488,872	£539,495.94			
Imperial Road S/S, Exmouth	£317,396	£42,718	£27,789	£387,903	224,711	£1.73				£55,216	£64,650.47			
Ham West S/S, Sidmouth	£261,996	£35,057	£11,415	£308,468	160,659	£1.92				£58,667	£51,411.31			
Lace Walk S/S, Honiton	£255,205	£6,389	£15,700	£277,294	199,456	£1.39				£56,612	£46,215.62			
London Hotel S/S, Exmouth	£216,778	£20,545	£20,139	£257,462	174,639	£1.47				£57,681	£42,910.32			
Manor Road L/S, Sidmouth	£181,781	£15,293	£20,974	£218,048	77,987	£2.80				£33,278	£36,341.32			
Queens Drive L/S, Exmouth	£126,040	£36,287	£18,253	£180,580	75,844	£2.38				£30,073	£30,096.68			
Central L/S, Beer	£127,633	£24,485	£7,353	£159,471	67,816	£2.35				£23,880	£26,578.49			
Lime Kiln L/S, Budleigh Salterton	£107,327	£21,077	£11,892	£140,296	67,513	£2.08				£0	£23,382.69			
Roxburgh S/S, Sidmouth	£103,114	£12,911	£6,032	£122,056	70,948	£1.72				£5,388	£20,342.64			
Ham East S/S, Sidmouth	£109,105	£540	£8,069	£117,713	69,589	£1.69				incl Ham West	£19,618.89			
Seaton Jurassic L/S, Seaton	£70,299	£15,645	£5,908	£92,052	32,013	£2.88				£15,066	£15,342.03			
West Street S/S, Axminster	£77,644	£1,565	£3,220	£82,430	69,445	£1.19				£21,000	£13,738.27			
Foxholes L/S, Exmouth	£51,124	£10,182	£7,557	£68,862	30,759	£2.24				£6,720	£11,477.02			
King Street S/S, Honiton	£60,782	£56	£4,530	£65,347	51,524	£1.27				£10,080	£10,891.23			
Estuary Car L/S, Exmouth	£39,610	£3,995	£11,060	£54,664	18,797	£2.91				£9,040	£9,110.58			
Rolle Mews S/S, Budleigh Salterton	£50,076	£167	£2,258	£52,500	30,237	£1.74				£7,200	£8,750.08			
Queens Drive Echelon L/S, Exmouth	£37,753	£709	£10,913	£49,374	21,341	£2.31				£4,560	£8,229.06			
New Street (South) L/S, Honiton	£42,456	£0	£4,247	£46,703	29,648	£1.58				£7,748	£7,783.90			
Silver Street L/S, Honiton	£36,727	£0	£6,578	£43,304	25,063	£1.73				£7,318	£7,217.34			
Imperial Road Recreation Ground L/S, Exmouth	£28,433	£7,629	£5,183	£41,244	15,590	£2.65				£0	£6,874.01			
Camperdown Terrace L/S, Exmouth	£25,256	£5,837	£7,520	£38,613	13,361	£2.89				£4,464	£6,435.53			
Orchard Road S/S, Seaton	£30,712	£28	£5,180	£35,920	17,809	£2.02				£5,520	£5,986.68			
Mill Street S/S, Sidmouth	£26,664	£0	£3,763	£30,427	16,561	£1.84	£21,000			£8,442	£5,071.14			
Canaan Way L/S, Ottery St Mary	£24,469	£46	£5,709	£30,224	23,182	£1.30				£4,032	£5,037.38			
The Underfleet (west) L/S, Seaton	£25,423	£0	£3,091	£28,514	9,517	£3.00				£0	£4,752.39			
Manor Pavilion S/S, Sidmouth	£18,690	£5,247	£1,004	£24,941	11,563	£2.16				paid by Pavilion	£4,156.79			
Beach Gardens S/S, Exmouth	£18,099	£4,287	£1,126	£23,512	13,479	£1.74				£1,068	£3,918.66			
New Street (North) L/S, Honiton	£21,644	£0	£1,854	£23,498	15,941	£1.47				included in new street south	£3,916.31			
Coombe Lane L/S, Axminster	£21,923	£0	£1,301	£23,224	19,040	£1.22				£3,731	£3,870.63			
Town Hall S/S, Exmouth	£19,016	£0	£3,792	£22,808	12,366	£1.84				£5,882	£3,801.31			
Maer Road L/S, Exmouth	£17,582	£0	£4,990	£22,572	11,005	£2.05				£6,888	£3,761.93			
South Street S/S, Axminster	£20,758	£0	£1,505	£22,263	18,361	£1.21				£7,461	£3,710.48			
THG, Honiton	£18,760	£0	£1,835	£20,595	9,554	£2.16				included in Lace Walk	£3,432.53			
Poplar Mount L/S, Axminster	£17,775	£0	£1,366	£19,142	12,254	£1.56				£2,976	£3,190.27			
Fore Street S/S, Beer	£15,658	£0	£932	£16,590	11,164	£1.49				£1,080	£2,765.04			
Cliff Top L/S, Beer	£9,879	£0	£5,544	£15,423	5,647	£2.73				£8,609	£2,570.47			
Lower Station Road S/S, Budleigh Salterton	£11,720	£0	£932	£12,652	7,717	£1.64				£2,544	£2,108.58			
Underhill L/S, Lymington	£11,255	£0	£1,101	£12,356	8,818	£1.40				£2,400	£2,059.39			
Church Street L/S, Sidford	£11,130	£0	£801	£11,931	21,276	£0.56				£2,736	£1,988.47			
Dolphin Street L/S, Colyton	£9,643	£0	£239	£9,882	12,683	£0.78				£2,448	£1,646.99			
Old Lifeboat Station S/S, Exmouth	£4,710	£1,637	£642	£6,989	3,974	£1.76				£0	£1,164.81			
West Street L/S, Axminster	£5,119	£0	£1,403	£6,522	3,276	£1.99				included in west st short stay above	£1,086.97			
Brook Street L/S, Ottery St Mary	£4,312	£0	£676	£4,989	2,821	£1.77				£1,320	£831.43			
Estuary Lorry L/S, Exmouth	£1,618	£0	£902	£2,520	642	£3.93				included in estuary car park	£420.03			
Town Hall L/S, Seaton	£2,006	£0	£475	£2,482	928	£2.67				£0	£413.63			
Motorhome Overnight, Exmouth	£0	£0	£1,375	£1,375	125	£11.00				N/A	£229.17			
Mamhead Slipway, Exmouth	£0	£0	£1,020	£1,020	51	£20.00				£0	£170.00			
Seaton Jurassic Coach Park, Seaton	£0	£0	£222	£222	46	£4.83				£1,392	£37.00			
Helena Place Exmouth				£0						TBC				
Holmdale Sidmouth				£0						£16,500				
Upper Station car park Budleigh Salterton				£500						£0				
Brook Road car park Budleigh Salterton				£0						£0	£4,368			
The Green car park Broadclyst				£0						TBC				
School Lane car park Newton Poppleford				£0						£6,000	£948			
Temple Street car park Sidmouth				£0						£0	£720			
Manor Farm Estate car park Sidbury				£0						£0	£516			
Jarvis Close car park Littleham Cross, Exmouth				£0						TBC				
Blackmore Gardens car park Sidmouth				£126						TBC				
											£488,872			