

From: Christopher Rook <christopher.rook@devon.gov.uk>
Sent: 03 July 2023 16:26
To: Love Braunton <connect@lovebraunton.org>
Cc: Councillor Pru Maskell <Pru.Maskell@devon.gov.uk>; Meg Booth <meg.booth@devon.gov.uk>
Subject: RE: Proposed On Street Parking Scheme for Braunton

Dear Love Braunton,

Further to your letter dated 21st June, I understand your interest in the development of proposals for parking management in communities around Devon, including Braunton. I apologise for the delay in response.

To address your questions:

1. We have not undertaken public consultation as no decisions have yet been made. We met with local County Councillors including Councillor Pru Maskell on the 12th June to discuss potential schemes and have offered to come to each community and meet with the County Councillor and key representative in mid July to discuss further. Once a scheme has been finalised this will be advertised for public consultation, responses received through that process will be considered when deciding whether or not to proceed with proposals.
2. There has been no decision on where or when meters will be installed in any community.
3. There has been no decision on the extent of the scheme for any community, therefore no costs can be provided for any specific scheme. As reported to the 9th November Cabinet meeting an overall budget of £250,000 has been allocated.
4. The purpose of these traffic management schemes is not for the generation of revenue. As explained in the report to 9th November Cabinet the aim is to assist in managing parking stock effectively, to minimise congestion and assist in ensuring the right parking opportunities are available to support town centres. Whilst a free 30 minute period will be provided to encourage turnover, it is likely that the schemes will be self financing, any surplus will be returned to the On Street Parking account (OSP).
5. The first call on any surplus returned to the OSP income is to support the parking enforcement service. Any further surplus can then fund other areas of transport and traffic management (as prescribed by legislation).
The account provides 60% of all bus subsidies provided by Devon County Council contributing £3.368m per annum, in 23/24.
The account also contributes £1.7m per annum to cyclic maintenance, including funding 90% of all costs relating to grass cutting for verges and visibility splays. This may be undertaken by our own contractor or through the Town Council with funding provided by DCC and includes verges and visibility splays both in central urban areas and surrounding rural areas.
There is currently no hypothecation of monies from the OSP, many communities are benefitting from surplus derived in other parts of the County.

6. Braunton receives 4 bus services (21, 21A, 21C and 303), it is the 303 (serving Woolacombe – Braunton – Barnstaple with 5 trips per day) that is supported by the OSP.

7. Proposals for the current review of parking management in our communities were discussed with colleagues in Economy. It was agreed that busier and less deprived communities will be prioritised and consideration will be given to the Deprivation Index for that area. Retail vacancy rates will be low (below national average), and not in significant decline. These locations are more likely to have more traffic and footfall needing improved management of traffic and parking.
A free parking period (30 minutes) will be provided where appropriate to encourage shorter stays, high turnover and improve availability of parking opportunities in high street locations.
When considering if Pay & Display works for communities, there is no definitive way of measuring the economic performance of a community now or in the future. There are no clear findings nationally or detailed studies; it is fair to say that narrative is varied and inconclusive. There has to date been no conclusive evidence on the correlation with economic performance of a community.
What we do know is that the availability of parking is important and in general that would be at the top of the hierarchy of needs for a visit; first parking must be available and conveniently located, the next consideration would be cost. Anecdotally, a casual observer would not find significant difference in occupancy of limited waiting or P&D bays in a high street setting.

I hope the above is of assistance.

Best regards,

Chris Rook
Traffic Management Team Manager

Traffic Management Team
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