

# South Hams Executive



<b>Title:</b>	<b>Agenda</b>						
<b>Date:</b>	<b>Wednesday, 13th March, 2024</b>						
<b>Time:</b>	<b>9.00 am</b>						
<b>Venue:</b>	<b>Council Chamber - Follaton House</b>						
<b>Full Members:</b>	<p style="text-align: center;"><b>Chairman</b> Cllr Brazil</p> <p style="text-align: center;"><b>Vice Chairman</b> Cllr Thomas</p> <p><i>Members:</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Cllr Abbott</td> <td style="width: 33%;">Cllr Hopwood</td> </tr> <tr> <td>Cllr Birch</td> <td>Cllr McKay</td> </tr> <tr> <td>Cllr Hodgson</td> <td>Cllr O'Callaghan</td> </tr> </table>	Cllr Abbott	Cllr Hopwood	Cllr Birch	Cllr McKay	Cllr Hodgson	Cllr O'Callaghan
Cllr Abbott	Cllr Hopwood						
Cllr Birch	Cllr McKay						
Cllr Hodgson	Cllr O'Callaghan						
<b>Interests – Declaration and Restriction on Participation:</b>	Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest.						
<b>Committee administrator:</b>	Democratic.Services@swdevon.gov.uk						

**1. Urgent Business**

brought forward at the discretion of the Chairman;

**2. Division of Agenda**

to consider whether the discussion of any item of business is likely to lead to the disclosure of exempt information;

**3. Declarations of Interest**

In accordance with the Code of Conduct, Members are invited to declare any Disclosable Pecuniary Interests, Other Registerable Interests and Non-Registerable Interests including the nature and extent of such interests they may have in any items to be considered at this meeting;

**4. Dartmouth Park & Ride**

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Report to: **Executive**

Date: **13<sup>th</sup> March 2024**

Title: **Dartmouth Park & Ride**

Portfolio Area: **Community Services and Operations – Cllr Victor Abbott**

Wards Affected: **All**

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

Date next steps can be taken: After the call in period for Executive

Author: **Emma Widdicombe** Role: **Principal Assets Officer**  
**Chris Brook** **Director of Place & Enterprise**

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[Chris.Brook@swdevon.gov.uk](mailto:Chris.Brook@swdevon.gov.uk)

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## Recommendations:

**Executive is RECOMMENDED to:**

- 1. Approve the extension of the contract of the existing Park and Ride (P&R) operator for the provision of the P&R bus service subject to changes proposed within Section 4 of this report.**
- 2. Authorise the Director of Place & Enterprise to publish notice of proposals for the approval of the South Hams District Council (Off-Street Parking Places) Amendment Order No 2 of 2022 amendments to be made to:**
  - 2.1 Amend the Dartmouth Park and Ride car park Pay and Display charges in accordance with Appendix A;**
  - 2.2 Amend the Dartmouth Park and Ride permits in accordance with Appendix B**
- 3. Request the Director of Place & Enterprise to review the consultation responses in consultation with the Portfolio holder and either prepare a report for the Executive or implement the proposals, subject to the responses received.**

## **1. Executive Summary**

- 1.1 On 7<sup>th</sup> March 2024, the Executive resolved that any decision relating to the Dartmouth Park & Ride matter be postponed until a Special Executive meeting be held to enable officers and the lead Member to discuss the matters further with the Dartmouth Chamber of Commerce, local Ward Members and the Town Council to seek a way forward that addresses the issues raised (Min. E82/23 refers).
- 1.2 Following a constructive meeting Monday 11<sup>th</sup> March, this report sets out some proposed amendments to the operating tariff of the P&R in response to issues raised. This includes the following key changes:
  - i. £7.50 P&R ticket price (reduced from £10)
  - ii. Extension of P&R service to run the two weeks of the Easter Holidays
  - iii. The introduction of a monthly permit to reduce costs for seasonal workers
- 1.3 The Dartmouth Chamber of Commerce agreed to work in partnership with the District Council to drive up utilisation of the P&R to reduce parking congestion in Dartmouth, but also to assist in meeting the cost of delivering the P&R service.
- 1.4 Section 4 sets out the summary of the proposed P&R operation.

## **2. Background**

- 2.1 At the meeting of the Executive on 7<sup>th</sup> March 2024 (E82/23) see appendix C, it was resolved that any decision relating to the Dartmouth Park & Ride matter be postponed until a Special Executive meeting be held to enable officers and the lead Member; the Town Council; and other interested organisations in order to see a way forward that addressed the issues raised at the Executive meeting.
- 2.2 A meeting was held with the lead Member, Leader and Deputy Leader of the Council, local ward Members, representatives from Dartmouth Town Council and representatives of the Dartmouth Chamber of Commerce on 11<sup>th</sup> March 2024
- 2.3 This was a constructive meeting which included specific discussion on the following topics:
  - Events
  - Times of Operation of bus service
  - Seasonal operation of the bus service
  - Tariff Increase
  - Permits

- 2.4 The review of the park and ride aims to provide a financially sustainable solution, improved access to the Health Hub, align the services to the demand and reduce the carbon emissions from the service.
- 2.5 The group had the benefit of running through the detailed usage and costs of the service so as to collectively understand the opportunities and challenges of running the service.

### **3. Outcomes**

#### **Events**

- 3.1 The Council recognises the importance of events which support the local businesses and economy of Dartmouth, as it does across the District.
- 3.2 Key events were identified as Dartmouth Music Festival, Dartmouth Regatta and Dartmouth Food Festival and it is the intention of the Council to ensure that the P&R service is running during these events. The cost of running the service for these events will be borne by the Council, including the extended hours that operate for the Regatta.
- 3.3 If other events are added to the calendar, the Council would happily work with the organisers and their specific business cases to provide the service, on the assumption that income matches additional cost, or on a net cost recovery basis.

#### **Times of Operation of Bus Service**

- 3.4 The operating hours proposed are 9am – 6pm. This is the maximum window that the operator can run the service and not require a third driver. The step change in operating cost outside of those hours is prohibitive and it is not proposed to extend them outside of special events such as the Regatta.
- 3.5 The usage data shows that this will not impact many users as the number using the service before 9am or after 6pm is extremely limited.
- 3.6 The 92 bus service which has longer operating hours Monday to Saturday can be used to facilitate an alternative for those wishing to travel earlier or later.

#### **Seasonal Operation of Bus Service**

- 3.7 Following analysis of the ticket sales, passenger numbers and income it is proposed to operate the bus service from 25<sup>th</sup> May until 15<sup>th</sup> September, but for a further trial period this year, to include Easter (30<sup>th</sup> March – 14<sup>th</sup> April 2024).

- 3.8 The Service will operate in 2024 on the following dates:
- 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup> May 2024 – Dartmouth Music Festival
  - 25<sup>th</sup> May – 15<sup>th</sup> Sept 2024 – Core Service
  - 25<sup>th</sup> October – 27<sup>th</sup> Oct 2024 - Dartmouth Food Festival
- 3.9 Outside of the park & ride operating period, the number 92 on street bus will service the Park & Ride Monday to Saturday on a 30 minute frequency. Retaining connectivity between the P&R and town centre throughout the year.

### **Tariff Increase**

- 3.10 The parking tariff has remained unchanged since at least 2010 and during this time there has been a significant uplift in the cost of running the service.
- 3.11 To reduce the cost pressure that the park & ride operates with an increase in price is required. However, following discussion at the meeting on 11<sup>th</sup> March, it is proposed to:
- Remove half day tariff option
  - Increase all day tariff to £7.50
  - Increase coach tariff to £10.00 all day
- 3.12 Whilst it is anticipated that the service will operate at a loss at a ticket price of £7.50, a stepped increase in the future was deemed a more appropriate way to manage cost pressures and encourage the visitor economy within Dartmouth.
- 3.13 For consideration in the future, Officers will explore the opportunities into providing a combined ferry and park & ride ticket and whether operationally this can be achieved.

### **Permits**

- 3.14 As per the Councils policy regarding permit prices, the parking permits are increased inline with the all day parking charge.
- 3.15 It is proposed that the park & ride 12 month parking permit increase to £317 per annum and the park & ride business permit increase to £555 per annum
- 3.16 For users of the park & ride that work in Dartmouth it is proposed to introduce a monthly permit to allow flexibility of use for when required. It is proposed the monthly charge for the park & ride permit be £57 per month.

#### **4. Summary of the P&R Service Proposals:**

- Extend the contract with Stagecoach to provide the bus service at the park and ride and extend the operation to improve access to the Health Hub.
- Amend the new service to operate from 9am until 6pm.
- Continue to operate a 10 minute service in school holidays and 20 minutes in term time.
- Stagecoach to service the park and ride car park with on street 92 bus service, outside of the park and ride bus service operating period (30<sup>th</sup> March – 14<sup>th</sup> April, 17<sup>th</sup> – 19<sup>th</sup> May, 25<sup>th</sup> May-15<sup>th</sup> September and 25<sup>th</sup> -27<sup>th</sup> October 2024)
- Stagecoach provide an on-board single fare on the park and ride bus for those who have not purchased a parking ticket.
- The half day park and ride car park tariff option is removed and the all day tariff is increased to £7.50 all day for cars and £10 for coaches
- Park and ride 12 month permit increased to £317 per annum and park and ride business 12 month permit increased to £555 per annum in accordance with the Council's permit pricing policy.
- A monthly park and ride worker permit introduced at £57 per month

- 4.1 A 21 day public consultation will be undertaken following the meeting.
- 4.2 The Council must ensure the Off-Street Parking Orders are amended with the new Regulations to ensure we can continue to enforce parking restrictions by law.
- 4.3 During the consultation period, customers who wish to object to or comment on recommendations will have the opportunity to do so. Objections will be considered prior to implementation of any changes.

#### **5. Proposed Way Forward**

- 5.1 The proposed amendments to the Off-Street Parking Places Order proceed in accordance with the recommendations.
- 5.2 The parking charges and car park operations will continue to be reviewed to ensure the parking tariffs and operations suit the needs of the medical centre and the park & ride operation
- 5.3 Should the Recommendations be accepted, the following steps will occur:

- a. 21 day consultation commence (March 2024) to which customers will be alerted by notice in the local press, on the Council's website and in all affected car parks.  
This will allow customers to make comments on and/or objections to the proposals, should they wish to do so.
- b. All objections will be considered and if required, referred to the Executive for further consideration,
- c. Otherwise, the detailed implementation of the recommendations should be delegated to the Director, Place and Enterprise, in consultation with the Portfolio Holder for car parking for implementation.

5.4 The contract will be awarded to Stagecoach for the provision of the bus service at Dartmouth park and ride.

5.5 The proposed revisions to the park and ride service will be implemented.

## 6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The Council has power to provide and to regulate off-street car parks under the Road Traffic Regulation Act 1984 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 set out the procedures to be followed before and after making any order regulating the use of car parks.
Financial implications to include reference to value for money	Y	The cost of implementing the changes will be met from the car parking budget.  The difference between the income and expenditure on Off Street Car Parking is used to support costs associated with the operation and maintenance of parking services, its infrastructure and the maintenance of off street car parks. It is also used to support and provide other Council services such as street cleansing, toilets, parks and open spaces and other lawfully incurred identified expenditure.
Risk	y	There is a risk that a significant number of objections to the proposals may be received, which



		would postpone any implementation, as the objections would have to be considered by the Executive ahead of any changes.
Supporting Corporate Strategy		Council Communities Environment
Climate Change - Carbon / Biodiversity Impact	n	
Comprehensive Impact Assessment Implications		
Equality and Diversity		No implications.
Safeguarding		No implications.
Community Safety, Crime and Disorder		No implications.
Health, Safety and Wellbeing		No implications.
Other implications		None at this stage.

**Supporting Information**

**Appendices:**

**Appendix A – Pay & Display Charges**

**Appendix B - Permit Charges**

**Appendix C - Executive Report 7<sup>th</sup> March 2024**

**Background Papers: None**

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Schedule 2

Schedule 2

1	2	3	4	5	6	7	8	9
Number	Name of Parking Place	Position of which vehicle may wait	Classes of Vehicles	Days of Operation of Parking Place	Hours of Operation	Maximum period for which vehicles may wait	Scale of Charges	Blue Badge Holders/Concessions
19	Park & Ride Car Park	Wholly within a single Parking Bay or such number of bays so as to accommodate the vehicle. Charges are to be per bay occupied.	All vehicles within the following classes - (i), (ii), (iii), (iv), (vi), (x)	All Year including Sundays and Bank Holiday	24 hours per day	None	<p><u>Low Season 16th September - 24th May No Bus Service</u></p> <p>up to 1 hour for £1.00 Up to 2 hours for £2.20 Up to 3 hours for £3.60 Up to 4 hours for £4.80 All day £6.00 Coaches £7.00 Motorhomes £10.00</p> <p><u>High Season 25th May -15th September</u></p> <p><u>Bus service</u> All day £7.50</p> <p>Coaches £10.00 Motorhomes £10.00</p>	none

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## Schedule 4

Permit Type	Valid Car Parks	Duration	Charge
Dartmouth Park & Ride	Dartmouth Park & Ride	12 months	£317
Dartmouth Park & Ride Business Permit	Dartmouth Park & Ride	12 months	£555
Dartmouth Park & Ride monthly worker permit	Dartmouth Park & Ride	monthly	£60

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Report to: **Executive**

Date: **7<sup>th</sup> March 2024**

Title: **Dartmouth Park & Ride and Health Hub Car Park Six Month Review**

Portfolio Area: **Community Services and Operations- Cllr Victor Abbott**

Wards Affected: **All**

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

Date next steps can be taken: After the call in period for Executive

Author: **Emma Widdicombe** Role: **Principal Assets Officer**

**Chris Brook** **Director of Place & Enterprise**

Contact: **Emma.Widdicombe@swdevon.gov.uk**  
**Chris.Brook@swdevon.gov.uk**

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### **Recommendations:**

#### **Executive is RECOMMENDED to:**

1. Note the Dartmouth Health Hub car park continues to operate under the current Off Street Parking Places Order with a full review to be undertaken at 12 months and brought back for consideration (September 2024).
2. Approve the extension of the contract to the existing Park and Ride (P&R) operator for the provision of the P&R bus service subject to changes proposed within Section 4 of this report.
3. Authorise the Head of Assets to publish notice of proposals for the approve the South Hams District Council (Off-Street Parking Places) Amendment Order No 2 of 2022 amendments to be made to be:
  - 1.1 Amend the Dartmouth Park and Ride car park Pay and Display charges in accordance with Appendix A;

4. Request the Head of Assets to prepare a subsequent report summarising any representations received in response to the notice of proposals for consideration by the Executive before making a decision whether to make the off-street parking places order as proposed or with modifications.

## **1. Executive Summary**

### **Health Hub Car Park**

- 1.1 On 28<sup>th</sup> June 2023, the Executive resolved to amend the Off Street Parking Order to apply to a new car park at Dartmouth Health Hub, introducing parking charges and eight free one hour only parking bays within the car park (Min. E10/23 refers).
- 1.2 Since implementation, the parking charges and car park operation have been reviewed on a monthly basis in conjunction with the Portfolio Holder to monitor the parking tariffs and operational needs of the medical centre and park and ride operation.
- 1.3 An interim review of this data (six month) is provided at Section 3 of this report. It shows that the free spaces for patients are well utilised and that they represent a mild over provision compared to demand.
- 1.4 This will be followed by a full twelve month review expected to be brought for consideration in September 2024, following a full summer's operation. This will review the opportunities to align long stay and short stay parking to demand, given the spare capacity that appears to exist.

### **Park and Ride Service and Car Park**

- 1.5 The Dartmouth Park and Ride service currently operates from late March to October annually. No service is run in the off season months.
- 1.6 In recent years, operating costs have seen a marked increased and the operation is run at a significant loss (C. £154k/yr). A review of the operation has therefore been undertaken and considered:
  - Alternative providers/market review
  - Hours of operation
  - Frequency of pick up/drop offs
  - Duration of service
  - Tariff review
  - Seek opportunities to link on street provision
  - Carbon footprint



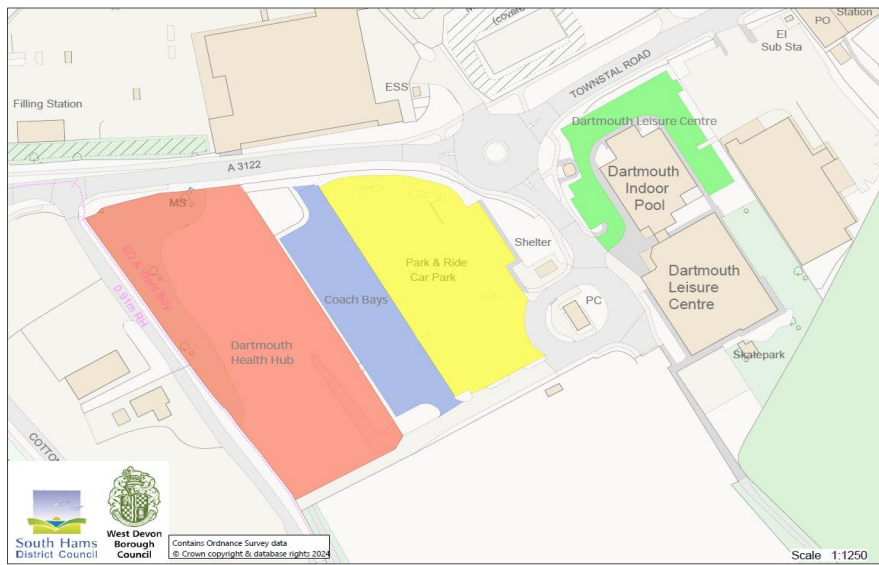
1.7 This review has concluded if a number of recommendations to amend the existing service and car park operation are implemented, the service can meet the core aims and ambitions of the service provision, namely;

- A financially sustainable solution
- Improved access to the Health and Wellbeing Hub
- Reduce carbon emissions from the service
- Align the service to demand
- Support the Town's economy

## 2. Introduction

2.1 Dartmouth has a number of car parks located at the top of town as shown on the plan below which includes:

- Leisure Centre car park (shaded green)
- Park & Ride car park (shaded yellow)
- Coach Park (shaded blue)
- Health Hub car park (shaded red)



2.2 This report provides updates on the following:

- a. **Health Hub car park** – since the construction of the Dartmouth Health & Wellbeing Centre, the usage of the associated car park has been regularly monitored. This report provides a six month update and reports on the monitoring outcome.
- b. **Park & Ride Service** – an operational review of the park and ride service has been conducted to ensure we deliver a financially sustainable park & ride service. This report provides the outcome of this service review.

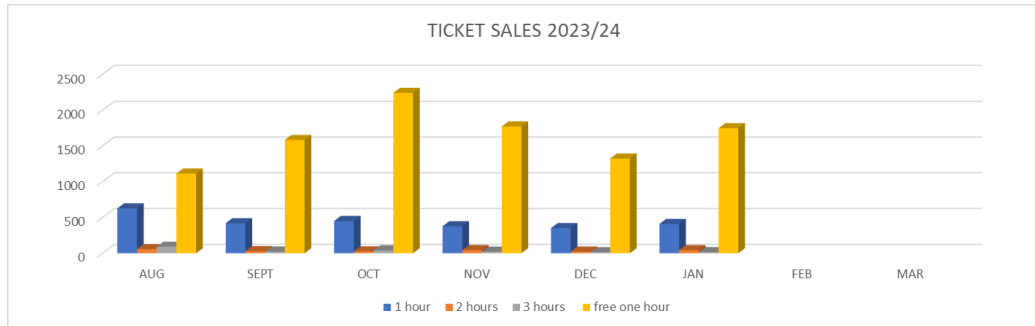
### **3. Dartmouth Health Hub Car Park**

#### **Background**

- 3.1 At the meeting of the Executive on 28<sup>th</sup> June 2023 (E10/23), it was agreed that the Off Street Parking Order in relation to the Dartmouth Health Hub car park be subject to further reviews in six and twelve months periods.
- 3.2 The Off Street Parking Order came into effect on 1<sup>st</sup> August 2023. Therefore, we have been operating for a six month period and can review the data gathered as agreed.
- 3.3 The car park has 140 parking spaces (includes EV charging , disabled bays, staff parking and provision for Dartmouth Caring) operating a short stay tariff where the maximum stay is three hours. There are also 8 free one hour parking bays for use by those visiting the Health Hub.
- 3.4 The car park is monitored on a daily basis, seven days a week throughout the year by our team of Civil Enforcement Officers. Where appropriate, enforcement measures are taken to manage parking in accordance with the Off Street Parking Places Order.
- 3.5 Key users of the car parks include NHS and Dartmouth medical practice patients, blue badge holders, EV users, staff, Dartmouth Caring, residents and tourists.
- 3.6 Monitoring of the Dartmouth Health Hub car park has been carried out since the Off Street Parking Order came into effect. This has included car park counts, income monitoring, pay & display ticket sales review and user feedback.

#### **Six Monthly Usage Review**

- 3.7 From 1<sup>st</sup> August 2023 to 31<sup>st</sup> January 2024 there have been 12856 pay & display ticket issued. The breakdown of the ticket sales by tariff is as follows:
  - 1 hour 2638 ticket sales
  - 2 hours 223 ticket sales
  - 3 hours 208 ticket sales
  - Free 1 hour 9787 tickets issued



- 3.8 76% of the tickets issued are used in the one hour free parking spaces.
- 3.9 Eight parking permits have been issued for use within the Dartmouth Health Hub car park.
- 3.10 The Civil Enforcement Officers have visited the car parks 183 times during from 1<sup>st</sup> August 2023-31<sup>st</sup> January 2024 and 24 penalty charge notices have been issued during this period.
- 3.11 The Dartmouth Health Hub has been underutilised with the exception of Regatta week when a proportion of the car park was used as an overflow car park.
- 3.12 Car park counts have also indicated that there is significant capacity within this car park. A sample of the counts at Dartmouth Health Hub are shown below :

Date	Time	Amount of vehicles parked	Empty Spaces	Total Used Staff Bays inc GP	Total Used 1 Hour Limited Bays	Total Used Disabled Bays	Total Used Electric Bays
26/08/2023	08:03	7	130	1	0	0	0
28/08/2023	17:33	1	136	1	0	0	0
29/08/2023	08:38	14	123	9	4	0	0
29/08/2023	11:49	21	116	10	4	1	0
30/08/2023	13:54	14	123	6	2	0	0
31/08/2023	13:47	15	122	8	3	2	0
31/08/2023	15:55	10	127	4	4	0	0
01/09/2023	07:41	10	127	6	2	0	0
01/09/2023	10:56	9	128	4	1	0	0
02/09/2023	07:38	3	134	0	1	0	0
02/09/2023	11:44	0	137	0	0	0	0
03/09/2023	09:29	1	136	1	0	0	0
03/09/2023	15:54	1	136	1	0	0	0
04/09/2023	10:30	2	135	1	0	0	0
04/09/2023	14:27	16	121	7	5	2	0
07/09/2023	07:14	6	131	2	0	0	0
07/09/2023	16:12	15	122	10	3	0	0
08/09/2023	06:48	7	130	6	0	0	0
08/09/2023	15:04	14	123	9	5	0	0
10/09/2023	12:12	1	136	1	0	0	0
12/09/2023	07:47	17	120	13	3	0	0

- 3.13 Of the 209 counts carried out, 17 occasions all of the 8 free parking spaces were utilised, showing that free space is available 90% of the time.
- 3.14 Although there is a desire from the NHS Trust, to increase the number of free parking spaces, the counts indicates that the allocation of eight one hour free parking spaces is currently

sufficient to meet the needs of the Health Hub visitors, with no requirement to increase the current number provided.

- 3.15 Following feedback from Blue Badge Holders it is agreed that the free one hour parking tickets may be used in the disabled parking bays.
- 3.16 It is recognised as a new car park provision, there is a requirement to continue to review parking patterns for the full 12 month period prior to considering any operational changes.
- 3.17 Therefore, it is recommended a report is brought back to the September 2024 Executive (full twelve month operational period complete) for consideration.

#### **4.0 Park & Ride Service**

##### **Background**

- 4.1 The Council operates a Park and Ride service for which parking is provided in the adjacent car park (as edged yellow on the plan above) to the Health Hub.
- 4.2 This service currently operates from 25<sup>th</sup> March to 31<sup>st</sup> October, Monday to Saturday 8am until 7pm and on Sundays 9.20am until 7pm.
- 4.3 It should be noted this is not a public bus service ie subsidised and provided by the County Council but a private service operated by the District Council.
- 4.4 A 10 minute bus service operated in the school holidays and a 20 minute service outside of these times.
- 4.5 No bus service is provided from 1<sup>st</sup> November to 24<sup>th</sup> March.
- 4.6 The high season parking tariff for park and ride has remained unchanged since at least 2010 with a tariff of £5.00 all day and £3.00 after 2pm for up to 6 passengers. Coaches are charged £7.00 all day.
- 4.7 A low season tariff is in operation from 1<sup>st</sup> November to 24<sup>th</sup> March to ensure parking charges are consistent across the site.

##### **Costs v Income**

- 4.8 There was a significant increase to the Park & Ride contract cost in 2023/24 due to driver wage increase, fuel costs as well as, engineering and maintenance costs.
- 4.9 Expenditure for 2023/24 is in excess of £270,187.00 with income of £114,000.00 to date.

- 4.10 The deficit for 2023/24 financial year is estimated to be in excess of £154,000.00 for the operation of the park and ride service alone.
- 4.11 On this basis, a review of the operation was identified as being required for future operating years with a view to achieving a sustainable financial position moving forward.
- 4.12 A review of the existing park and ride service has therefore been carried out with delivery aims and ambitions as follows;
- A financially sustainable solution
  - Improved access to the Health and Wellbeing Hub
  - Reduce carbon emissions from the service
  - Align the service to demand
  - Support the Town's economy

### **Park & Ride Review**

- 4.13 The review of the park and ride service has considered the following:
- Alternative providers/market review
  - Hours of operation
  - Frequency of pick up/drops offs
  - Duration of service
  - Tariff review
  - Seek opportunities to link on street provision
  - Carbon footprint

### **Alternative providers/market review**

- 4.14 A soft market test was carried out in October 2023 which invited expressions of interest from all local and community bus operators.
- 4.15 A very limited response was received, with alternative providers unable to offer the service provision required i.e limited weekend operations, no capacity to scale up for events, no links to on street service provision. This demonstrated the market is extremely limited.
- 4.16 Following the expression of interest, we have focussed on exploring alternative options, with the current operator. This has resulted in service options, if approved and implemented which would allow us to achieve the aims and ambitions of the review.

### **Recommendation:**

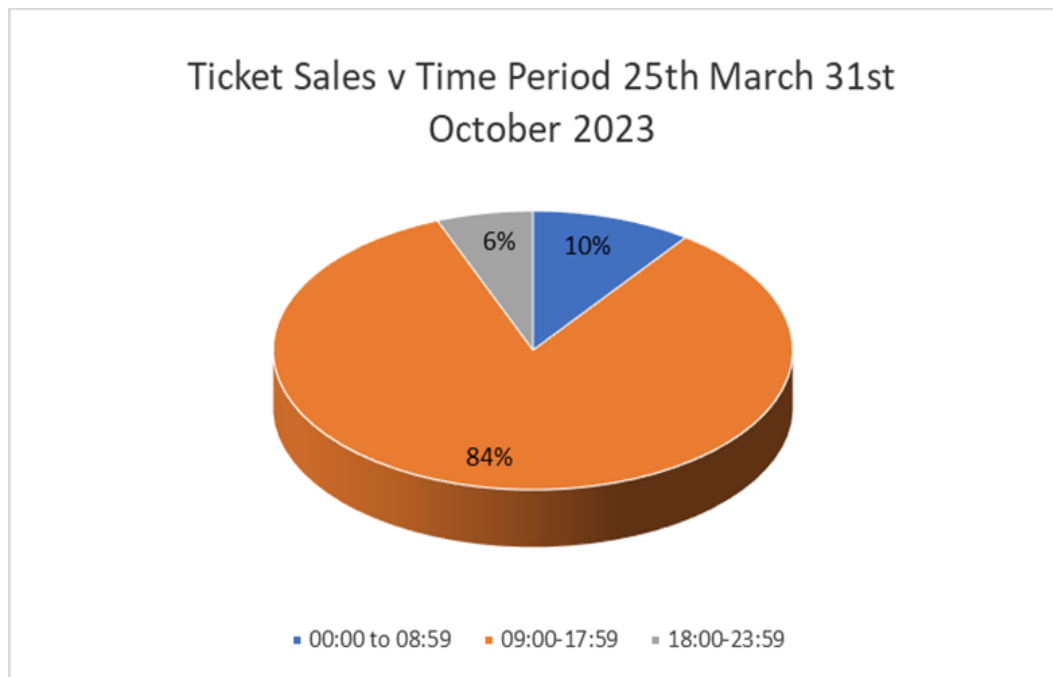
**It is proposed the contract with the existing Operator, Stagecoach is extended to provide the bus service and extend the operation to improve access to the Health Hub.**

### Hours of Operation

4.17 Analysis of the ticket sales per hour indicated peak service time is between 10:00-13:00 with 84% of ticket sales between 9:00 and 17:00. Limited ticket sales are achieved outside of these periods.

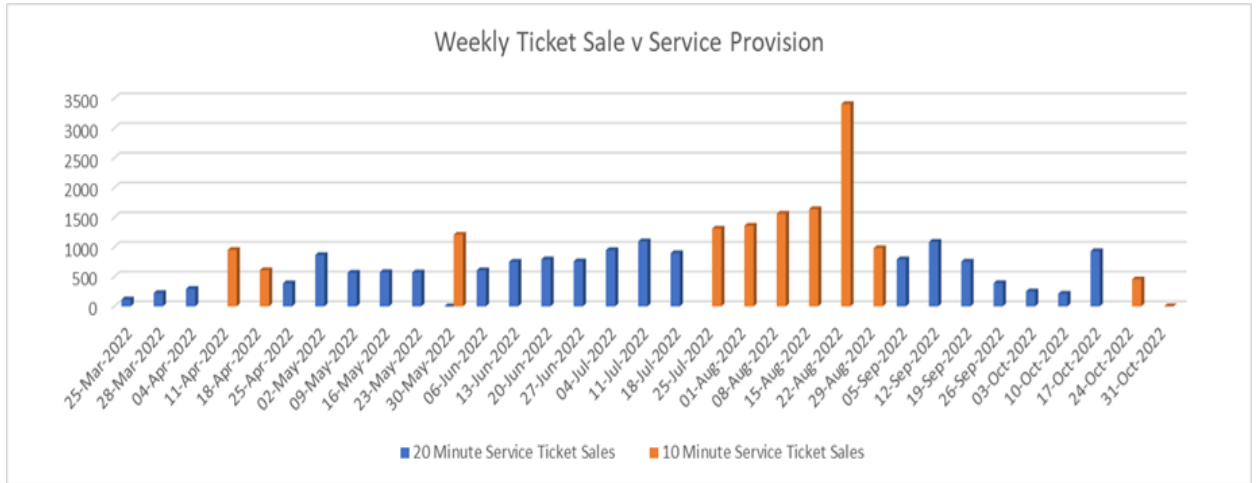
### Recommendation:

**It is proposed the service is amended to operate from 9am until 6pm.**



### Frequency of pick up/drop off

4.18 Peak usage occurs from June to September with peak ticket sales occurring during the school holiday periods.



4.19 Previously, the park and ride service operated driver breaks by bringing in an additional driver to cover break periods. Under the new service driver breaks will be incorporated into the timetable.

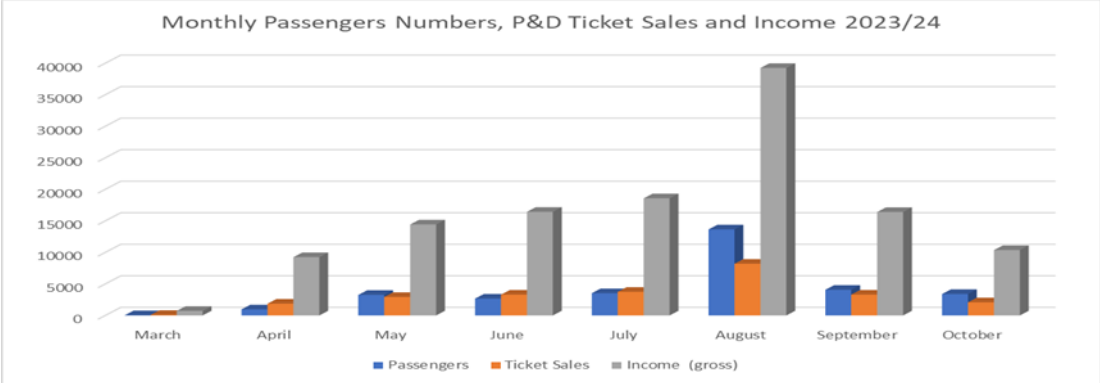
4.20 During 20 minute service operation the frequency would continue to be every 20 minutes throughout the day, with no reduced frequency for a break. For 10 minute service, the frequency would be reduced to every 20 minutes for a period in the middle of the day to accommodate driver breaks.

**Recommendation:**

**The proposed new service will continue to operate a 10 minute service in school holidays and 20 minutes in term time.**

**Duration of service**

4.21 The operating season has carefully been reviewed. It is proposed that the operating season is curtailed to operate between 25<sup>th</sup> May until 15<sup>th</sup> September to reflect the demand for the service and reduce running costs.



4.22 There will be the ability to enhance the service provision should this be required.

**Recommendation:**

**Align the operation to demand, to run between 25<sup>th</sup> May until 15<sup>th</sup> September.**

**Public Bus Service (Number 92 Bus)**

- 4.23 The contract for the existing public on street 92 bus service is currently let to Stagecoach by Devon County Council.
- 4.24 We are aware the local community are keen to retain connectivity between the park and ride and town centre throughout the year and in particular improving access to the Health Hub, including level access for wheelchair users.
- 4.25 Outside of the operating period of the park and ride we have secured the opportunity for the number 92 on street bus to service the park and ride Monday to Saturday operating on a 30 minute frequency from the pontoon.

**Recommendation:**

**Outside of the operating park and ride bus service, the on street 92 bus service will service the park and ride.**

**This is an option if Stagecoach remain as our operator of the park & ride service, as they have the contract for the on street provision.**

**Recommendation:**

**Stagecoach have agreed in principle they will be able to provide an on-board single fare on the park and ride for those who have not purchased a parking ticket. Instead, passengers will be required to purchase a ticket on the bus (or use their National Bus Pass) as they do on the on-street service.**

**Park and Ride Tariff Review**

- 4.26 The parking tariff at park and ride has remained unchanged since at least 2010.

**Recommendation:**

**To ensure the park and ride is not operated at a deficit, it is proposed to:**

- **Remove half day tariff option**



- **Increase all day tariff to £10 (£1.66 cost per passenger for unlimited travel)**
- **Increase coach tariff to £10 all day**

## **Carbon Footprint**

4.27 By reviewing the bus service operation a number of carbon savings will be achieved through:

- Reducing time of operation – reduced by 106 days
- Reducing time of operations – from 8am to 7pm to 9am to 6pm
- Introducing driver break – reduce need for additional driver and travel from Plymouth
- No longer operating with limited passengers
- Utilising on street bus service making it more efficient in terms of passenger numbers
- Potential carbon saving of circa 17.7 tCO<sub>2</sub>e

4.28 Stagecoach have a goal of having zero emission UK bus fleet by 2035 and to be completely carbon neutral by 2050.

## **Summary of Recommendations:**

- **Extend the contract with Stagecoach to provide the bus service at the park and ride and extend the operation to improve access to the Health Hub.**
- **Amend the new service to operate from 9am until 6pm.**
- **Continue to operate a 10 minute service in school holidays and 20 minutes in term time.**
- **Stagecoach to service the park and ride car park with on street 92 bus service, outside of the park and ride bus service operating period (25 May – 15 Sept).**
- **Stagecoach provide an on-board single fare on the park and ride bus for those who have not purchased a parking ticket.**
- **The half day park and ride car park tariff option is removed and the all day tariff is increased to £10 all day for cars and coaches.**

## **5. Next Steps**

5.1 The proposed amendments to the Off Street Parking Places Order proceed in accordance with the recommendations.

5.2 Should the Recommendations be accepted, the following steps will occur:

- a. 21 day consultation commence (March 2024) to which customers will be alerted by notice in the local press, on the Council's website and in all affected car parks.

This will allow customers to make comments on and/or objections to the proposals, should they wish to do so.

- b. If a significant number of representations were to be received, the matter would be referred to the Executive for further consideration,
- c. Otherwise, the detailed implementation of the recommendations should be delegated to the Head of Assets in consultation with the Portfolio Holder for car parking for implementation.

5.3 The contract is awarded to Stagecoach for the provision of the bus service at Dartmouth park and ride.

5.4 The proposed revisions to the park and ride service are implemented.

5.5 This proposal fits with the following priorities:

- Council
- Communities
- Environment

## 6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	The Council has power to provide and to regulate off-street car parks under the Road Traffic Regulation Act 1984 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 set out the procedures to be followed before and after making any order regulating the use of car parks.
Financial implications to include reference to value for money	Y	The cost of implementing the changes will be met from the car parking budget.  The difference between the income and expenditure on Off Street Car Parking is used to support costs associated with the operation and maintenance of parking services, its infrastructure and the maintenance of off street car parks. It is also used to support and provide other Council services such as street cleansing, toilets, parks and open spaces and other lawfully incurred identified expenditure.
Risk		

		There is a risk that a significant number of objections to the proposals may be received, which would postpone any implementation, as the objections would have to be considered by the Executive ahead of any changes.
Supporting Corporate Strategy		Council Communities Environment
Climate Change - Carbon / Biodiversity Impact	Y	There are no negative impacts.  There may be small positive impacts with customers considering alternative means of transport or care sharing.
<b>Comprehensive Impact Assessment Implications</b>		
Equality and Diversity		No implications.
Safeguarding		No implications.
Community Safety, Crime and Disorder		No implications.
Health, Safety and Wellbeing		No implications.
Other implications		None at this stage.

### **Supporting Information**

**Appendices: Appendix A: Pay & Display Charges**

**Background Papers: None**

### **Approval and clearance of report**

<b>Process checklist</b>	<b>Completed</b>
Portfolio Holder briefed/sign off	<b>Yes</b>
SLT Rep briefed/sign off	<b>Yes</b>
Relevant Heads of Practice sign off (draft)	<b>Yes</b>
Data protection issues considered	<b>Yes</b>
Accessibility checked	<b>Yes</b>

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