



Title: Beacon Hill, Torquay – Consideration of objections received to the advertisement of proposed traffic regulation order.

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **6th October 2011**

Key Decision: **No** How soon does the decision need to be implemented: **October 2011**

Change to Budget: **No** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

1.1 Following the implementation of the scheme to improve Victoria Parade (on the landward side between the Mallock Clock Tower and the Regina Hotel), comments from disabled drivers have resulted in a disabled parking bay being advertised in Beacon Hill, Torquay. An objection to the proposed Traffic Regulation Order has been received for consideration by members.

2. Recommendation(s) for decision

2.1 It is recommended that the proposed Traffic Regulation Order is implemented as advertised.

3. Key points and reasons for recommendations

- 3.1 Residents and Visitor Services secured funding from the 2006 – 2011 Local Transport Plan for a scheme to improve Victoria Parade on the landward side between the Mallock Clock Tower and the Regina Hotel.
- 3.2 The scheme, which was completed early in 2011, upgraded the existing paving and street scene in this location, improved the pedestrian environment and created a more vibrant 'café culture'.
- 3.3 In order that a widened footway could be achieved for this scheme, the carriageway was narrowed to a nominal minimum of 5.5 metres width along this section, which required the removal of all parking from Victoria Parade, except for a number of loading bays that are built into the widened footway to service the premises, but are used as footway area when not in use.
- 3.4 Following the implementation of the scheme, comments were received with regard to the loss of on-street car parking, especially from the mobility impaired community and a revised traffic regulation order was advertised for Beacon Hill to facilitate loading / unloading, to assist parking for the disabled drivers and provide short term parking in the area.
- 3.5 One objection has been received in response to the advertisement and is included in Appendix 2. A recommendation is now required from the Members on whether or not to implement.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Group Service Manager – Streetscene Services

Supporting information

A1. Introduction and history

- A1.1 Residents and Visitor Services secured funding from the 2006 – 2011 Local Transport Plan for a scheme to improve Victoria Parade on the landward side between the Mallock Clock Tower and the Regina Hotel.
- A1.2 The scheme upgraded the existing paving and street scene in this location, improved the pedestrian environment, in an effort to help create a more vibrant 'café culture' in this area.
- A1.3 In addition to providing a significant environmental improvement to the public highway in this location, the scheme provides a first phase improvement to link future regeneration proposals for public realm in the Harbourside area which are currently being developed by the Torbay Development Agency.
- A1.4 In order that a widened footway could be achieved for this scheme, the carriageway was required to be narrowed to a nominal minimum of 5.5 metres width along this section, which required the removal of all parking from Victoria Parade. However loading bays were built into the widened footway to service the premises, but which remain as footway area when not in use.
- A1.5 A consultation with the traders and stakeholders was carried out on a draft scheme and following a review of the feedback a revised scheme was produced, which shows a slightly widened carriageway near the entrance to Beacon Quay to allow for the manoeuvring of large vehicles and a reduction and repositioning of loading bays.
- A1.6 The revised scheme was presented to traders at a consultation event at Torquay Yacht Club on 3rd September 2010, where further comments were invited.

The main features of the revised proposed scheme were:

- a) The existing footway to be widened and paved with high quality granite paving to match Beacon Quay and continue the theme already adopted in Torquay Town Centre. New street furniture will be provided to enhance and improve the streetscene.
- b) Two paved loading bays will be provided to service the businesses and have been placed to provide access to the majority of shops and cafes. It should be noted that some businesses at the Beacon Quay end already have loading facilities to the rear.
- c) The existing informal crossing points will be improved and visually widened with imprint surfacing on the carriageway to provide an improved pedestrian link to the harbourside.
- d) Waiting and loading restrictions will be required to be implemented for the entire length, except for the loading bays, thus preventing Blue Badge holders or delivery vehicles from parking and blocking the road.

A1.7 A report was presented to the Transportation Working Party 10th September 2010 which, after due discussion, was approved and following further detailed design works, construction began in January 2011.

A1.8 Whilst comments on the completed scheme have been mainly favourable, there have been some complaints from disabled drivers that the area is now more difficult to access since the parking was removed.

A1.9 In order to improve the parking facilities for disabled drivers a proposal to provide dedicated disabled space in nearby Beacon Hill has been advertised. This has resulted in 1 objection being received in response.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 To not implement the restrictions on Beacon Hill could possibly prevent access being gained to the area by those disabled drivers who were displaced from Victoria Parade by the implementation of the highway improvement scheme.

A2.2 Remaining risks

A2.2.1 None

A3. Other Options

A3.1 That the proposed amendments to the existing Traffic Regulation Orders are not implemented.

A4. Summary of resource implications

A4.1 Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Extensive consultation was undertaken with the residents of the area, Council Ward Members and the Community Partnership prior to the implementation of the highway scheme. Whilst the proposed restrictions were advertised, both on site and in the local media ('Herald Express').

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 A plan showing the proposed waiting restrictions.

Appendix 2 A copy of the letter of objection.

Documents available in members' rooms

None

Background Papers:

Transportation Working Party - 10th September 2010

Issues paper: Victoria Parade – Highway Improvements