



Title: **Paignton Town Centre Parking Review – Consideration of objections to proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Roundham with Hyde**

To: **People (Communities) Policy Development Group** On: **17th November 2011**

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

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 Torbay Council undertook a review of the on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The Paignton Town Centre Parking Review (**Appendix 1** shows the boundaries of the review area) was carried out in accordance with the Council's Parking Policy and generates an increase in on-street car parking spaces, in the following categories:

- Disabled
- Limited waiting (1hour and 2 hour)
- Metered
- Motorcycle
- Taxi Rank

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, after which the revised Traffic Regulations were

advertised.

This report is to deal with the objections which were received following the advertisement of the revised Traffic Regulation Orders.

2. Recommendation(s) for decision

- 2.1 That the proposed amendments to the Traffic Regulation Orders are implemented as advertised except in the areas detailed in **Appendix 4**, where amendments will be re-advertised.

3. Key points and reasons for recommendations

- 3.1 The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained.
- 3.2 This report is to take into consideration the objections received following the advertising of the amendments to the existing Traffic Regulation Orders which were proposed as a result of comments / feedback received during the review process.

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

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

A1.1 The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained to ensure the delivery of the following key objectives:

- Ensure that there is effective enforcement of on-street waiting and parking restrictions in order to reduce congestion and increase the availability of short stay parking space.
- Provide adequate space for taxis, coaches and buses to park and operate safely in appropriate locations.
- Review the extent of long stay, on street car parking where this causes problems in residential areas, conflicts with essential traffic movements, creates safety problems or reduces space for short stay visitors.
- Enhance and encourage the use of public off-street car parks for short and long stay parking.
- Make attractive parking arrangements for holders of "Blue Badges" in suitable locations and improve the access and internal layout of car parks to give full access for the disabled.
- Continually manage all town centre car parking, giving priority to provision for shoppers and visitors and reducing the need to search for car parking spaces.
- Ensure retail deliveries can continue with reasonable efficiency particularly outside the main periods of pedestrian activity.

As part of this policy, Highways Management will undertake a review of on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The second of these reviews undertaken was within Paignton town centre and **Appendix 1** shows the boundaries of the proposed review area.

The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained. The proposed changes generate an increase in on-street parking spaces, producing a net gain within the scheme of 15 spaces, along with 6 disabled spaces, 16m of new motorcycle bay and 33m of new taxi rank.

Consultation with the Council Ward Members, Paignton Bid Team, and the Paignton Town Community Partnership Steering Group was undertaken and positive feedback received.

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, after which the revised Traffic Regulations were advertised.

This report is to deal with the objections which were received and **Appendix 2** details the areas where objections to the alterations to the existing Traffic Regulation Orders have been received.

Appendix 3 details the objections received regarding the changes to the Traffic Regulation orders in the New Street, Queens Park Road and Roundham areas, whilst **Appendix 4** detail the revised proposals.

New Street area

Following a number of objections being received (as reproduced in **Appendix 3**) it has been recommended not to implement the proposed parking restrictions in the lane to the rear of the properties no's 1 – 37 New Street and 8 – 12 New Street.

It is proposed that parking restrictions will still be implemented to the rear of the 'Old Town Hall', Totnes Road, changing existing single yellow lines to double yellow lines as well as placing double yellow lines on both sides of the lane by property no's 1 and 3 New Street, as detailed in **Appendix 4** (plan no.1).

Queens Park Road area

Following a number of objections being received (as reproduced in **Appendix 3**) it has been proposed not to implement the proposed parking restrictions, motorcycle parking and metered bay in Queen's Park Road.

Roundham area

Following an objection being received (as reproduced in **Appendix 3**) it has been proposal not to implement the proposed parking restrictions outside property no's 31 - 39.

It is still proposed to alter the seasonal 'no waiting at any time' restrictions to 'no waiting at any time' restrictions from the harbour to the junction with Sands Road, along with reducing the limited waiting bays opposite property no. 41 Roundham Road by one space to improve visibility for vehicles exiting the harbourside.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Consultation has been undertaken with major stakeholders and the proposed alterations to the existing Traffic Regulation Orders have been advertised (both on site and in the local media). The proposals for implementation are as a result of taking into consideration a number of objections from the members of the public and therefore any risks have been minimised.

A2.2 Remaining risks

A2.2.1 By reworking and making better use of the available road space the Council will be able to provide more parking and therefore reduce the number of wasted journeys made by drivers as they search for on-street parking spaces. If these changes to the existing Traffic Regulation Orders (TRO) are not approved, these wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

A3.1 Do nothing.

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. The estimated cost of these works is £1,500 and will be funded from the LTP capital allocation for Integrated Transport Schemes.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with the Council Ward Members, Paignton Bid Team and the Paignton Town Community Partnership Steering Group has been undertaken and positive feedback received.

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 Shows the boundaries of the proposed review area.

Appendix 2 Details where alterations may be made to create extra parking spaces

Appendix 3 Details the objections received regarding the proposed alterations to the existing Traffic Regulation Orders.

Appendix 4 Details the revised proposals to the existing Traffic Regulation Orders.

Documents available in members' rooms

None

Background Papers:

The following documents / files were used to compile this report:

The Council's Parking Policy 2006 (version 3 – TMA)