



Wednesday, 23 January 2013

## **TRANSPORT WORKING PARTY**

A meeting of **Transport Working Party** will be held on

**Thursday, 31 January 2013**

commencing at **4.00 pm**

The meeting will be held in the Meadfoot Room, Town Hall, Castle Circus,  
Torquay, TQ1 3DR

### **Members of the Committee**

Councillor Hill (Chairman)

Councillor Amil

Councillor Addis

Councillor Cowell

Councillor Brooksbank

Councillor Doggett

Councillor Pountney

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**Working for a healthy, prosperous and happy Bay**

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For information relating to this meeting or to request a copy in another format or language please contact:

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Email: [governance.support@torbay.gov.uk](mailto:governance.support@torbay.gov.uk)



# **TRANSPORT WORKING PARTY AGENDA**

1. **Apologies for absence**
2. **Minutes from meeting held on 13th December 2013** (Pages 1 - 3)
3. **Parking Charges Review 2012/13** (Pages 4 - 47)
4. **Hollicombe to Paignton Cycle Route - Preston Sea Front Section** (Pages 48 - 52)
5. **Strategy for 20mph limits outside schools** (Pages 53 - 58)
6. **Town Hall Car Park - Planning Approvals - Verbal Update**
7. **LSTF Project - Verbal Update**
8. **Rock Walk Highway Improvements - Review of Scheme** (Pages 59 - 64)
9. **Local Transport Board Schemes** (Pages 65 - 68)
10. **Date of Next Meeting**  
Thursday 14<sup>th</sup> March 2013, 4pm, Meadfoot Room.



## Minutes of the Transport Working Party

13 December 2012

-: Present :-

Councillor Ray Hill (Chairman), Councillor Darren Cowell, Councillor Ian Doggett, Councillor Pete Addis, Councillor Stephen Brooksbank, Councillor Mark Pountney and Councillor Michael Hytche (substitute for Cllr Amil)

(Also in attendance: Patrick Carney, Sally Farley, Councillor Robert Excell and Councillor Bobbie Davies)

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### 47. Apologies for absence

Sue Cheriton  
Councillor N Amil

### 48. Minutes of last meeting held on 25th October 2012

Approved.

### 49. Discounted Residents Parking Permit

Patrick Carney presented the report.

Members supported a monthly charge but still felt that the charges should be reviewed. Patrick Carney confirmed that this will be considered as part of the parking review.

Cllr Cowell felt that a cost neutral permit should be considered.

#### **Recommendation:**

That a cashless parking system allowing monthly payments is procured. That a residents permit that is cost neutral is considered.

Proposed by Cllr Cowell, seconded by Cllr Brooksbank. All in favour.

### 50. LSTF Cycle Route Harbour to Hospital

Sally Farley gave an update on the LSTF. Patrick Carney presented the report highlighting the routes in Appendix 1.

Councillor Cowell asked that the proposals are forwarded to the Torquay Neighbourhood Planning forum. Members concerned that the plans do not have the detail in the plans to allow them to properly consider the routes. Cllr Addis concerned that the route will leave vulnerable cyclists at risk. Cllr Hytche concerned that the routes will not be maintained. Patrick Carney confirmed that the markings will be maintained.

**Recommendation:**

Accept in principle allowing works to commence and orders advertised but Members require detail on changes to the highway which includes, loss of parking, narrowing of the road or changes to junctions. Any objections to orders to be considered by a future meeting of the Transport Working Party.

Proposed by Cllr Brooksbank, seconded by Cllr Pountney. All in favour.

**51. On Street Pay and Display Review**

Patrick Carney presented the report. Members raised concerns regarding car park income against the budget. Patrick Carney highlighted that the income in car park can be affected by a number of factors. Cllr Cowell asked if the Parking Review will be considered by the Working Party. Patrick Carney confirmed that it is on the Agenda for the next meeting.

**Recommendation:**

Members recommended the proposals outlined in section 2 of the report.

Proposed by Cllr Cowell and seconded by Cllr Addis. All in favour.

**52. Parking Charges Review - verbal update**

Patrick Carney explained that the report was being progressed and was in two parts. Part 1, a review of the existing charges and income and Part 2 will be options moving forward.

Councillor Excell highlighted that Pay on Exit will be introduced to the Lower Union Lane Car Park.

**53. Road Safety Plan - feedback from Members**

Cllr Brooksbank asked for a definition of older drivers. Patrick Carney confirmed that the support was offered to anyone over 50.

No other comments from Members.

**54. Any Other Business**

Patrick Carney issued a plan of the temporary layout for Torbay Road in the area of Palm Court and highlighted this layout is likely to be in place from January to September. No objections from Members.

**55. Date of Next Meeting**

Thursday 31<sup>st</sup> January 2013, 4pm, Meadfoot Room, Town Hall.

# Agenda Item 3



**Meeting:** Transport Working Party

**Date:** 31<sup>st</sup> January 2013

**Wards Affected:** All

**Report Title:** Parking Charges Review 2012/13

**Executive Lead Contact Details:** [sue.cheriton@torbay.gov.uk](mailto:sue.cheriton@torbay.gov.uk)

**Supporting Officer Contact Details:** [Richard.brown@torbay.gov.uk](mailto:Richard.brown@torbay.gov.uk)

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## 1. Purpose

- 1.1 To review the current parking tariffs both in on and off street areas to encompass feedback from stakeholders and present a more balanced tariff to meet the needs of Torbay for both the winter and summer economies.

## 2. Proposed Decision

- 2.1 To progress the actions as recommended in option 2 of the report.

## 3. Action Needed

- 3.1 New tariffs will need to be written and purchased from the parking equipment suppliers.
- 3.2 New Traffic Regulation Orders (TROs) will need to be written and advertised in the local press following the statutory advertising periods of 21 days to receive objections with the objections reported back to the Transport Working Party.

## 4. Summary

- 4.1 During 2012 there were a number of meetings held with stakeholders in relation to parking issues and parking charges were identified as a concern, in particular to traders who were struggling through the recent economic downturn.
  - 4.2 Members recognized the importance of parking charges to the local economy and promised a review into parking charges with a hope to alter charges to offer cheaper parking charges in particular during the winter months when trade particular suffers through the lack of visitors.
  - 4.3 Officers were asked to review all the tariffs of the off street car parks and on street pay and display areas with a report to Members with recommendations.
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## **Supporting Information**

### **5. Position**

- 5.1 Parking charges remains a concern to local stakeholders and the review is designed to address these concerns by analysis of the data and recommendations to change charges based on a cost neutral basis to the parking income budget.

### **6. Possibilities and Options**

- 6.1 Keep parking charges and tariffs unchanged.
- 6.2 Introduce a new charging structure as stated in option 2, section 5 of the report
- 6.3 Reduce parking charges with a possible £560,000 impact on the parking budget see option 3, section 6 of the report, Officers can not recommend this option due to the impact on the Councils budget.

### **7. Preferred Solution/Option**

- 7.1 Introduce a new charging structure at cost neutral to the Council's budget and adopt option 2 of the report.

### **8. Consultation**

- 8.1 There have been a number of meetings with stakeholders where Officers and Members including the Mayor were present which identified the need for the review. The main stakeholders are the Town Centres Company, Chamber of Trade and other trader groups.

### **9. Risks**

- 9.1 Any changes to the parking tariff could put at risk the current income received through parking charges as it may cause a change in customer behaviour. It is hoped however the new structure will encourage the public to stay longer in the Town Centres and be more customer focused.

## **Appendices:**

Appendix 1: Parking Charges Review 2012/13

## **Additional Information:**

N/A

## **Documents available in Members' Rooms:**

N/A

## **Background Papers:**

N/A

## Parking Charges Review January 2013





## **Summary of Review**

In Part 2 of this report contains details of the three different options open to Members to discuss, however they can be summarised as follows:

### **Option 1.**

- Leaving parking charges unchanged is the lowest risk option as this option is expected to be cost neutral to the Councils parking income budget.

Budget Impact = None

### **Option 2.**

- Parking charges are restructured with on and off street parking areas being split into three different areas.
- Charges at beach designated car parks have been increased slightly to offset a reduction in parking charges during the winter months which includes all day parking reduced to £4 at specific car parks including Beacon Quay and Victoria Car Parks
- Charges at on street pay and display locations have been reduced during the winter months at both beach and town centre locations with beach locations applied a marginal increase in the summer
- New permits made available to the public to purchase including a residents time restricted permit allowing free parking after 3pm and before 10am in the morning, monthly permits and a on street long stay permit valid in all on street pay and display locations for traders
- Disabled parking permits offered to more customers
- Free parking on Christmas Day, Boxing Day and New Years Day both on and off street
- Discounts for Eco Friendly vehicles
- All day parking available in all on street pay and display areas
- Commuter parking for £1 or £2 all day in selected on street pay and display areas

Budget Impact = None

### **Option 3**

- As option 2 but with daily parking tariffs further reduced in both on and off street parking areas.
- On street and off street parking charges are very similar

Budget Impact = £560,000 or 20% uptake in customers to be cost neutral to the budget

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## **1. Introduction**

Torbay Council operates 39 Car parks across Torquay, Paignton and Brixham, providing over 7,500 spaces with the majority of the car parks using the pay and display system. Many car parks play an important part in supporting the local economy and ensuring access to the main three town centres and amenity areas such as beaches during the peak summer months.

At the time of submitting this report parking income across Devon is down on previous years in 2012 which is attributed to the inclement weather over the year and 2012 being the wettest year since weather records began. It is also a time when the Country is still in recession and the Euro Zone Crisis has yet to be resolved. Fuel costs have also been at an all time high with the cost of a litre of petrol at £1.30. There has been little confidence in the Country's economy and as many working people have been concerned about losing employment.

A number of public meetings were held in 2012 where Members and Officers met with the Chamber of Trade, Federation of Small Businesses, Community Partnership Representative, The Town Centres Company along with a cross section of traders. During these constructive meetings it was evident charges were the main concern. In particular that they felt charges were too high, inflexible and deterred shoppers from visiting the Town Centres or commuters from wanting to work in the Town Centres. At these meetings many ideas were presented by stakeholders some of which are included in this report. Also Cllr Excell, Executive Lead for Transport, Safer Communities and Sport and Cllr Hill, Chairman of the Transport Working Party and Audit Committee surveyed public opinion through the year by asking shoppers and traders their views and suggestions.

### **1.1 Scope of Review**

This review addresses concerns from the public and stakeholders regarding the current parking tariff structure and is designed to increase footfall in Town Centre areas. This review does not deal with parking enforcement or parking strategies.

Council Officers analysed a large amount of data collected from the pay and display machines regarding income and ticket sales at all off street car parks and on street pay and display sites comparing this to the Councils own financial information system. Various Local Authorities were contacted for comparisons for charges and what types of parking permits are offered to customers

This review approaches the subject matter in trying to offer cheaper parking charges, in particular for residents during the quieter winter months but also to maintain the Councils income stream from parking when the Council is faced with huge budget cuts over a five year period reducing the Councils resources and ability to deliver non statutory services.

## 1.2 Financial Overview

Parking income is important to many local authorities as it's often the second biggest income stream next to Council Tax income. On street parking income is ring fenced for traffic management initiatives and Torbay Council uses this income to offset some of the cost of rising concessionary bus fares for the over 60's.

Off street income is used to pay for the provision of parking and any surplus is put back into the Councils overall budget and can be used in the same way as Council Tax income. More detailed accounts can be found in the Parking Annual Report which is available on the Councils website. <http://www.torbay.gov.uk/index/your-services/parking/parking-policies.htm>

However in summary the budgeted parking income is as follows:

On street pay and display parking £1.1 million which equates to 758,652 tickets sold in a year

Off street car parks £3.7 million which equates to 1.89 million tickets sold in a year.

# Part 1

This part of the report deals with data analysis and understanding the trends of the Councils Parking Business.

## 2.Current Situation

### 2.1 Current Charges

The current tariffs for on and off street parking areas are displayed below:

#### On Street Parking Charges – All Year

Address	Charging Days	Charging Hours	20 mins	40 mins	80 mins	2 hours	3 hours	4 hours	8 hours
Abbey Road	Mon - Sun	09:00 - 17:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Adephi Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	£3.50	£4.50	-
Babbacombe Road	Mon - Sat	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	£3.50	-	-
Castle Road	Mon - Sat	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Dendly Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Hyde Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Lymington Road	Mon - Sat	08:00 - 17:00	-	-	-	-	-	£1.00	£2.00
Magdalene Road	Mon - Sat	09:00 - 17:00	-	-	-	-	-	-	£1.00
Market Street	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Palace Avenue	Mon - Sat	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Parkhill Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Pimlico	Mon - Sat	09:00 - 17:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Queens Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	£3.50	£4.50	-
Sands Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	£3.50	£4.50	-
Stearfield Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	£3.50	£4.50	-
The Terrace	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Torbay Road (Pai)	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Torquay Road	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Torwood Gardens Rd	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Torwood Street	Mon - Sun	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-
Union Street	Mon - Sat	08:00 - 18:00	£0.50	£1.00	£2.00	£2.50	-	-	-

### On Street Parking Charges - Seasonal

	Mon - Sun	08:00 - 17:00	20 mins	40 mins	80 mins	2 hours	3 hours	4 hours	All day
Eastern Esplanade									
15th Sept - 31st Oct	-	-	£0.50	£1.00	£2.00	£2.50	£3.50	-	-
1st Nov - 24th Mar	-	-	-	£1.00	£2.00	-	-	-	£2.50
25th Mar - 30th May	-	-	£0.50	£1.00	£2.00	£2.50	£3.50	-	-
Torre Abbey	Mon - Sun	08:00 - 18:00							
25th Mar - 31st Oct	-	-	£0.50	£1.00	£2.00	£2.50	£3.50	£4.50	-
1st Nov - 24th Mar	-	-	-	£1.00	£2.00	-	-	-	£2.50

### Off Street Parking Charges – All Year

	20 mins	40 mins	80 mins	2 hours	3 hours	4 hours	5 hours	24 hours	Overnight
24hr 365 days									
Long Stay	-	£1.00	£1.50	£2.20	£3.00	£4.00	£5.00	£8.00	£2.00
Short Stay	£0.50	£1.00	£1.50	£2.20	£3.00	-	-	-	£2.00
Shoppers	£0.50	£1.00	£1.50	-	-	-	-	-	-

### Off Street Seasonal

	40 mins	80 mins	2 hours	3 hours	24 hours	Overnight
1st Nov - 24th March						
Harbour & Victoria	£1.00	£1.50	£2.20	£3.00	£4.00	£2.00
Shedden Hill, Torre Valley, Cliff Park Road, Roundham, Broadsands, Walls Hill, Shoalstone, Breakwater, Meadfoot Beach, and Kilmorie	£0.50	-	£1.00	-	£1.50	-

It should be noted that the current policy ensures that all off street car parks contain the same charging structure, with short stay car parks including a 20 minute charge because they are primarily designed to ensure a high turnover of spaces for shoppers. The policy to ensure all car parks have the same tariff is one of uniformity and clarity to the customer and to ensure tickets can be transferred between one car park and another. This policy has been in place for 8 years but previously car parks were put in certain categories depending on the amenity they were close to, such as Town Centre and Beach.

On street charging is separated from Commuter areas such as Magdalene Road and Lymington Road and the rest of Torbay where charges are consistently the same.

See below for comparisons of charging times both on and off street in Devon. The different rows on the first table show the difference in charging times across the different towns, some towns operate different charging times dependant on the road location similar to Torbay. Exmouth operates 24 hour charging during the summer months.

### On Street Charging Times

Torbay	Exeter	Barnstaple	Dawlish	Exmouth	Ilfacombe	Newton Abbot	Teignmouth	Totnes
Mon - Sat 08:00 - 18:00	Mon - Sat 08:00 - 18:00 Sun 11:00 - 17:00	Mon - Sat 08:00 - 18:00	Mon - Sun 09:00 - 18:00	Mon - Sun 09:00 - 18:00	Mon - Sat 10:00 - 18:00	Mon - Sat 09:00 - 17:00	Mon - Sun 09:00 - 18:00	Mon - Sat 09:00 - 18:00
Mon - Sat 08:00 - 18:00				Mon - Sun 24 hours/day		Mon - Sat 08:00 - 18:00	Mon - Sun 08:00 - 20:00	
Mon - Sat 09:00 - 17:00	Mon - Sat 09:00 - 18:00 Sun 11:00 - 17:00					Mon - Sat 08:30 - 17:30		
Mon - Sat 09:00 - 17:00								

### Off Street Night Time Charging Periods

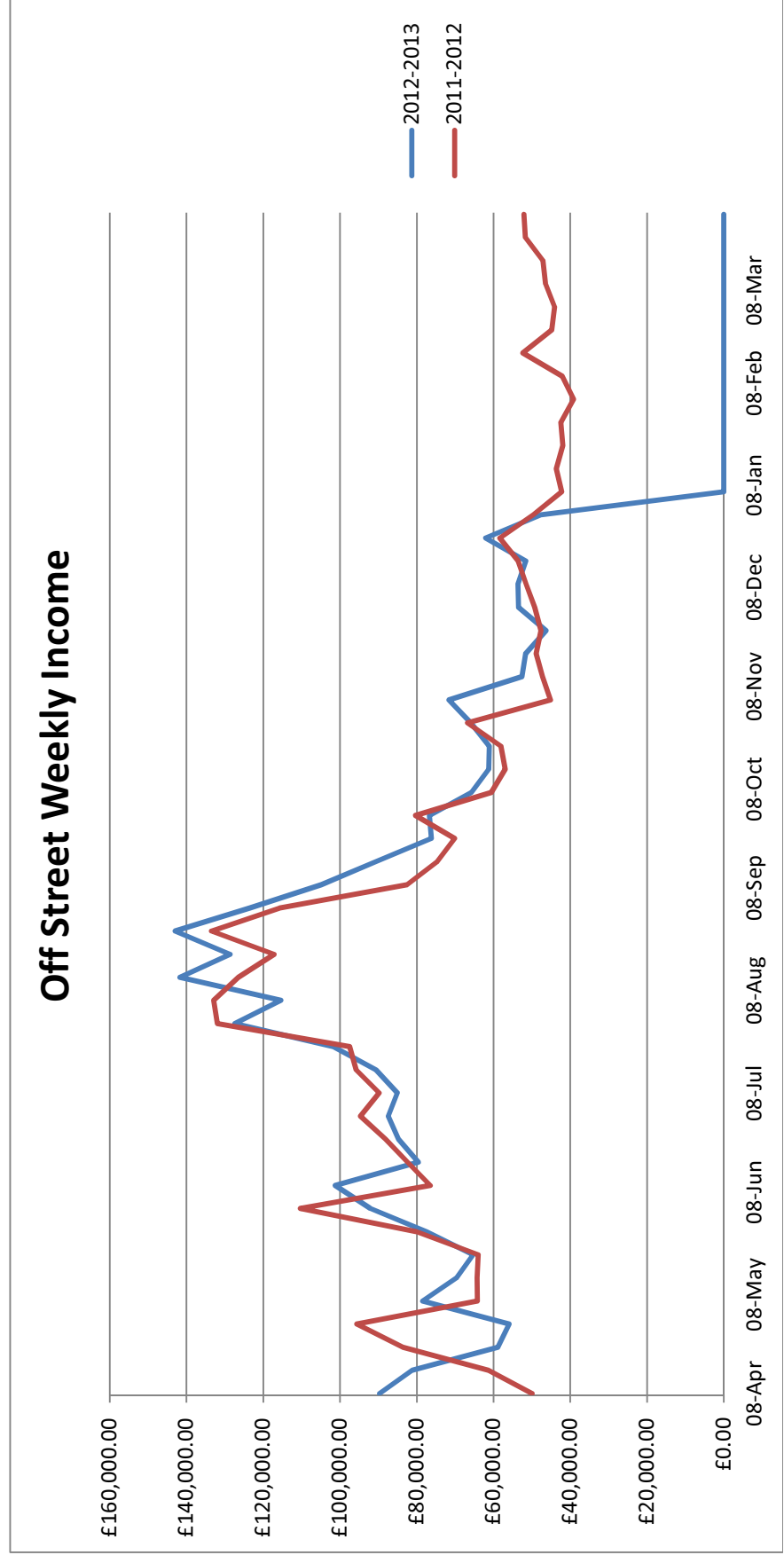
Torbay	Exeter	East Devon	Mid Devon	North Devon	West Devon	Torridge	South Hams	Teignbridge	Plymouth
18:00 - 08:00	18:00 - 08:00	18:00 - 08:00	18:00 - 08:00	18:00 - 08:00	18:00 - 08:00	N/A	18:00 - 08:00	18:00 - 09:00	18:00 - 08:00
£2.00	Free	Free	Free	Free	Free		£2.00	Free	£3.60

### 2.2.1 Income Trends, i.e. seasons/weather/events

Torbay is a popular seaside destination during the summer months and during the school holidays and being an amenity area there are trends of usage which are clearly identified. These follow weather patterns as well as seasons.

#### Off Street

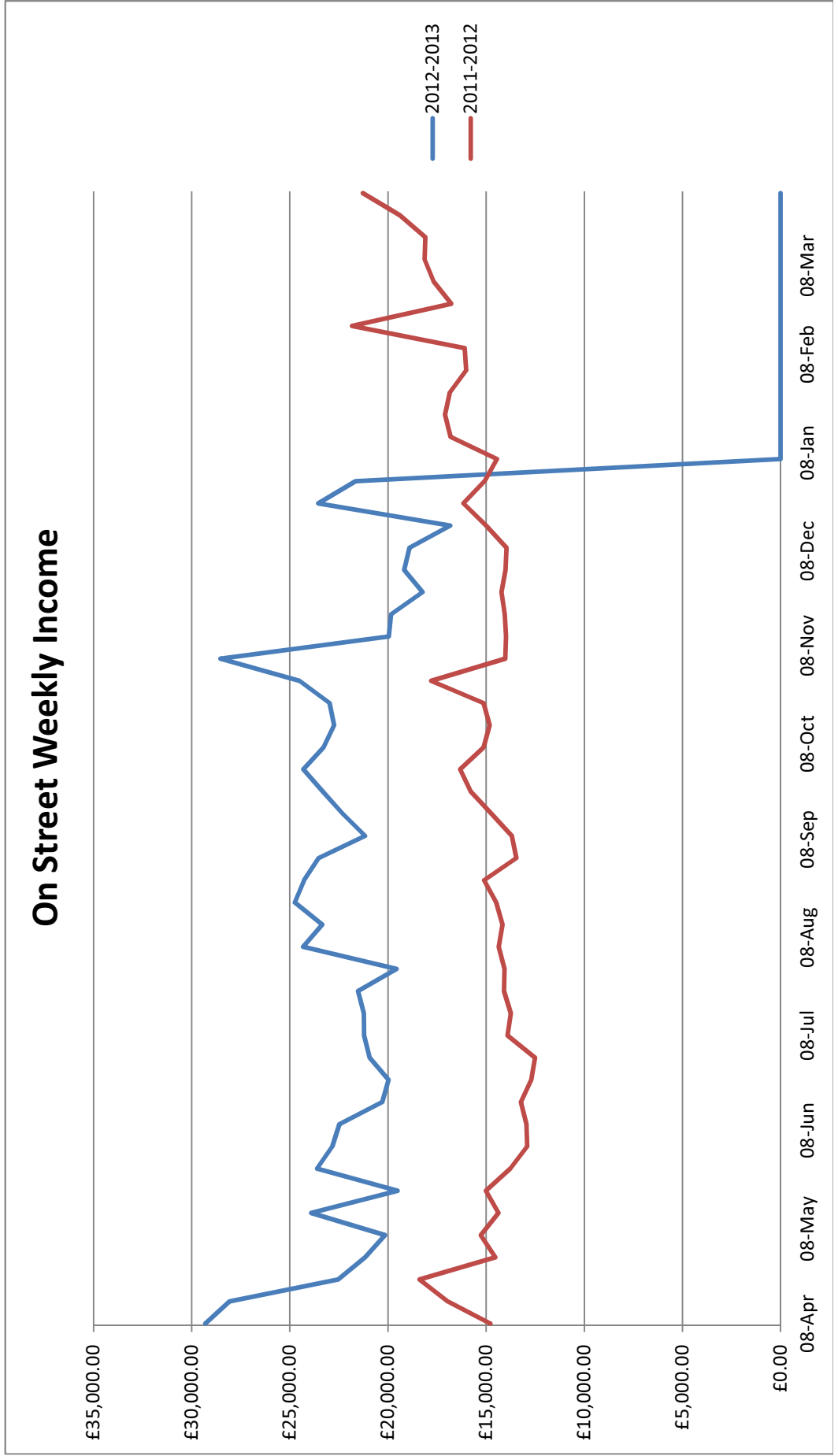
The graph below shows the annual trend of off street parking income throughout the financial year with the peak during the school holiday period in July and August. Also other peaks show Easter, May school holidays and the Christmas period with increased shopping activity, although at this time parking charges are reduced every year to assist with marketing the towns to locals.





## On Street

The graph below shows the annual trend for on street parking income which does not follow exactly the same trend as off street income as some roads such as the Eastern Esplanade which has 200 spaces is only open during the winter months and closed in the summer. This year more on street pay and display areas were created which is why the income is higher and note the graph is only from April to December.



Officers have undertaken analysis of how weather can dramatically affect the car park usage and below are two weekends just outside the school holiday periods which can be easily compared. The first weekend in July refers to a wet weekend and the second weekend in September refers to a warm and sunny weekend. A vast majority of off street car parks show an increase. Also of great interest is the impact of events on the usage level of parking areas and in yellow below is the impact of the annual 'Fishstock' event in Brixham where there has been a huge increase in usage.

### On Street Parking

These parking areas are not affected by weather with the exception of roads which are directly adjacent to resort areas.

Site	7th & 8th July		8th & 9th September		Increase/Decrease	
	Tickets	Income	Tickets	Income	Tickets	Income
Abbey Road	298	£424.20	232	£298.80	-22.1%	-29.6%
Adelphi Road	60	£152.00	52	£127.60	-13.3%	-16.1%
Babbacombe Road	103	£229.30	60	£118.00	-41.7%	-48.5%
Castle Circus	86	£115.80	72	£94.00	-16.3%	-18.8%
CPZ A	129	£240.00	126	£225.10	-2.3%	-6.2%
Dendy Road	223	£262.40	226	£265.20	1.3%	1.1%
Hyde Road	224	£283.60	194	£248.25	-13.4%	-12.5%
Lymington Road	51	£59.10	59	£69.00	15.7%	16.8%
Magdalene Road	3	£6.00	24	£24.10	700.0%	301.7%
Market Street	184	£203.60	182	£197.85	-1.1%	-2.8%
Palace Avenue	490	£603.40	409	£529.90	-16.5%	-12.2%
Pimlico	41	£54.50	38	£42.70	-7.3%	-21.7%
Queens Road	207	£358.50	202	£361.85	-2.4%	0.9%
Rock Walk	254	£561.30	230	£506.05	-9.4%	-9.8%
Sands Road	60	£152.60	55	£133.50	-8.3%	-12.5%
Stearfield Road	52	£124.60	48	£121.00	-7.7%	-2.9%
The Terrace	131	£205.50	135	£212.50	3.1%	3.4%
Torbay Road	349	£555.00	350	£548.65	0.3%	-1.1%
Torquay Road	85	£101.20	125	£140.65	47.1%	39.0%
Torre Abbey	256	£520.80	282	£696.30	10.2%	33.7%
Torwood Street	250	£400.85	225	£395.25	-10.0%	-1.4%
Union Street	156	£273.65	86	£133.60	-44.9%	-51.2%
<b>Total</b>	<b>3692</b>	<b>£5,887.90</b>	<b>3412</b>	<b>£5,489.85</b>	<b>-7.6%</b>	<b>-6.8%</b>

## Off Street Town Centres

The table below shows town centre car parks only and the affect of good weather which you will note is not as large as the resort car parks.

Site	7th & 8th July		8th & 9th September		Increase/Decrease		Increase/Decrease	
	Tickets	Income	Tickets	Income	Tickets	Income	Tickets	Income
Brixham Central	1792	£3,274.45	1957	£3,749.55	9.2%	14.5%		
Brunswick Square	67	£140.20	78	£186.60	16.4%	33.1%		
Chilcote Avenue	82	£141.60	84	£139.40	2.4%	-1.6%		
Churchward Road	64	£129.00	81	£165.30	26.6%	28.1%		
Clennon Valley	224	£707.25	164	£336.90	-26.8%	-52.4%		
Crown & Anchor	95	£232.20	100	£250.70	5.3%	8.0%		
Great Western	562	£999.30	532	£945.65	-5.3%	-5.4%		
Hampton Avenue	136	£359.20	225	£607.90	65.4%	69.2%		
Coach Station	21	£57.30	17	£39.50	-19.0%	-31.1%		
Melville Street	29	£70.40	25	£57.10	-13.8%	-18.9%		
Meadfoot Road	191	£468.70	173	£469.40	-9.4%	0.1%		
Preston Gardens	29	£52.70	20	£43.70	-31.0%	-17.1%		
Shoppers	503	£696.50	524	£713.35	4.2%	2.4%		
Station Lane	99	£214.40	102	£204.10	3.0%	-4.8%		
St. Marychurch	79	£145.10	92	£204.00	16.5%	40.6%		
Torre Valley	42	£79.30	35	£76.80	-16.7%	-3.2%		
Town Hall	311	£707.20	301	£670.00	-3.2%	-5.3%		
Union Square	925	£1,735.60	880	£1,680.25	-4.9%	-3.2%		
Victoria MSCP	1239	£3,588.35	1324	£4,122.95	6.9%	14.9%		
Victoria Coach	89	£267.35	101	£327.80	13.5%	22.6%		
Total	6579	£14,066.10	6815	£14,990.95	3.6%	6.6%		

### Off Street Resort Car Parks

The table below shows beach/resort car parks only and the affect of good weather on income and usage.

Site	7th & 8th July		8th & 9th September		Increase/Decrease		Increase/Decrease	
	Tickets	Income	Tickets	Income	Tickets	Income	Tickets	Income
Abbey Park	97	£199.60	140	£318.85	44.3%	59.7%		
Beacon Quay	846	£2,054.20	781	£2,027.80	-7.7%	-1.3%		
Breakwater	421	£1,012.70	434	£1,359.35	3.1%	34.2%		
Broadsands	572	£1,081.30	553	£1,117.00	-3.3%	3.3%		
Cliff Park Road	118	£291.60	140	£305.15	18.6%	4.6%		
Colin Road	150	£393.70	175	£446.90	16.7%	13.5%		
Freshwater*	244	£720.45	567	£1,770.45	132.4%	145.7%		
Kilmorie	27	£41.20	38	£60.50	40.7%	46.8%		
Meadfoot Beach	13	£26.60	16	£28.70	23.1%	7.9%		
Oxen Cove*	197	£552.90	327	£1,036.60	66.0%	87.5%		
Princes Street	191	£421.65	248	£529.50	29.8%	25.6%		
Quay West	96	£235.40	125	£389.20	30.2%	65.3%		
Roundham	134	£416.90	196	£558.45	46.3%	34.0%		
Shedden Hill	252	£723.10	384	£1,066.30	52.4%	47.5%		
Shoalstone	67	£113.60	119	£261.00	77.6%	129.8%		
Walls Hill	112	£217.95	107	£198.45	-4.5%	-8.9%		
Youngs Park	537	£1,193.30	647	£1,557.45	20.5%	30.5%		
<b>Total</b>	<b>4074</b>	<b>9696.15</b>	<b>4997</b>	<b>13031.65</b>	<b>22.7%</b>	<b>34.4%</b>		

\*Fishstock event shows a large increase in usage during that weekend.

## 2.2.2 Usage/Occupancy

Torbay has a large number of good sized quality car parks in prime locations. These serve town centre locations and amenity areas. The Civil Enforcement Officers monitor the usage of car parks during their visits to car parks and record occupancy at these visits.

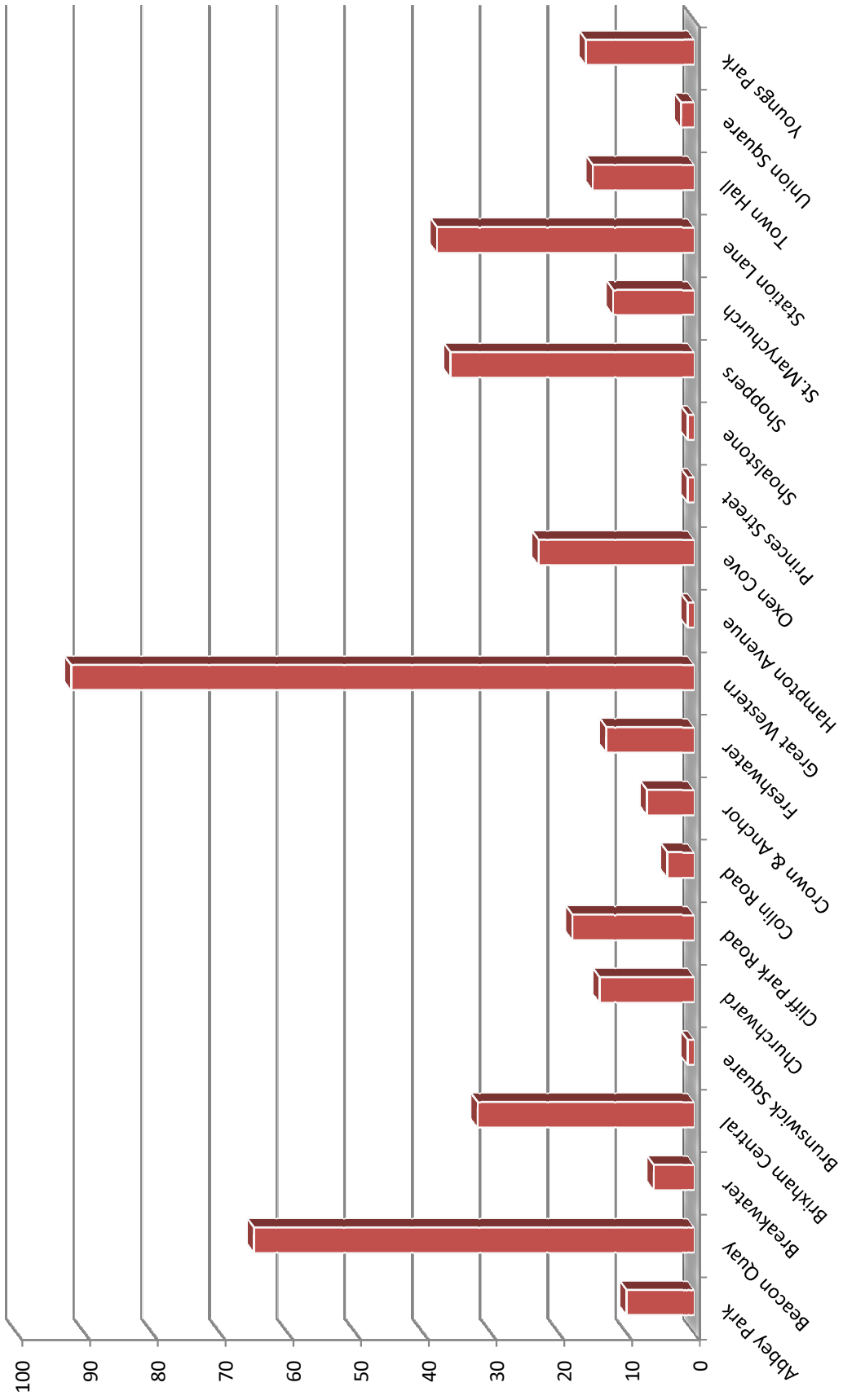
A number of car parks are particularly busy at peak summer times and other car parks are generally busy outside of the summer peaks. The graphs below are an example of these trends from a selection of car parks.

As can be seen from the graphs some car parks are clearly under used at specific times of the year and there is scope to encourage additional use of these car parks through various means. Also some car parks are steadily used through the year which is based on local users visiting shops and amenities.

The first graph below proves on many occasions during June, July and August that car parks are over subscribed and full. This is due to weather dependency in some areas and the sheer volume of holiday traffic with families wanting to visit town centres etc.

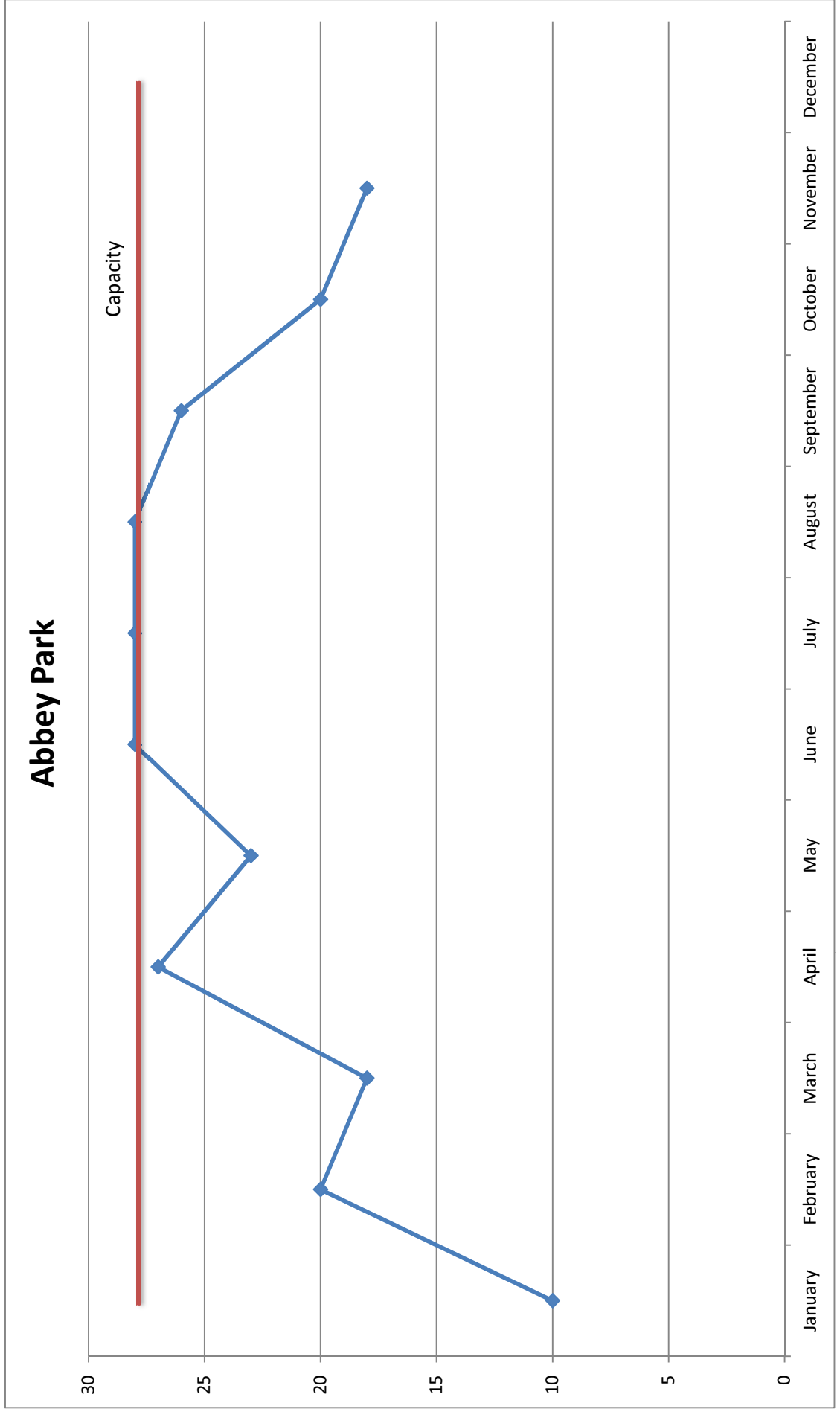
Beacon Quay car park being the car park with full days over most of the summer is situated next to the prime harbour front area and next to a popular tourist attraction. In the past the car park has been short stay during the summer but due to negative feedback from regular users in particular local residents living close by and sailors the car park has been long stay since 2006.

**Days Full During July, Aug & Sept**  
**This data is obtained from CEO's site visits and is only a snapshot of**  
**the day**



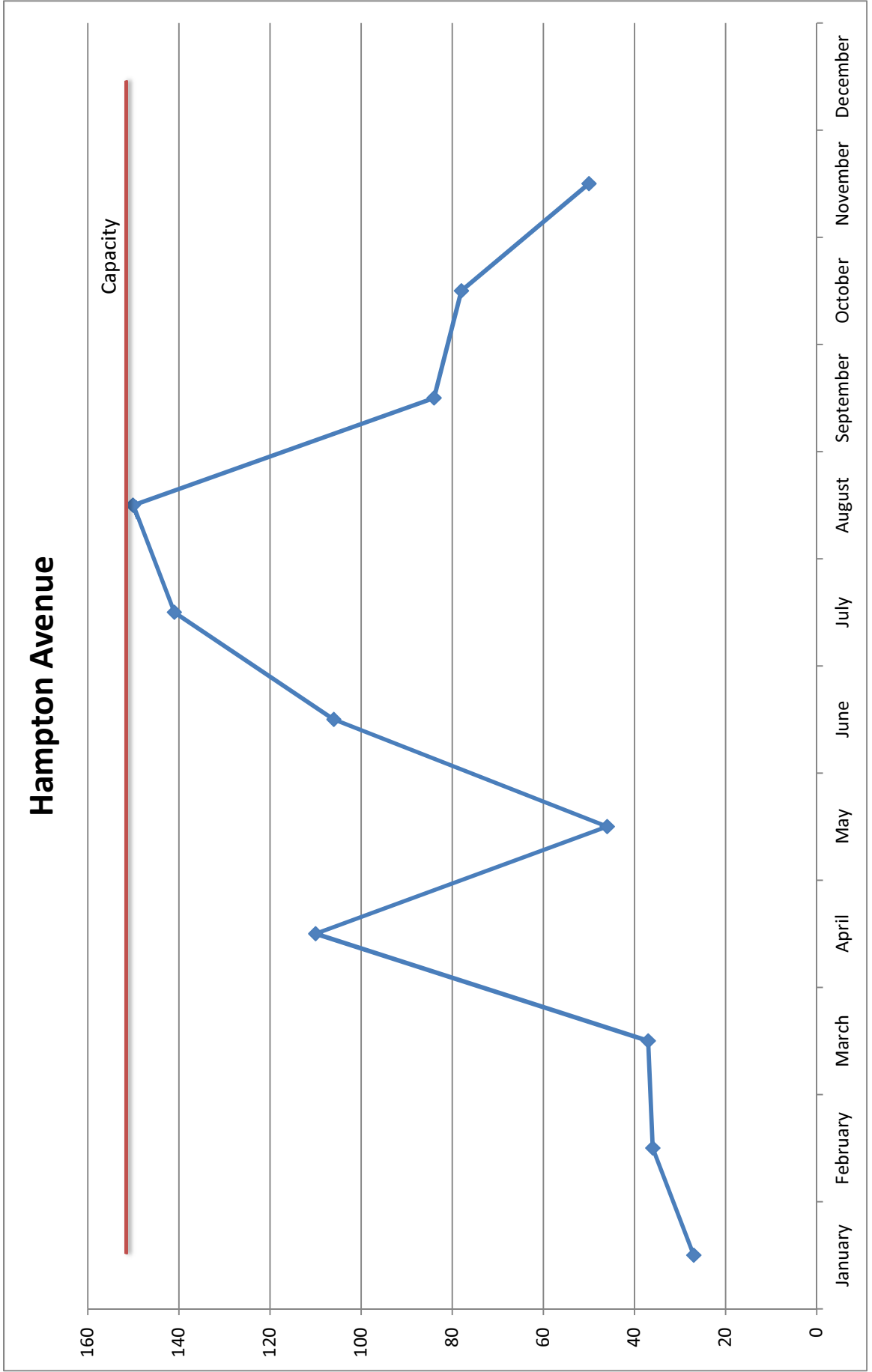
## Abbey Park

This car park is situated off the main sea front amenity area in Torquay serving Torre Abbey Meadows and the nearby golf and tennis courts and has a capacity of 30 spaces. This is clearly a seasonal car park.



## Hampton Avenue

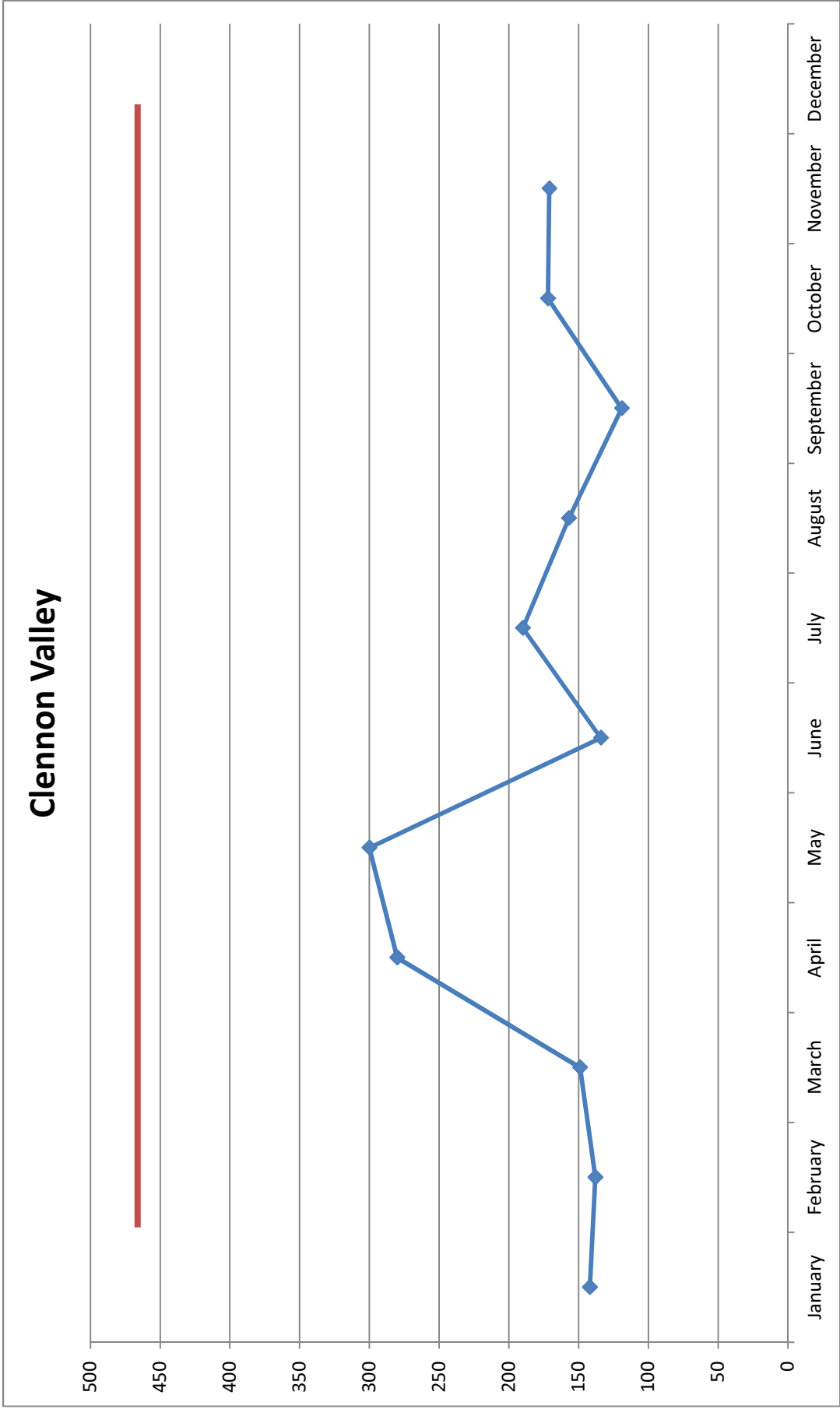
This car park is situated in the suburb of St Marychurch and serves a popular tourist attraction and has a capacity of 160 spaces, due the weather dependant nature of the attraction the car park only becomes full during the best weather in the school holidays.





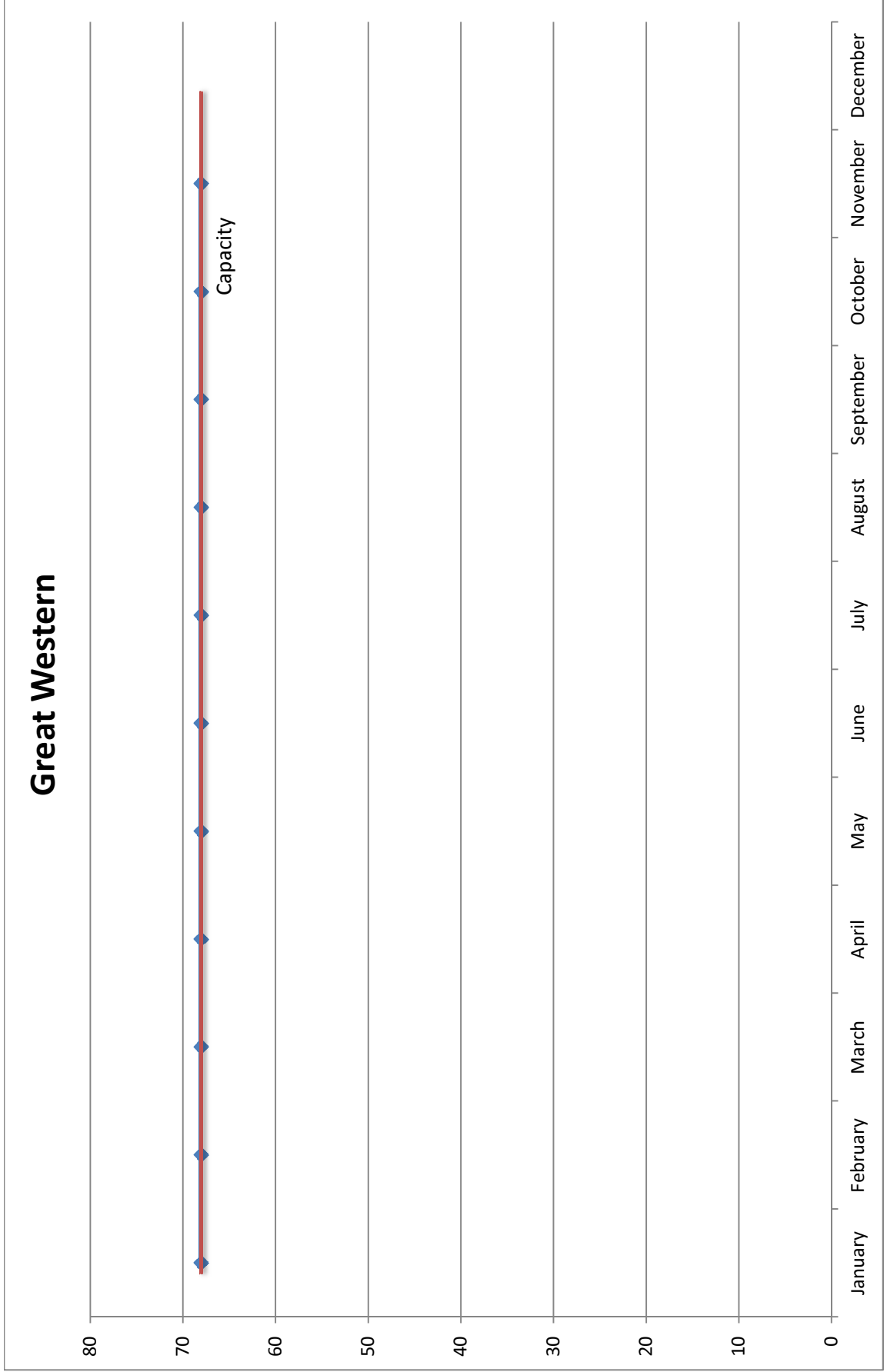
## Clennon Valley

This car park is situated adjacent to a Leisure Centre in Paignton but also close to the beach area at Goodrington and the capacity tends to be driven by events at the Centre as well as good weather and usage of the beach nearby. The car park never becomes full although is used to an average level throughout the year.



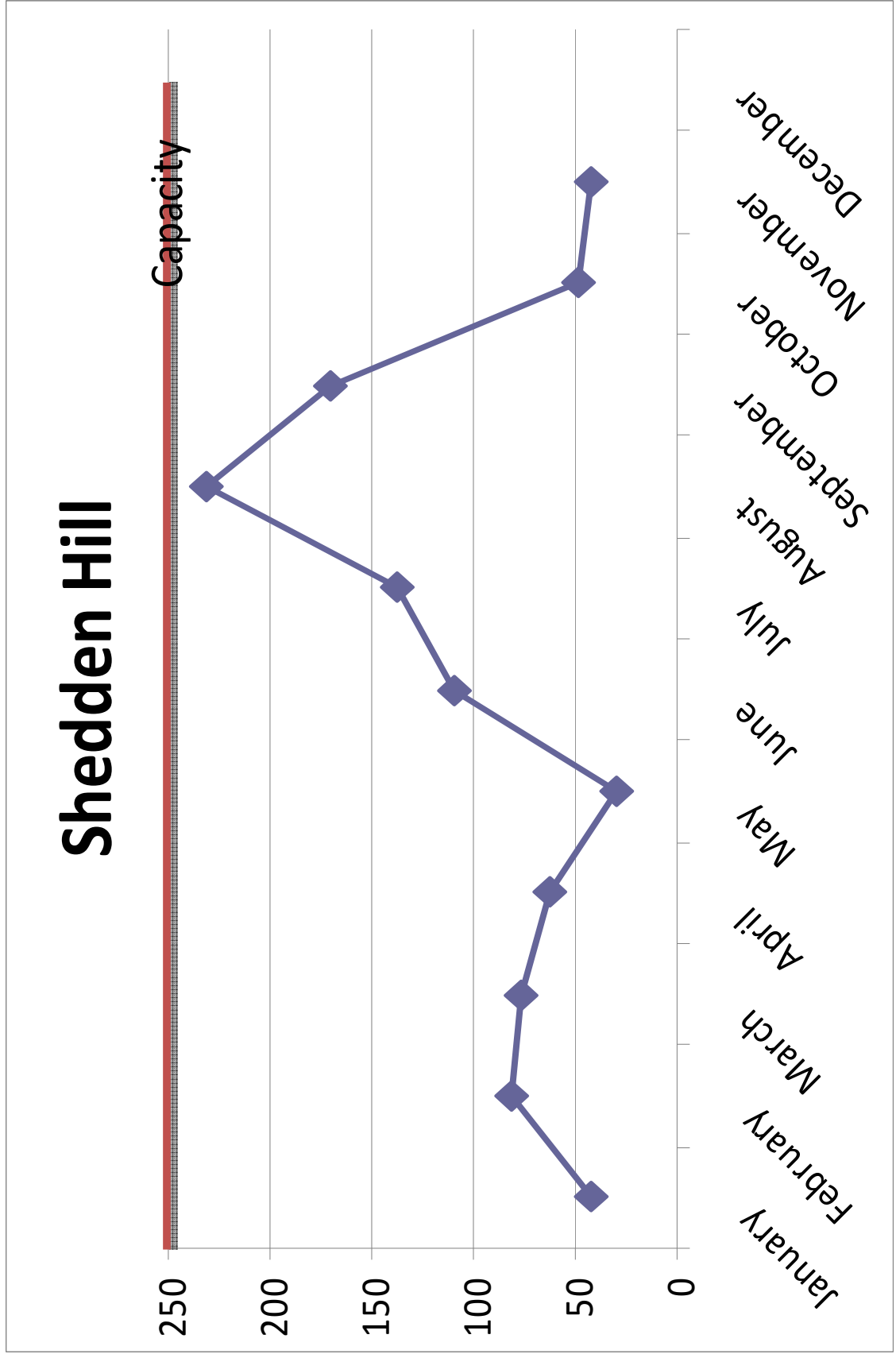
## Great Western

This car park is a short stay car park in a prime location in the middle of Paignton designed primarily for shoppers.



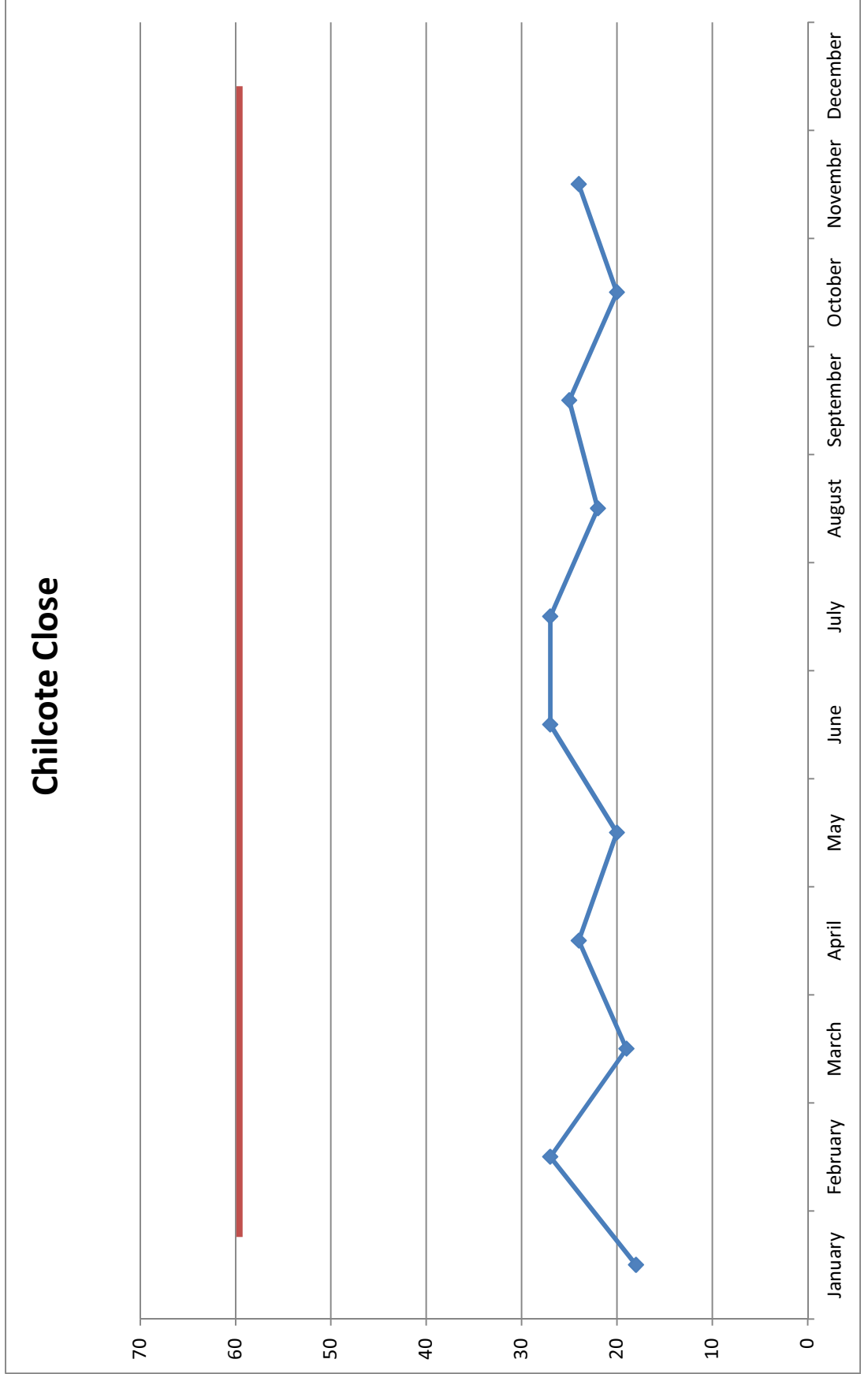
## Shedden Hill

This is another good example of a seasonal car park with seasonal trends due to its location near the beach area at Torquay Seafront. This car park therefore qualifies for reduced charges in during the winter months.



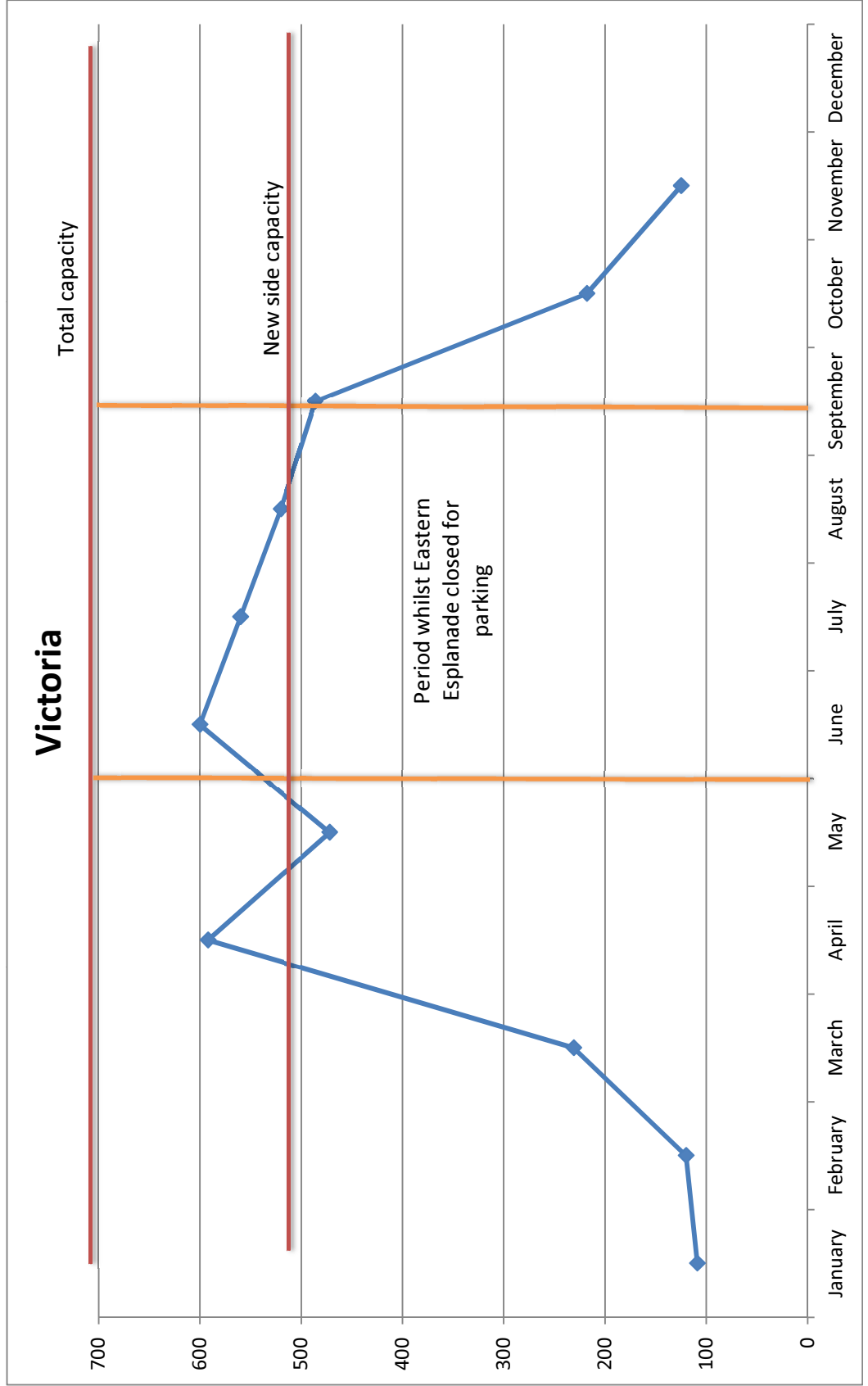
### Chilcote Close

This car park is a small shopper's car park in the suburb of St Marychurch offering parking in a prime location next to the shopping centre. Usage is average throughout the year.



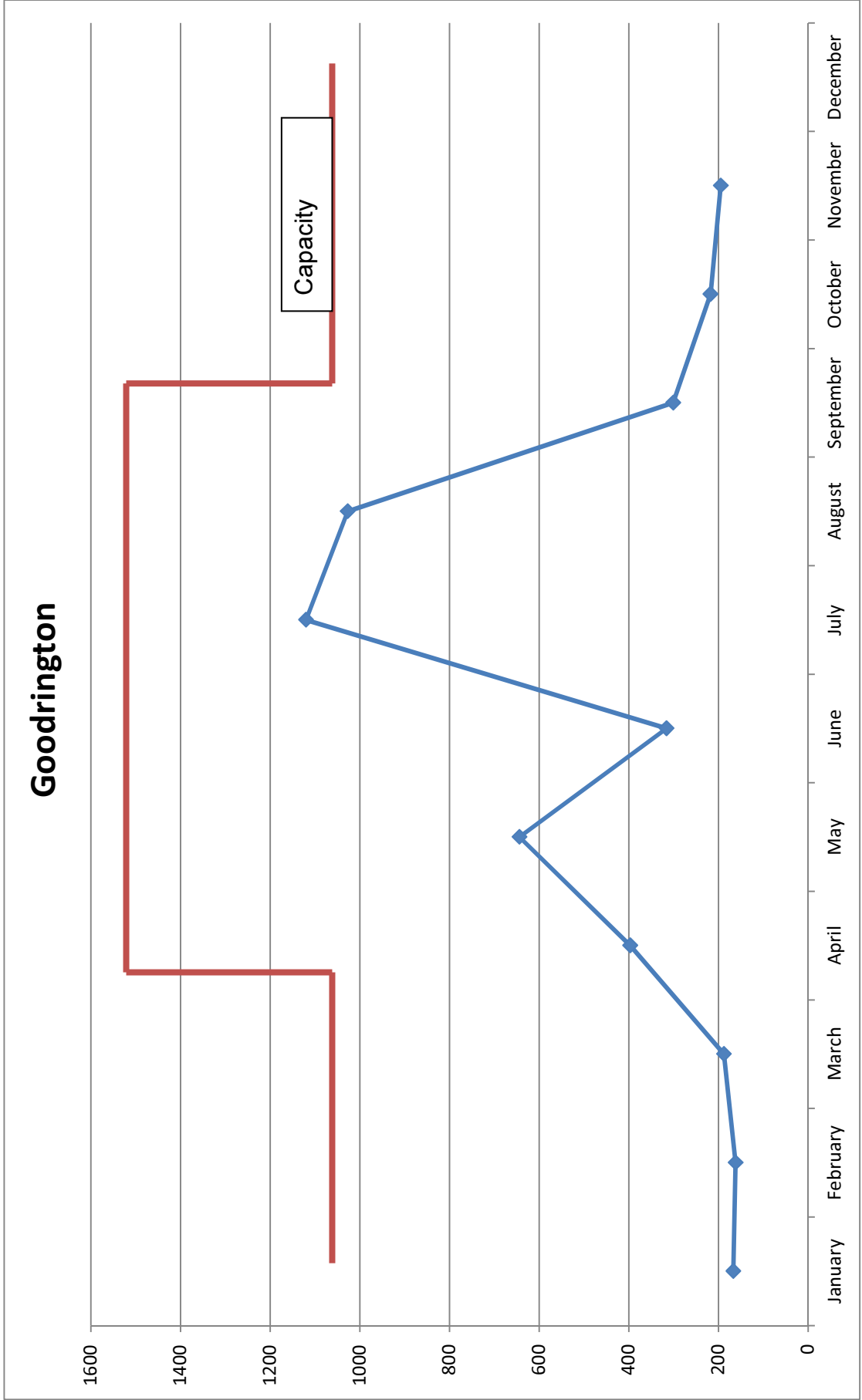
## Victoria

Paignton's major car park is Victoria, which consists of two multi-storey car parks joined together and offers a large facility all year round. The below data includes two capacity lines which are the two parts of the car park which are closed and opened to meet demand. Also, the area marked in orange is when the Eastern Esplanade (Paignton Seafront) is closed to vehicles. It has been asked by pressure groups that the Eastern Esplanade should be open during the summer, but it is clear there is ample parking capacity during the summer in Victoria Car Park and the opening of the Esplanade is not likely to make any difference to income.



### Goodrington Resort Area

This area includes a number of car parks (Clennon Valley, Quaywest, Cliff Park Road, Youngs Park) which primarily are used to access the nearby beach, park and leisure facilities.



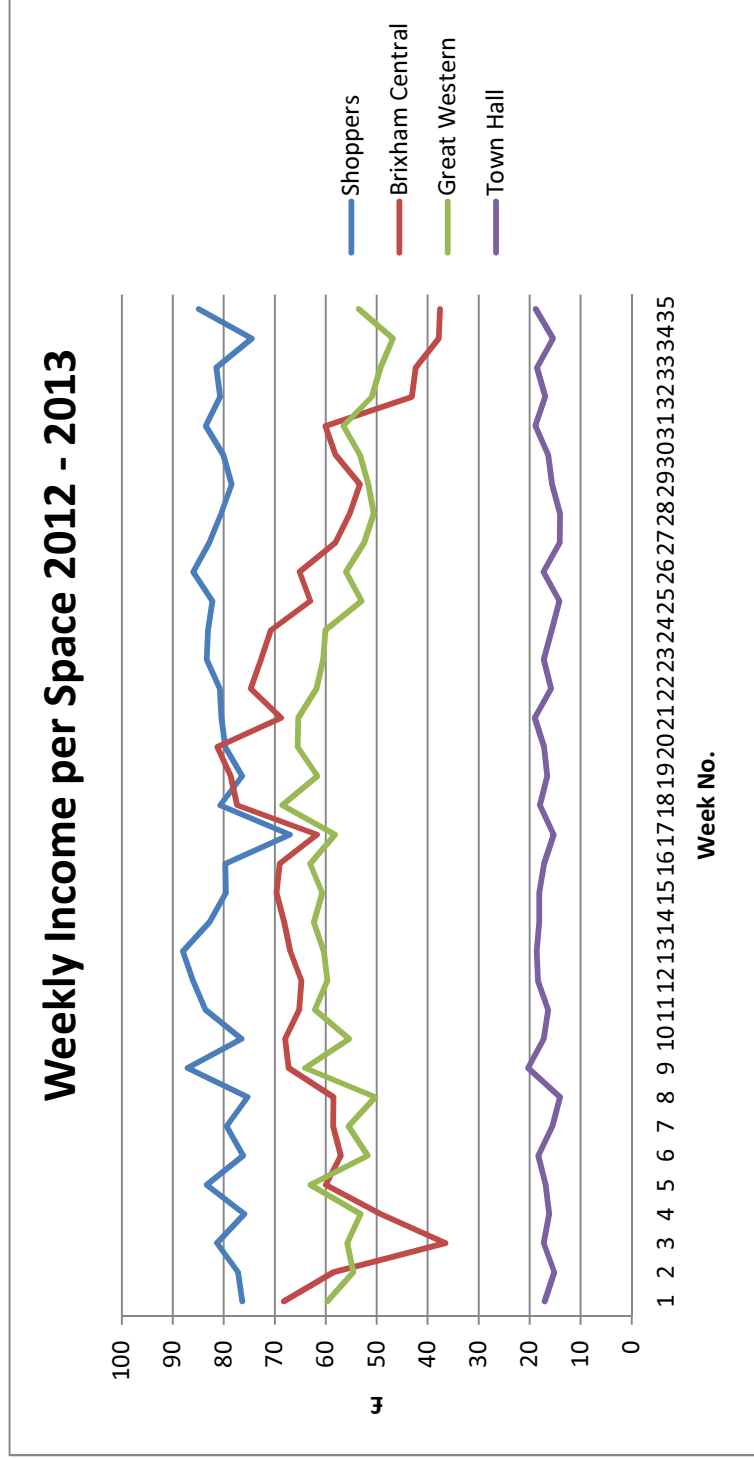
### 2.2.3 Short/long stay strategy

Throughout the Bay it is necessary to limit the time of stay in particular car parks due to their size and usage to ensure a turnover of spaces in prime locations to offer increased access and the ability for customers to find parking spaces. This is particularly necessary in Brixham Town Centre where a removal of the main town centre multi storey car park in 2005 left the town with a decreased parking capacity.

#### Short Stay Car Parks

- Lower Union Lane Shoppers – Torquay
- Great Western – Paignton
- Brixham Central - Brixham

The graph below shows the difference in income per space in Short Stay car parks when compared to a busy long stay car park which is the Town Hall Car Park.



## 2.2.4 Previous Parking Promotions 2008 to 2012 (excluding Christmas promotions)

During the past four years the Council has implemented a number of parking promotions where the standard tariff has been reduced significantly in an attempt to assist the local economy and traders. Below is a brief summary of the promotions, the numbers of tickets sold and the cost to the Council in lost parking income.

- 2008 Noon to Midnight for £1 in November and December to support Xmas trade = total tickets sold 70,000, cost to Council £50,000
- 2009 Easter £1 all weekend parking promotion in April = 33000 tickets sold, Cost to the Council £6000
- 2009 December £1 all weekend parking promotion = 26000 tickets sold, cost to Council £27000
- 2010 April £1 all weekend parking promotion = 33000 tickets sold, cost to Council £6500
- 2010 December £1 all weekend parking promotion = 26100 tickets sold, cost to Council £12075
- 2010/11 November to March winter car parks promotion 30p all day parking = £25,000
- 2011 April £1 all weekend parking promotion = 33500 tickets sold, cost to Council £7200
- 2011 December Late night free shopping in all three towns plus free parking on Xmas light switch on events = no data captured on vehicles, cost to Council £20,000
- 2012 February and March £1 all day parking on Saturdays = 80000 tickets sold, cost to Council £24000
- 2012 January to March £1.50 all day parking in beach car parks = .....tickets sold, cost to Council £25,000

Total lost parking income from 2008 to 2012 on parking promotions = **£203,000**

Saturday	Ticket Sales 2011	Ticket Sales 2012	% Difference
04-Feb	3574	3218	-9.96%
11-Feb	3859	3441	-10.83%
18-Feb	3664	3379	-7.78%
25-Feb	3800	3597	-5.34%
03-Mar	4973	4566	-8.18%
10-Mar	4790	4487	-6.33%
17-Mar	4924	5073	3.03%
24-Mar	5124	4976	-2.89%
31-Mar	6119	5039	-17.65%
Total	40827	37776	-7.47%

### £1 all day parking on Saturdays

### During February and March 2012

Figures taken from participating sites



### 3. Comparisons

#### 3.1.1 Neighbouring Authorities

The Local Authorities directly adjacent to Torbay are South Hams and Teignbridge which are District Councils who are responsible for off street parking with Devon County Council as the Highway Authority responsible for on street parking. Officers have undertaken a survey of these Councils and others in Devon including the largest Exeter and Plymouth as a comparison to our own charges based on a 2 hour parking tariff both on street and off street.

Please see the tables below which show the comparisons. There are some authorities that have different charging policies across their car parks depending on its location and the time of year.

#### 2 hour Off Street Comparison

Torbay	Exeter	East Devon	Mid Devon	North Devon	West Devon	Torrige	South Hams	Teignbridge	Plymouth
£2.20	£2.20	£2.00	£0.80	£2.00	£1.80	£1.80	£2.60	£1.80	£2.40
			£0.90	£1.80	£1.20	£1.20	£2.00	£1.70	
				£1.40	£0.60		£1.80	£1.60	
				£0.60			£1.60	£1.40	

#### 2 Hour On Street Comparison

Torbay	Exeter	Barnstaple	Dawlish	Exmouth	Ilfracombe	Newton Abbot	Teignmouth	Totnes	Plymouth
£2.50	£2.30	£2.20	£1.80	£2.00	£1.20	£1.10	£2.00	£1.00	£2.80
						£0.40	£1.80		

The comparisons with neighbouring authorities is a factor to consider as it is often reported in the media that locals may base their shopping habits considering Torbay is likely to be in competition with Exeter and Plymouth rather than for example Totnes which offers a more specialised shopping experience. However during the winter without tourists Torbay Traders do struggle and parking charges is part of the offer to locals when considering shopping therefore cheaper tariffs during the winter would seem fairer.

### 3.1.2 Seaside Towns

Torbay is clearly in competition for tourists when considering their holiday destination however there is no evidence to prove that tourists consider parking charges when visiting particular areas. Clearly they will have an overall budget for their holiday but the Council does offer highly discounted parking permits for visitors to purchase from Visitor Information Centres when they are in Torbay.

Below is a selection of seaside holiday destinations in competition to Torbay when considering summer parking tariffs:

Time	Torbay	Blackpool	Poole	Newquay	Bournemouth	Weston SM	Portsmouth	Weymouth	G. Yarmouth	Hastings
1 hour	£1.50 (80 mins)	£2.50	£0.80	£1.20	£0.50	£1.10	£1.60	£1.30	£1.50	£0.50
2 hours	£2.20	£2.50	£1.60	£2.50	£1.00	£2.20	£2.60	£2.60	£3.00	£0.70
3 hours	£3.00	£3.50	£2.40	£3.80	£2.00	£3.20	£3.50	£3.90	£5.00	£1.00
4 hours	£4.00	£4.50	£3.20	£5.10	£3.50	£5.00	£4.50	£5.20	£7.00	£1.50
8 hours	£8.00	£9.00	£6.40	£10.30	£8.00	£10.00	£8.50	£12.00	£15.00	£2.00

Time	Truro	Eastbourne	Brighton	Barnstaple
1 hour	£1.10	£1.60	£4.00	£1.00
2 hours	£2.50	£2.40	£4.00	£2.00
3 hours	£3.60	£3.30	£8.00	£3.00
4 hours	£4.40	£3.30	£8.00	£4.00
8 hours	£6.50	£4.80	£10.00	£7.50

Weston Super Mare, offering similar parking charges to Torbay during the summer months.



### 3.1.3 Private sector car parks

The vast majority of car parks in the local area are within local authority control, those that are private have a parking strategy specific to its location and the agenda of the landowner. The table summarises the tariffs offered with the first column a comparison to our own charges.

Crossways do currently offer the first 30 minutes free to encourage short stay use in the Crossways Shopping Centre itself and the Riviera International Conference Centre does offer a refund on their parking charges to those using the facilities.

Time	Torbay	Fleet Walk	Crossway	MDL	Pavillion	NCP Exeter	RIC
1 hour	£1.50 (80 mins)	£1.10	£0.80	£1.20	£1.20	£2.00	£3.00
2 hours	£2.20	£2.10	£1.60	£3.00	£2.40	£4.00	£3.00
3 hours	£3.00	£3.10	£3.00	£3.00	£3.60	£5.50	£3.00
4 hours	£4.00	£4.10	£3.00	£4.00	£4.80	£7.00	£5.00
8 hours	£8.00	£7.10	£3.00	£8.00	£7.00	£10.00	£6.00

#### Crossways Car Park, Paignton

Offering discounted parking to encourage the specific use of Crossways Shopping Centre



### 3.2 Analysis of Data

Below is the summary of the data collected and findings:

1. Torbay's parking tariffs are mostly uniform with some minor exceptions
2. Income trends prove, for off street, a huge peak during the summer school holidays with other peaks during half term weeks and Easter
3. On street income trends show a steady income through the year with no summer peak due to the closure of the Eastern Esplanade (200 spaces) but peaks again during school holiday periods
4. Off street parking tariffs when compared to other authorities in Devon put Torbay at the higher end of pricing
5. On street parking tariffs when compared to other authorities in Devon put Torbay as one of the most expensive
6. Comparing tariffs to other sea side resorts Torbay compares as a medium cost
7. Private car parks are difficult to compare charging strategies due to their own needs of the specific area
8. Torbay has adequate parking capacity through the summer months with the exception of a number of car parks which do become full at peak times, e.g. Beacon Quay, Brixham Central, Great Western
9. The business is very weather dependant with large increases in usage when there is sunny warm weather
10. Events clearly have a significant impact on usage of parking areas
11. There is no evidence parking promotions bring in more customers but often just offer cheaper parking to regular customers

## **Part 2**

This section of the report deals with the different options for the future with a recommendation option 2 is adopted subject to approval by Members.

### **4. Option 1**

#### 4.1.1 Stay the same

The uniformity of parking charges allows all day pay and display tickets to be transferable and to keep charges clear and simple to the public. The loss of income in the parking account this year is mainly attributed to the poor weather and tourists not visiting the area during the summer months.

## 5. Option 2: Officers Recommendation

This option recognises a cost neutral impact on the Councils parking budget ensuring the Council receives the same level of parking income. Officers believe this option does offer some variety in tariffs with different options for customers to use removing the 80 minute and 40 minute tariff bands and replacing them with 30 minutes and 1 hour. It also offers a wider range of seasonal parking options for residents to take advantage of during the winter.

### 5.1.1 Daily Parking Tariffs

It is evident that Torbay as a whole is a seasonal business therefore there is merit in considering seasonal variations within the tariff to encourage additional usage in the winter months. Tickets will only be transferable between these car parks. Below are proposed tariffs which include on and off street parking areas with reduced charges during the winter.

#### On Street Parking

Prime Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	All Day	Overnight
<b>Summer</b>	£1.00	£1.50	£2.20	£3.00	£4.00	£5.00	£10.00	£2.50
<b>Winter</b>	£0.20	£0.50	£1.00	£1.50	£2.00	£2.50	£10.00	£1.50
Adelphi Road	Babbacombe Rd	E. Esplanade*	Rock Walk*	Sands Road	Stearfield Rd	Torre Abbey*		

\*Denotes overnight charges applicable

Town Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	All Day
<b>Summer</b>	£0.70	£1.30	£2.00	£2.50	£3.50	£4.50	£10.00
<b>Winter</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£10.00
Abbey Rd	Castle Rd	CPZ A	Dendy Road	Hyde Road	Market St.	Palace Ave	Pimlico
Queens Rd	The Terrace	Torbay Road	Torquay Road	Torwood St	Union Street		

Commuter	4 hours	8 hours
Lymington Rd	£1.00	£2.00
Magdalene Rd	-	£1.00
Newton Road	£1.00	£2.00

## Off Street Parking

Beach Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	5 hours	All Day	Overnight
<b>Summer</b>	£0.70	£1.50	£2.00	£2.50	£3.50	£4.50	£5.50	£9.00	£2.20
<b>Winter</b>	£0.50	£1.00	-	-	-	-	-	£1.80	£1.00
Abbey Park	Breakwater	Broadsands	Cliff Park	Colin Road	Kilmorie	Meadfoot Beach	Quaywest	Roundham	Shedden Hill
Shoalstone	Torre Valley	Walls Hill	Youngs Park						

Town Centre	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	5 hours	All Day	Overnight
<b>Summer</b>	£0.70	£1.30	£1.80	£2.20	£3.00	£4.00	£5.00	£8.00	£2.00
<b>Winter</b>	£0.70	£1.30	£1.80	£2.20	£3.00	£4.00	£5.00	£8.00	£2.00
Brixham*	Chilcote Close	Churchward Rd	Coach Stn	Crown & Anchor	Gt. Western*	Hampton Ave	LUL		
Meadfoot Rd	Melville St	Preston Gdns	Shoppers*	Station Lane	St. Marychurch	Town Hall	Union Sq.		

Other Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	5 hours	All Day	Overnight
<b>Summer</b>	£0.70	£1.30	£1.80	£2.20	£3.00	£4.00	£5.00	£8.00	£2.00
<b>Winter</b>	£0.70	£1.30	£1.80	£2.20	£3.00	-	-	£4.00	£2.00
Beacon Quay	Clennon Valley	Freshwater	Oxen Cove	Princes St.	Victoria	Brunswick Sq	Harbour		

\*Please note that the 30 minute tariff is only available in Short Stay car parks i.e. Brixham Central (3 hours), Great Western (3 hours) and Shoppers (1 ½ Hours) and also in the Beach Sites during the winter months

## 5.1.2 Permits and Dispensations

It has been asked by the Federation of Small Businesses for a permit to be offered for on street parking areas for contractors to use if they need to pick up supplies and undertake works on shops or premises within town centre areas. Also for permits to be offered monthly so to be more affordable to motorists.

Below shows the current permits offered and proposals for new permits to be offered.

Permit Type	Coverage	Cost
Annual Permit	Covers use in all Torbay Council Car Parks	£510.00
Annual Commuter	Available for use in all specified car parks	£480.00
Annual Site Specific	Can be used in <b>one</b> specified Long Stay Car Parks	£450.00
Six Month Permit	Covers use in all Torbay Council Car Parks	£320.00
Six Monthly Site Specific	Can be used in <b>one</b> specified Long Stay Car Parks	£280.00
Three Month Permit	Covers use in all Torbay Council Car Parks	£200.00
Three Month Site Specific	Can be used in <b>one</b> specified Long Stay Car Parks	£190.00
Weekly Permit	Covers use in all Torbay Council Car Parks	£33.00
Commercial Weekly Permit	Covers use in Clennon Valley, Lymington Road, Oxen Cove and Victoria Car Parks	£38.00
Parking Dispensation	Covers the parking of a contractor vehicle in a specific location A £5.00 set up applies	£5 per day

The table below shows the current breakdown of the sales of current off street parking permits

	12 months	6 months	3 months
All Car Parks	731	56	77
Site Specific	215	52	41
Commuter	4	-	-



Proposed

Permit Type	Coverage	Cost
Annual Permit	As above	As above
Annual Commuter	As above but additional sites added	As above
Annual Site Specific	As above	As above
Weekly Permit	As above	As above
Commercial Weekly Permit	As above	As above
*Monthly Off Street	Covers use in all Torbay Council Car Parks (open to residents only)	£50.00
*Monthly Off Street	Covers use in one specified Torbay Council Car Parks (open to residents only)	£45.00
Annual On Street	Valid in all on street pay and display areas	£850.00
*Monthly On Street	Valid in all on street pay and display areas	£80.00
Time Restricted Permit	Valid in selected off street car parks offering free parking between 15:00 and 10:00 (open to residents only)	£50.00
Parking Dispensation	As above	As above

NB. Monthly permits replace quarterly and six monthly permits to be more affordable to customers

\*The introduction of these permits is subject to the introduction of a cashless parking system which is currently being tendered

### 5.1.3 Eco friendly vehicles

These sorts of vehicles are becoming more popular as competition in the market place increases and a discount of 10% could be offered on greener vehicles with lower emissions. This would include road fund tax bands up to band c, see below.

Band	CO2 emission (g/km)	12 months rate	6 months rate
A	Up to 100	£0.00	Not available
B	101-110	£20.00	Not available
C	111-120	£30.00	Not available
D	121-130	£100.00	£55.00
E	131-140	£120.00	£66.00
F	141-150	£135.00	£74.25
G	151-165	£170.00	£93.50
H	166-175	£195.00	£107.25
I	176-185	£215.00	£118.25
J	186-200	£250.00	£137.50
K*	201-225	£270.00	£148.50
L	226-255	£460.00	£253.00
M	Over 255	£475.00	£261.25

### 5.1.4 Coaches

Coaches are important to the economy of Torbay as they carry a large number of visitors and often visit the town centre areas. Coaches currently receive one hour free parking time on top of the time purchased which appears to be fair and popular. Recently coach parking has been introduced in Shedden Hill Car Park providing parking for up to three coaches.

	1 hour	4 hours	24 hours	Weekly	Oxen Cove	Victoria	Lymington Rd	Shedden Hill
Tariff	£2.00	£6.00	£10.00	£38.00	-	-	-	-
Spaces					12	8	18	3

#### 5.1.5 Disabled Blue Badge Holders – off street parking

The council currently offers an annual parking permit for £20 to those disabled on the higher rate of mobility allowance. Having reviewed the eligibility for this permit the Council could offer this permit to anyone over the age of 65 who have a Blue Badge and are also in receipt of the higher component of Disability Living Allowance, Attendance Allowance, Higher Pension Premium.

#### 5.1.6 The Future of Parking Promotions

Parking promotions will only be used in conjunction with specifically organised BID activity or activity organised by the Chamber of Trades, operating such promotions in isolation does not work in encouraging new customers into the town centres and severely impacts on Council parking income.

#### 5.1.7 Christmas Day, Boxing Day, New Years Day

Parking charges have always applied on the bank holidays of the festive period however upon investigation only £8,500 income is received over the three bank holidays both on (£2,600) and off street (£5,900). Therefore it is proposed these charges will be waived on these days which will encourage trade in the town centres to compete with out of town shopping centres. This will also negate the need for fewer parking enforcement staff to be working on these days. Below is a table to summarise the income during this period.

Day	Off Street Income	On Street Income	Total Income
<b>Christmas Day</b>	£500	£230	£730
<b>Boxing Day</b>	£3300	£1170	£4470
<b>New Years Day</b>	£2100	£1200	£3300

#### 5.1.8 Annual Review

That the Council will undertake an annual review into parking charges in consultation with relevant stakeholders subject to resources being available. This being the review for 2013 with all following reviews taken to the Transport Working Party in January of following years.

## 6. Option 3

This option results in an estimated £560,000 reduction in annual parking income received and impact on the Councils budget or a required 20% uptake in tickets sold on all tariff bands to be cost neutral to the Councils budget. There is a reduction of parking charges across all tariff bands with this option providing on and off street tariffs at a similar cost.

### 6.1.1 Daily Parking Tariffs

It is evident that Torbay as a whole is a seasonal business therefore there is merit in considering seasonal variations within the tariff to encourage additional usage in the winter months. Tickets will only be transferable between these car parks. Below are proposed tariffs which include on and off street parking areas with reduced charges during the winter.

#### On Street Parking

Prime Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	All Day	Overnight
<b>Summer</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£10.00	£2.50
<b>Winter</b>	£0.20	£0.50	£1.00	£1.50	£2.00	£2.50	£10.00	£1.50
Adelphi Road	Babbacombe Rd	E. Esplanade*	Rock Walk*	Sands Road	Stearfield Rd	Torre Abbey*		

\*Denotes overnight charges applicable

Town Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	All Day
<b>Summer</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£8.00
<b>Winter</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£8.00
Abbey Rd	Castle Rd	CPZ A	Dendy Road	Hyde Road	Market St.	Palace Ave	Pimlico
Queens Rd	The Terrace	Torbay Road	Torquay Road	Torwood St	Union Street		

Commuter	4 hours	8 hours
Lymington Rd	£1.00	£2.00
Magdalene Rd	-	£1.00
Newton Road	£1.00	£2.00

## Off Street Parking

Beach Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	5 hours	All Day	Overnight
<b>Summer</b>	£0.70	£1.50	£2.00	£2.50	£3.50	£4.50	£5.50	£9.00	£2.50
<b>Winter</b>	£0.50	£1.00	-	-	-	-	-	£1.80	£1.00
Abbey Park	Breakwater	Broadsands	Cliff Park	Colin Road	Kilmorie	Meadfoot Beach	Quaywest	Roundham	Shedden Hill
Shoalstone	Torre Valley	Walls Hill	Youngs Park						

Town Centre	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	5 hours	All Day	Overnight
<b>Summer</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£5.00	£8.00	£2.00
<b>Winter</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£5.00	£8.00	£2.00
Brixham*	Chilcote Close	Churchward Rd	Coach Stn	Crown & Anchor	Gt. Western*	Hampton Ave	LUL		
Meadfoot Rd	Melville St	Preston Gdns	Shoppers*	Station Lane	St. Marychurch	Town Hall	Union Sq.		

Other Sites	30 mins	1 hour	1.5 hours	2 hours	3 hours	4 hours	5 hours	All Day	Overnight
<b>Summer</b>	£0.50	£1.00	£1.50	£2.00	£3.00	£4.00	£5.00	£8.00	£2.00
<b>Winter</b>	£0.50	£1.00	£1.50	£2.00	£3.00	-	-	£4.00	£2.00
Beacon Quay	Clennon Valley	Freshwater	Oxen Cove	Princes St.	Victoria	Brunswick Sq	Harbour		

\*Please note that the 30 minute tariff is only available in Short Stay car parks i.e. Brixham Central (3 hours), Great Western (3 hours) and Shoppers (1 ½ Hours) and also in the Beach Sites during the winter months

## 6.1.2 Permits and Dispensations

It has been asked by the Federation of Small Businesses for a permit to be offered for on street parking areas for contractors to use if they need to pick up supplies and undertake works on shops or premises within town centre areas. Also for permits to be offered monthly so to be more affordable to motorists.

Below shows the current permits offered and proposals for new permits to be offered.

Permit Type	Coverage	Cost
Annual Permit	Covers use in all Torbay Council Car Parks	£510.00
Annual Commuter	Available for use in all specified car parks	£480.00
Annual Site Specific	Can be used in <b>one</b> specified Long Stay Car Parks	£450.00
Six Month Permit	Covers use in all Torbay Council Car Parks	£320.00
Six Monthly Site Specific	Can be used in <b>one</b> specified Long Stay Car Parks	£280.00
Three Month Permit	Covers use in all Torbay Council Car Parks	£200.00
Three Month Site Specific	Can be used in <b>one</b> specified Long Stay Car Parks	£190.00
Weekly Permit	Covers use in all Torbay Council Car Parks	£33.00
Commercial Weekly Permit	Covers use in Clennon Valley, Lymington Road, Oxen Cove and Victoria Car Parks	£38.00
Parking Dispensation	Covers the parking of a contractor vehicle in a specific location A £5.00 set up applies	£5 per day

The table below shows the current breakdown of the sales of current off street parking permits

	12 months	6 months	3 months
All Car Parks	731	56	77
Site Specific	215	52	41
Commuter	4	-	-

Proposed

Permit Type	Coverage	Cost
Annual Permit	As above	£450.00
Annual Commuter	As above but additional sites added	£400.00
Annual Site Specific	As above	£375.00
Weekly Permit	As above	As above
Commercial Weekly Permit	As above	As above
*Monthly Off Street	Covers use in all Torbay Council Car Parks (open to residents only)	£50.00
*Monthly Off Street	Covers use in one specified Torbay Council Car Parks (open to residents only)	£45.00
Annual On Street	Valid in all on street pay and display areas	£850.00
*Monthly On Street	Valid in all on street pay and display areas	£80.00
Time Restricted Permit	Valid in selected off street car parks offering free parking between 15:00 and 10:00 (open to residents only)	£50.00
Parking Dispensation	As above	As above

NB. Monthly permits replace quarterly and six monthly permits to be more affordable to customers

\*The introduction of these permits is subject to the introduction of a cashless parking system which is currently being tendered

### 6.1.3 Eco friendly vehicles

These sorts of vehicles are becoming more popular as competition in the market place increases and a discount of 10% could be offered on greener vehicles with lower emissions. This would include road fund tax bands up to band c, see below.

Band	CO2 emission (g/km)	12 months rate	6 months rate
A	Up to 100	£0.00	Not available
B	101-110	£20.00	Not available
C	111-120	£30.00	Not available
D	121-130	£100.00	£55.00
E	131-140	£120.00	£66.00
F	141-150	£135.00	£74.25
G	151-165	£170.00	£93.50
H	166-175	£195.00	£107.25
I	176-185	£215.00	£118.25
J	186-200	£250.00	£137.50
K*	201-225	£270.00	£148.50
L	226-255	£460.00	£253.00
M	Over 255	£475.00	£261.25

### 6.1.4 Coaches

Coaches are important to the economy of Torbay as they carry a large number of visitors and often visit the town centre areas. Coaches currently receive one hour free parking time on top of the time purchased which appears to be fair and popular. Recently coach parking has been introduced in Shedden Hill Car Park providing parking for up to three coaches.

	1 hour	4 hours	24 hours	Weekly	Oxen Cove	Victoria	Lymington Rd	Shedden Hill
Tariff	£2.00	£6.00	£10.00	£38.00	-	-	-	-
Spaces					12	8	18	3



#### 6.1.5 Disabled Blue Badge Holders – off street parking

The council currently offers an annual parking permit for £20 to those disabled on the higher rate of mobility allowance. Having reviewed the eligibility for this permit the Council could offer this permit to anyone over the age of 65 who have a Blue Badge and are also in receipt of the higher component of Disability Living Allowance, Attendance Allowance, and Higher Pension Premium.

#### 6.1.6 The Future of Parking Promotions

Parking promotions will only be used in conjunction with specifically organised BID activity or activity organised by the Chamber of Trades, operating such promotions in isolation does not work in encouraging new customers into the town centres and severely impacts on Council parking income.

#### 6.1.7 Christmas Day, Boxing Day, New Years Day

Parking charges have always applied on the bank holidays of the festive period however upon investigation only £8,500 income is received over the three bank holidays both on (£2,600) and off street (£5,900). Therefore it is proposed these charges will be waived on these days which will encourage trade in the town centres to compete with out of town shopping centres. This will also negate the need for fewer parking enforcement staff to be working on these days. Below is a table to summarise the income during this period.

Day	Off Street Income	On Street Income	Total Income
<b>Christmas Day</b>	£500	£230	£730
<b>Boxing Day</b>	£3300	£1170	£4470
<b>New Years Day</b>	£2100	£1200	£3300

#### 6.1.8 Annual Review

That the Council will undertake an annual review into parking charges in consultation with relevant stakeholders subject to resources being available. This being the review for 2013 with all following reviews taken to the Transport Working Party in January of following years.

# Agenda Item 4



**Meeting:** Transport Working Party

**Date:** 31<sup>st</sup> January 2013

**Wards Affected:** Preston

**Report Title:** Hollicombe to Paignton Cycle Route – Preston Sea Front Section

**Executive Lead Contact Details:** Sue Cheriton

**Supporting Officer Contact Details:** Ian Jones

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## 1. Purpose

- 1.1 The Hollicombe to Paignton Harbour cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route from The Main Torbay Road through to Paignton Harbour.
- 1.2 The approval of this Working Party is being sought to progress the section of the route between Marine Parade and Paignton Sea Front (Preston Sea Front Area).

## 2. Proposed Decision

- 2.1 Members are recommended to approve the progression and implementation of the proposed cycle route scheme referred to as 'Option 2' in this report and detailed in **Appendix 2**, and that any required changes to any traffic regulation orders are advertised and implemented if no objections are received.

## 3. Action Needed

- 3.1 A recommendation for approval is required from the Working Party in order that this can be taken to the Director of Place and Resources in Consultation with the Executive Lead Member for Community Safety and Transport for a formal decision.

## 4. Summary

- 4.1 The principle of this route, was approved for progression by the Transportation Working Party on 23<sup>rd</sup> April 2010.
- 4.2 The link along Paignton's Eastern Esplanade was implemented in early 2012 and the implementation of the link between Torbay Road (Hollicombe Dip) and Marine Parade, Paignton commenced in early January 2013.
- 4.3 The approval of this Working Party is being sought to progress the section of the route which links the approved sections in 4.2 above.
- 4.4 The proposed works form part of the National Cycle Network.

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## Supporting Information

### 5. Position

- 5.1 A briefing note was presented to the Transportation Working Party on 23<sup>rd</sup> April 2010 detailing a number of strategic cycleway improvements which are to be funded from Growth Points Capital funding as approved by full Council on 25<sup>th</sup> June 2009.
- 5.2 A report was presented to the People (Communities) Policy Development Group on 16<sup>th</sup> August 2011 where members approved the implementation of the link between Torbay Road and Marine Parade (via Hollicombe Head), subject to the amendment of an existing byelaw which prohibits cycling through Hollicombe Head.
- 5.3 A report was presented to the Working Party on 21<sup>st</sup> June 2012 outlining options for the Preston Sea Front location and requested a recommendation for a scheme to be taken forward to consultation with the Community Partnership. The Working Party subsequently recommended progression of a scheme, which combined improvements to the existing footway adjacent to Preston Green, including removal of the existing hedge for southbound cyclists with a contra-flow cycle lane on Marine Drive for northbound cyclists.
- 5.4 Initial discussions with the Preston Community Partnership Steering Group enabled them to bring a further option forward, which proposed the creation of a dedicated cycleway on the western side of Preston Green, using the existing hedge as a dividing strip where possible. Highways officers then agreed to take the consultation forward with the Working Party's recommended scheme as 'Option 1' and the Community Partnership's recommended scheme as 'Option 2'.
- 5.5 The two options were presented to the Community Partnership Public meeting in October 2012, where 'Option 2' was generally accepted as the preferred option. Both options were then placed on the Torbay Council Website for comment. All responses to the Website have resulted in support for 'Option 2'.
- 5.6 Members should note that the scheme does not include for any measures for the section between Manor Road and Eastern Esplanade. This is due to the restrictive road width at this location, which will not allow for dedicated cycle facilities. Cyclists will therefore have to either cycle with traffic or dismount along this short section.

### 6. Possibilities and Options

- 6.1 The scheme referred to as 'Option1' remains as the Working Party's preferred scheme, however there is evidence that the Community Partnership would prefer to see a dedicated cycleway to the western side of Preston Green ('Option 2'). Highways officers would advise members that both options will achieve the required outcome.
- 6.2 The Working Party may choose not to implement a cycle scheme at this location at the present time.

## **7. Preferred Solution/Option**

7.1 In view of the Community Partnership's involvement and subsequent for support for a dedicated route along the western side of Preston Green, highways officers are recommending to the Working Party that 'Option 2' is progressed to implementation.

## **8. Consultation**

8.1 The recommendation in this report is based on Consultation with the Community Partnership and other stakeholders in the area. The Partnership will be advised on the Working Party's decision prior to commencement.

## **9. Risks**

9.1 If the National Cycle Network is not progressed through Torbay then future funding for sustainable transport measures may be compromised. Also if this section of the route is not progressed then this may discourage cyclists from viewing Torbay as a tourist destination for cycling.

## **Appendices:**

### **Appendix 1**

Proposed outline layout for 'Option 1' for the proposed cycle route recommended by the Working Party.

### **Appendix 2**

Proposed outline Layout for 'Option 2' for the proposed cycle route recommended by the Preston Community Partnership Steering Group

## **Additional Information:**

None

## **Documents available in Members' Rooms:**

None

## **Background Papers:**

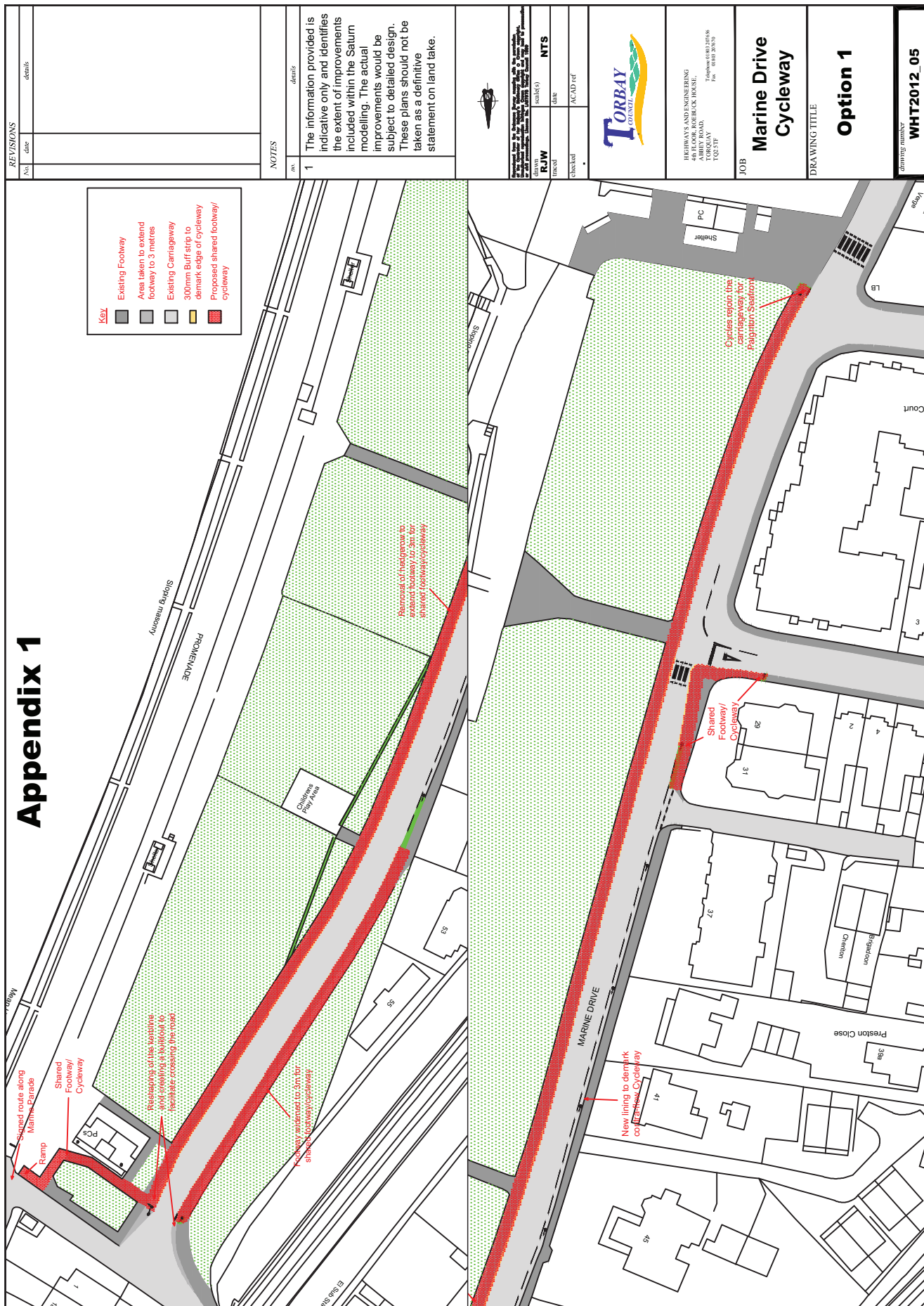
The following documents/files were used to compile this report:

Report to Transport Working Party – 21<sup>st</sup> June 2012.

The Local Transport Plan

Briefing Note to Transportation Working Party – 23<sup>rd</sup> April 2010

Report to the People (Place) Policy Development Group – 16<sup>th</sup> August 2011







**Meeting:** Transport Working Party

**Date:** 31<sup>st</sup> January 2013

**Wards Affected:** All wards in Torbay

**Report Title:** Strategy for 20mph limits outside schools

**Executive Lead Contact Details:** Sue.Cheriton@torbay.gov.uk

**Supporting Officer Contact Details:** Patrick.Carney@torbay.gov.uk

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## 1. Purpose

- 1.1 The Road Safety Initiatives Report 2012-2013 proposed that an ongoing programme of 20mph zones outside schools be developed and which will be based around a policy which will be presented for consideration by members at a future meeting of the Transport Working Party.
- 1.2 A recommendation is being sought from the Working Party that the Torbay draft strategy for 20mph zones outside schools is adopted to set the priorities for a programme of implementation.

## 2. Proposed Decision

- 2.1 That members approve the draft strategy for the implementation of 20mph zones outside schools, following which a further report will be presented to a future meeting of the working party, at which time a list of proposed sites will be put forward for implementation.

## 3. Action Needed

- 3.1 The proposed strategy requires approval from the Transport Working Party in order that a priority list of proposed schemes may be prepared before being returned to a future meeting for permission to implement.

## 4. Summary

- 4.1 Speed significantly increases the chance of being injured in a collision and the implementation of the proposed strategy of 20mph limits outside schools, will help to reduce vehicle speeds. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds; and where collisions do occur, there is a lower risk of fatal injury.

## Supporting Information

### 5. Position

- 5.1 The Road Safety Initiatives Report 2012-2013 (Appendix 3 proposed schemes for 2012-2013) proposed that an ongoing programme of 20mph zones outside schools be developed and which will be based around a member approved strategy. The Department for Transport (Dft) has announced its intention to revise and reissue 'circular 01/06, Setting Local Speed Limits', with the aim of increasing the flexibility for local authorities to set speed limits in situations where local needs and conditions suggest the speed limit should differ from the respective national speed limit.

The Devon and Torbay Local Transport Plan 2011-2026 states that in order to improve Road Safety for residents, new 20mph zones will continue to be implemented on quiet residential side streets and around schools where necessary. The aim is to make side roads with low levels of traffic and high numbers of vulnerable road users, set at a 20mph limit as standard across Torbay, similar to areas where this has already been trialed, for example Portsmouth.

- 5.2 In residential areas where there are likely to be young children, pedestrians and cyclists (e.g. around school entrances) and a risk of injuries to vulnerable road users, it is believed a scheme to reduce vehicle speeds to a maximum of 20mph is the best compromise between mobility / risk and is likely to gain community support.
- 5.3 Whilst there are many potential outcomes of a 20mph scheme that can be measured (i.e. a reduction in collision rates and vehicle speeds) it is also important to highlight the possibility of increased walking and cycling (and their associated health benefits), quality of life, community and well being.
- 5.4 There may often be a miss-match between what communities expect and the effects the reduction in speed limit is likely to achieve and therefore we would choose to accompany the introduction of schemes with publicity and education.
- 5.5 It should be noted that there is a major difference between 20mph zones and 20mph limits, which can be defined as follows:
- **20mph zones**  
Require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads.



- **20mph limits**

These are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.

- **Variable 20 mph limits**

The authority have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, for example a major through road. To indicate these limits, variable message signs are available. To reduce costs and sign clutter, the DfT will consider authorising the placing of a single variable message sign on the approaching traffic lane (rather than signs on both sides of the road) on a case by case basis.

The Secretary of State has provided a special authorisation for every English traffic authority to place an advisory part-time 20mph limit sign, with flashing school warning lights. This can be a more cost-effective solution than variable electronic signing and reduces the requirement for signing.

- 5.6 Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.
- 5.7 A comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process. This needs to include local residents, the police and emergency services and any other relevant local groups.
- 5.8 It is important to consider the full range of options and their benefits (both with regard to road safety and the wider community and environmental benefits and costs), before making a decision as to the most appropriate method of introducing a 20 mph scheme, to meet the local objectives and the road conditions.

This process is as outlined in **Appendix 1** – Draft flow chart for the provision of 20mph school zones.

The strategy proposes that:

- If the posted speed limit is above 30mph, a 20mph limit will not be implemented.
- From speeds readings if the 85<sup>th</sup> percentile speed (i.e. the speed at which the majority of drivers are happy to travel at) is above 35mph and there is not a school crossing patrol at the site, a 20mph limit will not be implemented.
- On roads where the 85<sup>th</sup> percentile speed is below 35mph average speed readings will be taken at school times and this will determine if we will consider the implementation of either a permanent or variable 20mph limit.

## 6. Possibilities and Options

- 6.1 That the proposed draft strategy for 20mph zones outside schools is not recommended.

## 7. Preferred Solution/Option

- 7.1 That members approve the draft strategy for the implementation of 20mph zones outside schools, following which a further report will be presented to a future meeting of the Transport Working Party, at which time a list of proposed sites will be put forward for implementation.

## 8. Consultation

- 8.1 The police have been consulted on the flow chart included in Appendix 1.
- 8.2 Once a list of proposed sites has been identified and approved by the members of the Transport Working Party, consultation will be undertaken with interested parties, as per 5.7 above on the individual sites.

## 9. Risks

### 9.1 Outline of significant key risks

- 9.1.1 If 20mph school zones are not implemented, then this may have a detrimental effect to both road safety and the promotion of sustainable transport options during the period of the school run.

### 9.2 Remaining risks

- 9.2.1 If the 20mph school zones are implemented, there may be detrimental impacts to other highway users in some sections.
- 9.2.2 If the 20mph school zones are implemented, this may generate more requests for similar zones away from schools.

**Appendices:**

Appendix 1 – Draft flow chart for the strategy of the provision of 20mph school zones.

**Additional Information:**

None.

**Documents available in Members' Rooms:**

None.

**Background Papers:**

Road Safety Initiatives Report 2012–2013 Appendix 3 Proposed schemes for 2012-2013

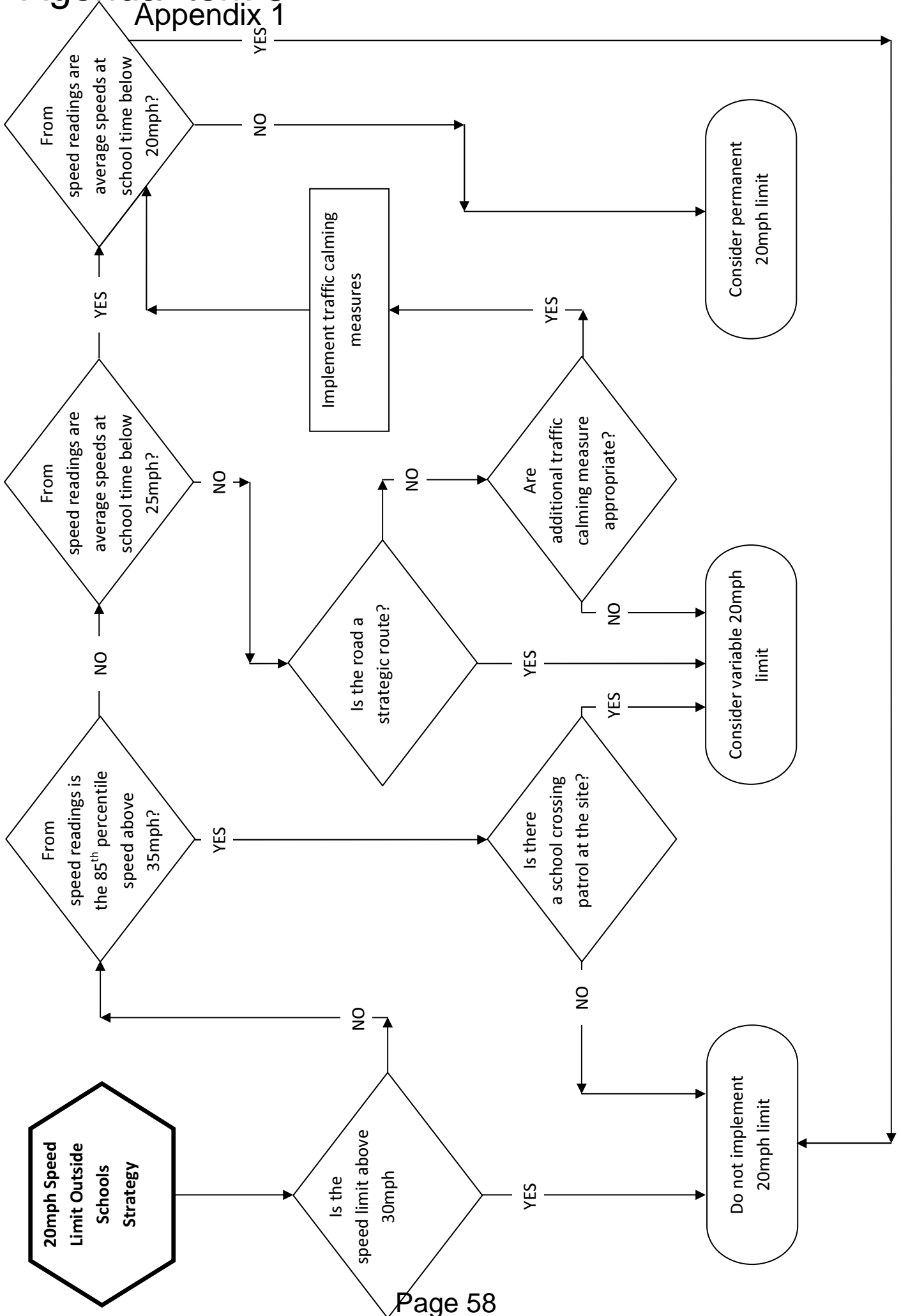
DfT 'Consultation on revision of DfT's Speed Limit Circular' 1<sup>st</sup> October 2012

DfT 'Circular 01/06 Setting Local Speed Limits'

The Devon and Torbay Local Transport Plan 2011-2026

# Agenda Item 5

## Appendix 1





**Meeting: Transport Working Party**

**Date: 31<sup>st</sup> January 2012**

**Wards Affected: Tormohun**

**Report Title: Rock Walk Highway Improvements – Review of Scheme**

**Executive Lead Contact Details: Sue Cheriton**

**Supporting Officer Contact Details: Ian Jones**

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## 1. Purpose

- 1.1 This report is to review the decision to change the highway layout on Torbay Road, Torquay, adjacent to Rock Walk and consider whether the scheme should remain in place or be reverted back to its original 'dual carriageway' arrangement.

## 2. Proposed Decision

- 2.1 That a consultation exercise is progressed to consider ending the current arrangement for the A379 Torbay Road, Torquay, adjacent to Rock Walk with a view to reinstating the previous dual carriageway traffic arrangement and increasing the on street parking provision.

## 3. Action Needed

- 3.1 A recommendation from this Working Party is required to determine whether the traffic arrangement at this location should remain and become permanent or whether a consultation exercise should be progressed with a view to reinstating the previous dual carriageway arrangement.

## 4. Summary

- 4.1 The current traffic arrangements on this section of Torbay Road were implemented prior to the summer of 2011 following a full consultation with stakeholders and the public, which was the subject of a report to the Transportation Working Party on 6<sup>th</sup> November 2009.
- 4.2 The current layout has been in operation since June 2011.

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## Supporting Information

### 5. Position

- 5.1 An Issues Paper was presented to the Transportation Working Party on 6<sup>th</sup> November 2009. This outlined proposals to change the existing dual carriageway

traffic arrangement on the section of Torbay Road, Torquay, adjacent to the Rock Walk Improvements, which were in progress at that time along with the results of a public consultation carried out on the proposed changes.

- 5.2 The scheme to allow two way traffic to flow on the landward side of the road with a service lane with parking on the Seaward side followed the implementation of a temporary two way arrangement during the Rock Road improvements works. During this time there were many comments that traffic flow had improved due to the removal of obstructions caused by vehicles maneuvering in and out of the on - street parking spaces on both sides and that the resulting traffic congestion had been reduced.
- 5.3 A consultation exercise was carried out, which resulted in the majority of respondents being in favour of the changes.
- 5.4 Following the approval of the Working Party, the scheme was fully implemented in June 2011 using the minimum amount of engineering works to provide a scheme, which would effectively work on a semi-permanent basis. The scheme has now been in operation for 2 consecutive summer periods and therefore is due for a review and consideration of whether the layout should be continued, have any further alterations or be reinstated to its original layout.
- 5.5 The scheme resulted in a reduction of available on street parking provision from a total of 90 spaces down to a length that originally would have provided a maximum of 55 on street spaces. The consultation did however show a need for additional servicing provision and this resulted in the final scheme providing 35 on street parking spaces, 4 disabled spaces, a combined loading/Taxi bay, a coach dropping off point and a coach parking bay.
- 5.6 The scheme has improved traffic flow through this section of road, however there have been some safety issues raised during the period of operation. The layout has been known to confuse pedestrians when crossing from the seaward side to the central reservation and subsequently crossing into the landward carriageway and not anticipating two-way traffic. Since implementation there have been 4 reported slight injury collisions involving pedestrians and 1 slight injury collision involving a cyclist. Warning signage is in place however there is evidence that visitors to the area have been confused by the layout. It should however be noted that the original layout did also have some reported collisions and as such reverting back to this layout does not necessarily constitute a reduction of risk to the public.
- 5.7 The current scheme cost approximately £90,000 to implement, however reversal would cost in the region of £45,000 if no additional engineering improvements or facilities were introduced as a result.
- 5.8 As a starting point for this review the Mayor has requested details on the success of the existing scheme and the options for providing additional on-street parking provision. Officers investigated the feasibility of widening the Seaward carriageway to allow for echelon parking spaces, however this only provided an additional 8 spaces at a cost of approximately £55,000. The Princess Theatre were also contacted and whilst they had some minor comments, appeared to be reasonably pleased with the operation of the current layout, however they did have concerns about the lack of a crossing facility adjacent to the theatre, which has not been

considered due to the resulting reduction to parking provision.

5.9 The mayor has subsequently requested that this review is considered by the Working Party as soon as possible.

5.10 Whilst officers are recommending the progression of a consultation to consider reinstating the original road layout, members should be mindful that officers would also advise that both the current and original layouts are workable in highways terms. It is also worth noting that at the time of the original approval it was proposed that the seaward carriageway could be further utilised to host events, which to date has not materialised.

## 6. Possibilities and Options

6.1 Members may recommend that the traffic arrangement of Torbay Road, Torquay should be reinstated as the original dual carriageway arrangement. This would however require consultation prior to implementation.

6.2 Members may consider that the current traffic arrangement should remain in its present form and be considered for making more permanent when funding allows.

6.3 Members may consider that the current arrangement should continue for a further summer season following which the scheme can be reviewed again.

## 7. Preferred Solution/Option

7.1 Highways officers do not have a preferred option as both layouts are workable, however officers would recommend that a decision is progressed and therefore the option shown in 6.1 would be the preferred option.

## 8. Consultation

8.1 The current arrangement was subject to a full consultation exercise and therefore consultation will be required with affected stakeholders prior to any decision to change is implemented. A full public exhibition event should not however be required.

## 9. Risks

9.1 The additional parking provision is likely to provide additional parking income from this section of highway. There is a risk however that the additional on street provision will cause some displacement of vehicles from car parks, especially in the evenings when the on street parking is free and this may result in the additional income not fully materializing and not covering the costs of the changes in the short term.

9.2 There is a risk that the return of the traffic arrangement to 'dual carriageway' will adversely affect traffic flow in this area and increase traffic congestion in the area.

9.3 There is a risk that if a decision on the future of this section of road is delayed then this may result in the developers improvements to the frontage of the former Palm Court Hotel requiring alteration in the future at public expense.

**Appendices:**

Appendix 1 – Current scheme layout

**Additional Information:**

None.

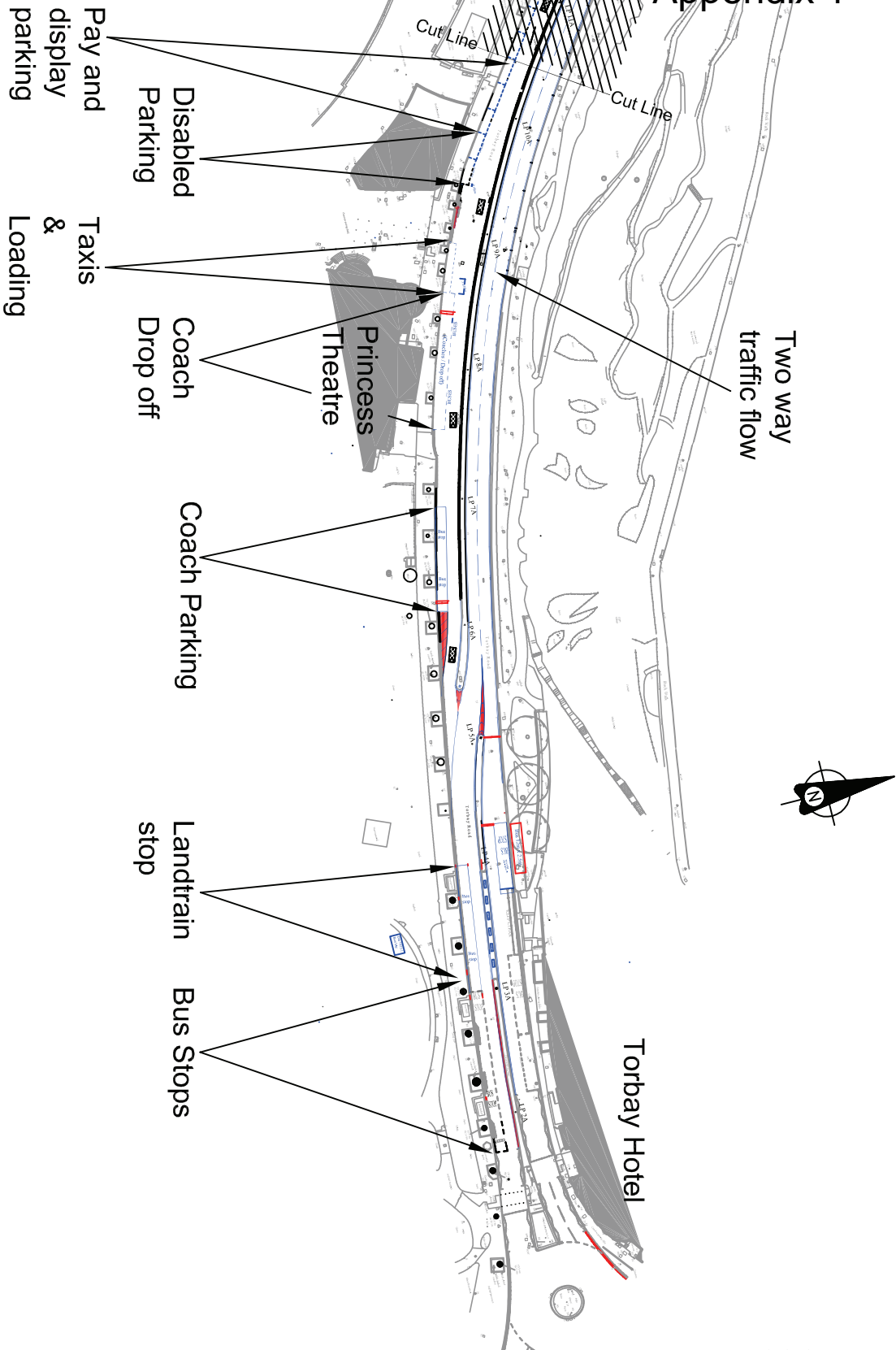
**Documents available in Members' Rooms:**

None.

**Background Papers:**

Report to Transportation Working Party 6<sup>th</sup> November 2009





REVISIONS	
no.	date

NOTES	
no.	details

drawn	M J P	scales	Not to scale
checked	DS	date	January 013



SUE CHERITON  
EXECUTIVE HEAD,  
RESIDENTS & VISITOR SERVICES,  
LOWER GROUND FLOOR,  
TOWN HALL,  
TORQUAY,  
TQ1 3DR

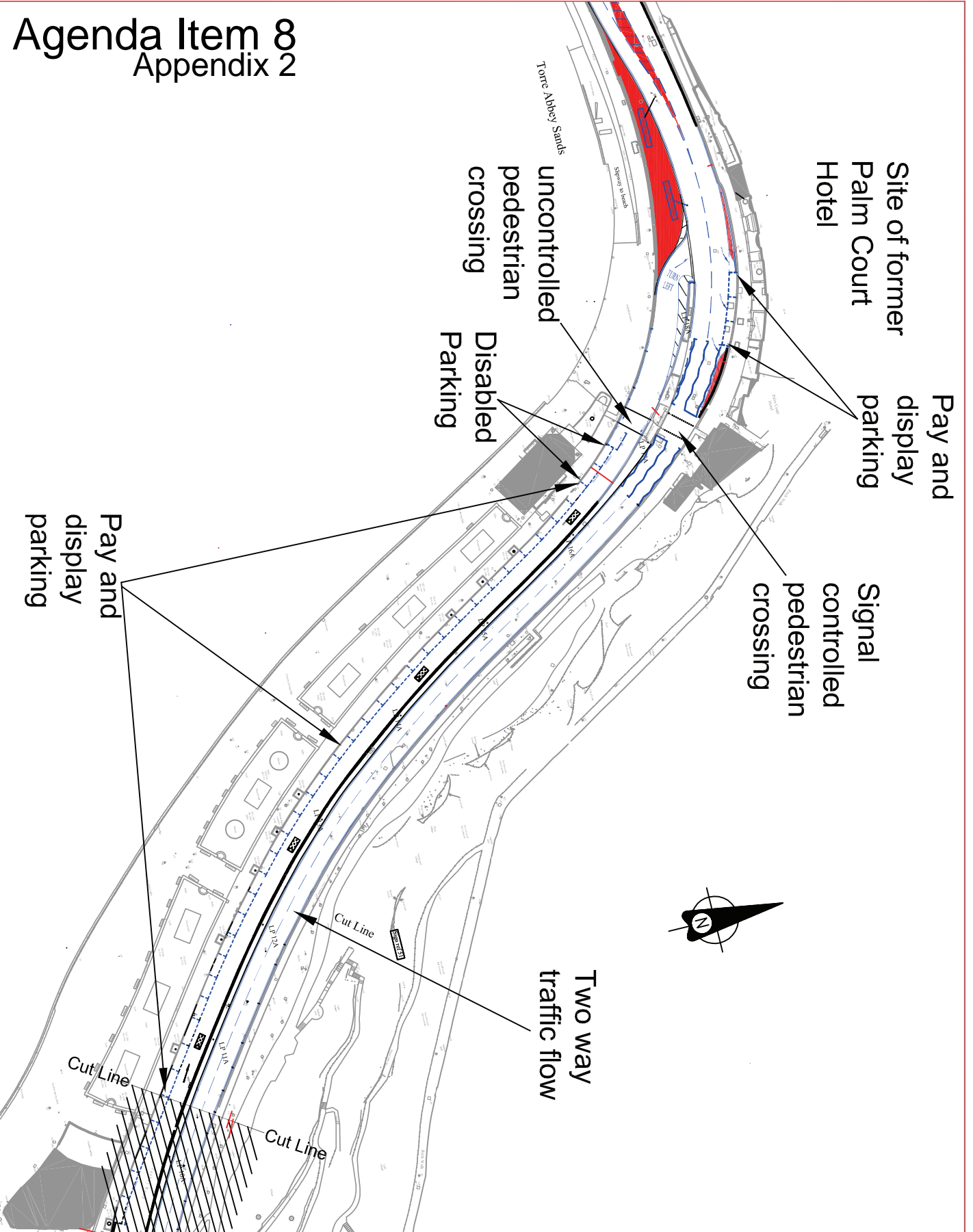
SCHEME TITLE  
TORBAY ROAD, TORQUAY  
FROM TORBAY HOTEL  
TO SHEDDEN HILL ROAD

DRAWING TITLE  
Appendix 1  
Current Layout  
Plan 1 of 2

drawing number	8/03/12_01	rev	-
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# Agenda Item 8

## Appendix 2



REVISIONS	
no.	date

NOTES	
no.	details

drawn	M J P	scale(s)	Not to scale
checked	DS	date	January 013



SUE CHERITON  
EXECUTIVE HEAD,  
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TOWN HALL,  
TORQUAY,  
TQ1 3DR

SCHEME TITLE  
**TORBAY ROAD, TORQUAY  
FROM TORBAY HOTEL  
TO SHEDDEN HILL ROAD**

DRAWING TITLE  
**Appendix 1  
Current Layout  
Plan 2 of 2**

drawing number	8/03/12_01	rev	-
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**Meeting:** Transport Working Party

**Date:** 31 January 2013

**Wards Affected:** All Wards

**Report Title:** Local Transport Board

**Executive Lead Contact Details:** Robert Excell

**Supporting Officer Contact Details:** Les Crump

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## 1. Purpose

- 1.1 This report concerns the Local Transport Board (LTB) which will be responsible for future transport funding for major schemes. The Authority must bid to this Board in order to be granted any funding required.
- 1.2 This report seeks a recommendation on the proposed schemes to take forward to the LTB.

## 2. Proposed Decision

- 2.1 The recommendation to this Working Party is that the four proposed schemes are supported and taken forward to the LTB.
- 2.2 The prioritised list has been considered by Officers and with agreement from the Mayor.

## 3. Action Needed

- 3.1 There are three options for a recommendation on this matter. Councilors could (1) agree with the Proposed Decision to support and agree the proposed four schemes; (2) recommend the promotion of different schemes or a reduced list or; (3) recommend that no schemes are taken forward to the LTB for major scheme funding.

## 4. Summary

- 4.1 The LTB will administer funds for Major Transport Schemes across the Local Enterprise Partnership (LEP) area from 2015-2019. It will be responsible for prioritising schemes, deciding on individual scheme approval, governing funding and monitoring delivery.
- 4.2 All schemes must have a minimum cost of £3million in order to be considered as a Major Transport Scheme, with a high value for money and deliverable within the timescale. Additionally the Authority would be responsible for at least 10% of match funding for each approved scheme.

- 4.3 Following an assessment of the bid requirements for the LTB and consideration of the budgetary constraints and implementation period four schemes have been considered reasonable and realistic for Torbay to not only develop but also fund.
- 4.4 The schemes are
- (i) Western Corridor (*schemes between Churscombe Cross and Long Road*)
  - (ii) Edginswell Rail Halt
  - (iii) Cycling Infrastructure
  - (iv) Torquay Gateway and Town Centre
- 4.5 The LTB will have a representative from each of the Local Authorities (Torbay, Devon, Somerset and Plymouth) as well as two representatives from the LEP.

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## **Supporting Information**

### **5. Position**

- 5.1 Currently the LTB is in formation with a technical officer's group meeting regularly to make the necessary arrangements and agree on the principles of the Board and its key objectives.
- 5.2 The precise funding is at the time of writing still unknown with a final announcement awaited from Central Government on the allocation.
- 5.3 A 'long list' of schemes is being formed by the Local Authorities which will be presented to and considered by the LTB with advice from an independent assessor.
- 5.4 From that 'long list' a 'short list' of prioritised schemes will be decided upon by the Board, taking into account the agreed objectives, value for money, deliverability, environmental and social impact, and public acceptability, as well as other factors which may be applicable to the scheme.
- 5.5 Following inter-departmental discussions within the Authority and consideration of the associated objectives and existing policy a list of potential schemes was presented to and discussed with the Mayor and Deputy Mayor. The above list of schemes, further detailed below, comes as a result of those discussions.
- 5.6 Some aspects of the proposals remain broad and the detail will continue to be worked on with necessary time and resource given following confirmation of this Working Party and, if appropriate, the LTB that the schemes have potential for funding.

### **6. Possibilities and Options**

- 6.1 As explained above there are three options available;

- (i) To recommend the support of the four schemes presented (detailed below)
- (ii) To recommend a different set of schemes
- (iii) To recommend no schemes are considered for funding

6.2 The first three schemes each have at least elements contained within the Local Transport Plan and are explained as:

- (i) Western Corridor – With various schemes to be delivered in phases ranging between Churscombe Cross and Long Road the majority of the works will extend from Tweenaway Cross to Long Road. It will enable the continuation of the project to increase the capacity of Tweenaway junction, increase junction capacity at Yalberton Road, widening of highway around Yalberton Road and south to Long Road. This will improve the accessibility of the area around the ‘Western Corridor’, unlocking Growth potential for investment in Torbay. It is considered that the scheme will meet with all of the criteria and have significant and positive impact on existing infrastructure and economic growth.
- (ii) Edginswell Rail Halt – To provide a new station on the existing main line in the vicinity of Scott’s Bridge. The implementation of the station is part of wider Devon Metro and European Citizens Rail projects which support improvements on the line and increased frequency between Paignton and Exeter. The project will be delivered jointly with Devon County Council, thereby reducing the cost to the Authority. A new station has been identified at this location within the Local Transport Plan and Local Plan. This project has been considered as a viable solution to providing access to alternative modes and it is deemed that it could have far reaching benefits in terms of modal shift along the Paignton to Exeter line.
- (iii) Cycling Infrastructure – The project is Torbay wide providing connections with the National Cycle Network (NCN) around Totnes. With a connection established to the NCN at both Newton Abbot (existing) and Totnes (proposed) a loop is formed which would attract cyclists to Torbay, increasing visitor numbers and attractiveness as a cycling destination. The connections around Torbay would be equally important and improved links to Brixham, along the Sea Front incorporating Parkfield, and to associated project routes including the Riviera Trail as well as in Occombe and Cockington would also be established. This project will need to be worked up into a much greater level of detail with a supporting evidence base in order to achieve the necessary criteria. Officers have been advised that it may be difficult to achieve the required benefit/cost ratio and that on that basis it could be difficult to achieve funding through this bidding process.
- (iv) Torquay Gateway and Town Centre – Developed around establishing easier and more direct access to Torquay Town Centre, this scheme has expanded to include the junctions along the A3022 Newton Road and the public transport interchange on the Harbourside. The proposal will include redirecting traffic to allow more direct access to the Town Centre, junction capacity enhancements to reduce congestion towards the Town Centre, and improvements around the Harbourside which enhances the public transport

interchange and public realm. This scheme is given no detail within the Local Transport Plan and would need a wider consultation. The proposal will need to be further developed with a far greater level of detail and evidence base to have a realistic chance of progression onto the prioritised list.

## **7. Preferred Solution/Option**

- 7.1 The preferred option presented in this report is that the recommendation of the Working Party is to continue with the four detailed schemes as a 'long list' for Torbay.
- 7.2 Officers will then continue to assess the schemes and present them, firstly to the independent assessor, and then to the LTB. Those schemes then accepted by the LTB for the 'short list' would then be worked on in detail with all appropriate consultation to establish the precise nature of the proposals.

## **8. Consultation**

- 8.1 The principles of the schemes are included within the Torbay Local Transport Plan and as such have undergone consultation during the period leading up to the adoption of that document.

## **9. Risks**

- 9.1 There are associated risks dependent on the recommendations by the Working Party. If the additional schemes are recommended there is a risk that further resources, at a cost to the Authority, would be invested with no certainty as to the likelihood of funding being achieved, the public acceptability, or if the scheme would meet the criteria of the fund.
- 9.2 Any schemes on the prioritised list will have a budgetary implication as the preparation costs would fall on the authority.
- 9.3 Furthermore the risk of not supporting any funding bid is that the Authority will not have access to the necessary finances to deliver any major transport scheme which could deter investment within Torbay and reduce the attractiveness to businesses and visitors alike.

### **Appendices:**

None

### **Additional Information:**

None

### **Documents available in Members' Rooms:**

None

### **Background Papers:**

Devon and Torbay Local Transport Plan 3