



Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Torwood

Report Title: Torquay Harbour Loading Facilities

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: Ian Jones, Principal Engineer (Highways Development & Traffic)

1. **Purpose**

1.1 This report is in response to recent requests from some traders in the Victoria Parade area of Torquay Harbourside to consider additional loading facilities in the area where the recent footway widening scheme was constructed.

2. **Proposed Decision**

2.1 That no changes are made to the existing Traffic Regulation Order.

3. **Action Needed**

3.1 None.

4. **Summary**

4.1 The improvements to the landward side of Victoria Parade were completed prior to the 2011 summer season. Traders have now had two summers in its present form and whilst the improvements have been generally welcomed, there have been requests from a small number of traders to improve loading facilities in the area. However it should be noted that a consultation letter (a copy of which is attached as **Appendix 1**) sent to affected stakeholders, ward members, the local Community Partnership and the Harbour Master, asking for comments generated no feedback.

Supporting Information

5. **Position**

5.1 The recent environmental improvement to the pedestrian areas of Victoria Parade have brought a number of benefits to this section of Torquay Harbourside, featuring a widened footway with a high quality finish, facilitating an expansion of the

pavement cafes in the area. A number of improved pedestrian crossing facilities and some dedicated loading bays were also included.

- 5.2 The improvements required the removal of the 'limited waiting' parking in this location in order to give a significantly widened footway area and to maintain two-way traffic. Whilst there were no dedicated loading facilities under the previous arrangement, traders did have the option of using the limited waiting areas if they were available or the 'no waiting' areas at the end sections of the road.
- 5.3 In order that that the constructed loading bays may be used appropriately a loading ban has also been implemented on the remaining 'no waiting' sections. This ensures that vehicles use the loading bays rather than obstructing through traffic or the visibility of pedestrians using the uncontrolled crossing points. The loading ban also removes the likelihood of blue badge holders, parking inappropriately in these areas.
- 5.4 Whilst the feedback on the improvements have generally been positive, a small number of traders have commented that the current loading arrangements, namely two dedicated bays on the landward side and one part time bay on the seaward side can be restrictive and have requested consideration of additional loading facilities.
- 5.5 Officers have looked at the area and would advise members that there is no possibility of providing further facilities without adversely affecting either traffic flow or pedestrian movements, however if such provision was restricted to times of the day when these movements are at their quietest then the effects would be reduced.
- 5.6 The Working Party are requested to consider whether they wish to support amendments to traffic regulation orders in the area on a time related basis. However it should be noted that a consultation letter (a copy of which is attached as **Appendix 1**) was sent out on 23rd January 2013 to affected stakeholders, ward members, the local Community Partnership and the Harbour Master. This letter asked for comments regarding the proposal, especially the hours of operation if applicable, before 15th February 2013. No feedback was received.

6. **Possibilities and Options**

- 6.1 The existing section of 'No Waiting and No Loading at any time' between the two loading bays on the landward side could be amended to a time related 'no loading' restriction allowing an informal additional loading facility for part of the day. This will generally maintain the appearance of the improved area and maintain the through route during the hours of operation. Members should be mindful however that this option may encourage parking by blue badge holders during the periods when the restriction is removed and may result in vehicles obstructing visibility for pedestrians using the crossing areas. It is recommended that no changes are considered in the sections between the existing loading bays and the ends of Victoria Parade for safety reasons.
- 6.2 Some of the issues identified in 6.1 above could be avoided if a dedicated time related loading bay was provided at a suitable location. The main disadvantage of this option is that due to the requirements for the additional signage and carriageway markings to provide a bay, there would be a detrimental impact to the

streetscene. There is also the likelihood that drivers may ignore the time restrictions in such a marked bay and illegal use may become an enforcement issue.

- 6.3 In view of the relatively low number of requests for additional loading facilities and lack of response to the consultation letter, members may recommend that no changes are considered at the present time.

7. Preferred Solution/Option

- 7.1 Members are recommended that the option in 6.3 above would be the most appropriate option. However, should members decide to recommend either of options 6.1 or 6.2, it should be noted that there is however no current funding allocated to facilitate such changes if the consultation proves a need to make changes.

8. Consultation

- 8.1 A consultation letter and plan (a copy of which is attached as **Appendix 1**) was sent to affected stakeholders, ward members, the local Community Partnership and the Harbour Master, asking for comments. No feedback was forthcoming.

9. Risks

- 9.1 There is a risk that amendments to the traffic regulation orders in this area may result in inappropriate use, which may have a detrimental effect to traffic flow and pedestrian safety.
- 9.2 There is a potential risk that the introduction of amendments to traffic regulation orders in the area may have an adverse affect on the streetscene of the improved Victoria Parade, thus diminishing the impact of the improvements.

Appendices:

Appendix 1 – Copy of the consultation letter and location plan of Victoria Parade

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Report to Transport Working Party – 10th September 2010