

TRANSPORT WORKING PARTY
18TH OCTOBER 2011
PARKING REVIEW PROJECT

Introduction

The Parking project consists of 12 proposals which were presented to the Transport Working Party on 5 September 2011. These were as follows:-

1. Clamp persistent PCN evaders who do not pay their fines
2. Rent space to car washing and valeting services in car parks
3. Increase the cost of parking permits for car parks by 10%
4. Review seasonal tariffs in relation to the non seasonal tariffs rates
5. Use mobiles enforcement vehicles to enforce illegal parking at schools/bus stops and where necessary to improve safety
6. Offer parking management solutions to private car park operators
7. Differentiate off street parking charges related to location
8. Review the parking charges for disabled permit holders and charge a nominal fee for the permit of £20 per renewal
9. Charge skip providers the on street parking charges as well as the skip licence where located on chargeable spaces
10. Introduce more on street parking areas
11. Review management options of on street and off street motorbike parking areas
12. Provide additional advertising hoarding space in car parks
13. Investigate pay on exit options for car parks across Torbay

Feedback on these proposals were presented to the Transport Working Party on 5th September 2011 and since this meeting, the Council has received further feedback as a result of additional consultation. At this meeting verbal objections were received in particular to the proposed introduction of additional on street pay and display parking areas.

The proposals have since been presented to the relevant Community Partnerships, the Upton Park Friends Group, Torquay Museum (on request) and a Traders Parking Workshop. Almost all of the feedback received has related to item 10 – the introduction of more on street parking pay and display parking areas in Torbay

Section 1 of the report is a summary of the feedback received since 5 September 2011.

Section 2 of the report provides some options for Members to consider based on the feedback received categorised in low, medium and high impact to those in the local areas.

Section 1 – Summary of Consultation Feedback

General

1. Paignton Sea Front is closed during the summer months therefore not making any revenue during this period. Residents feel they are having to carry the brunt of these charges because of this, therefore the suggestion is for more parking time for the fee paid or reducing the charge for an hour.
2. Suggestion – use top floor of car park for car sales i.e. a service to those selling cars and car boot sales
3. Disabled badge holders should pay for parking in all car parks
4. Disabled drivers should pay in on-street pay and display areas
5. Meters from 9am to 5pm to assist trade particularly stop offs at newsagents for example.
6. Annual resident parking tickets to be included in Council Tax bill – tick box option
7. Parking meters (management of) have destroyed town centre/and a nice place to live
8. Bay perceived to be now very unfriendly towards cars
9. Pushing problem into other residential areas is a concern.
10. Paignton sea front – meters are already there – why can't this be opened during summer? Safety issues were raised. Trial suggested on left side only (looking out to sea to left of pier) to see if impacts on pedestrians. Can road humps be put in to limit speed/or introduce speed cameras.
11. Put pay on exit barriers on Esplanade/change to as a car park. Officers exploring planning/highway issues raised at the meeting on this proposal.

Torbay Road (Torquay Seafront)

Feedback from Community Partnership

1. None

Written feedback

1. None

Old Newton Road

Feedback from Community Partnership

1. Provision of staff parking should be a condition of planning for future industrial estates
2. Would want to see residents parking permits if meters were introduced + extension of CPZ
3. Query raised as to why the pavement was widened – confirmation given at meeting that this was for a potential cycle path.
4. Charges here seen as unjustified and immoral – pushes people further into residential areas also unfair on low paid hospital staff
5. Needs to be seen in context of wider budget challenge
6. Employer has responsibility for parking for staff
7. No benefit having a Tesco out of town
8. No general support of meters in this area

Written Feedback

1. None.

Nicholson Road

Feedback from Community Partnership

1. Seen as different to Newton Road as a hazard / traffic flow problem – yellow lines needed on one side
2. What about plans to build park and ride – not a quick fix in this time frame
3. Concerns re parking in other residential areas if meters introduced
4. Possible limited waiting at the top of the road
5. Different to Newton Road as a hazard and needs to be made safe
6. Asked for further consultation with businesses about the issues to find a solution
7. Option to increase parking areas beyond the current barrier – this would need to be costed. A site visit has been completed and parking a priority. Not meters. £1 in morning and £1 in afternoon which would help to pay for extension to road,

Written Feedback

1. Many NHS staff need to park close to the office as they are transporting equipment and meeting the need to visit patients in the community.
2. Office based Care Trust Staff who directly support service provision would have difficulty in many cases as the cost of parking for the day would be prohibitive and the Council has not provided public transport or other alternatives to get to this business park work location.
3. Residents of the Willows will have people parking outside their houses all day.
4. NHS staff would have to pay between £30-£40 per week on meters or park in residents streets at the Willows and have a long hike to the office. NHS are already understaffed due to budget cuts – and to lose more experienced, respected staff would be detrimental. (why?)
5. NHS – when lease was taken on buildings in Nicholson Road it was on their planning assumption was that free on-street parking would be available for the duration of the leases. (where is the evidence?)
6. NHS – will impede operational capacity and efficiency in a number of ways.
7. Possible consequence that some degree of payment compensation to staff will be required to maintain service delivery by allowing access to NHS buildings by using the parking meters.
8. 2 petitions received for this road.

St Marychurch Road

Feedback from Community Partnership

1. Vote taken – 100% opposed.
2. Seen as secondary shopping area
3. Suggestions to make car parks cheaper and people more would use them. Felt existing facilities under used
4. Need to be proactive about marketing car parks
5. Make access to weekly tickets etc easier with fewer hurdles to jump and available in more places, particularly for hotels and guest houses
6. Concern about effect on traders, residents and customers – needs more management of cars and coaches

Written Feedback

1. None.

Manor Road

Feedback from Community Partnership

1. 100% Opposed to any meters

Written Feedback

1. None.

Chilcote Close

Feedback from Community Partnership

1. 100% Opposed to any meters in this area

Written Feedback

1. None.

Lymington Road/Magdalene Road/Trematon Avenue

Feedback from Community Partnership

1. Best solution is 4 hour stay with no return. £1 in morning and £1 in afternoon
2. Concerns re St James Road and residents parking + request for CPZ – community partnership will be looking into this further
3. In difficult economic times introduction of more meters will affect businesses already struggling
4. 9am to 5pm would be better / compromise than 8am – 6pm – would help residents parking
5. What will stop commuters parking further up this road?
6. If meters are introduced needs of residents should be met – parking permits for example
7. Local businesses who would rather see charges 9am to 5pm if introduced in this area.

Written Feedback

1. Lymington Road – consider effects to residents using the library, bowls club, Connexions, Town Hall, Court, Post Office.
2. Sunbury Hill – As a resident where will I park outside my house? Will residents parking spaces be provided? Will I be charged for this?
3. Meters will kill off the Town Centre that is already dying.
4. Add to the already stretched budgets of working people in the Bay – who are mostly low wage earners – forcing people to shop out of town.
5. Magdalene Road – Elderly lady moved into Castle Lodge with no off street parking - only option to park on street. Only has pension to live on, would not have bought the property if she had known about the proposals.
6. No objection if parking meter charge is £1.00 for either 3 or 4 hours.
7. No objection as free parking would remain after 5pm (i.e. meters 9am – 5pm like on Abbey Road).
8. If meters ran onto 6pm it could have a serious affect on Gym and Fitness Centre for members arriving after working hours.

Babbacombe Road

Feedback from Community Partnership

1. 'Claws' should be added to the bend in the road at Meadfoot as disabled drivers park here which is dangerous, to restrict stopping in this area
2. Make all parking free and see if this aids the recovery of the Town Centres

3. Issue of 9am start for payment relating to people staying at B&B 's. This was discussed but as meters can be fed the night before and account for the tariff the following morning - this was not seen of so much as an issue
4. The main concern was regarding the impact on the museum which has a lot of support from local people – Partnership asked the Council to speak the museum and see what their issues were otherwise no major issues raised.

Feedback from Torquay Museum

1. Land train going through car park and picking up / dropping off for Museum was discussed as an option – Councillor Excell agreed to pursue
2. Are alterations to the Harbour car park possible to make parking available for the museum? Officers to ask for possibilities / costs relating to the proposal
3. Suggestion of commuter rate for Babbacombe Road ie £1 for four hours?
4. Could half the proposed £2 for two hour charge be reimbursed if a visit was made to the museum? The museum would want the Council to reimburse this to them cost.

Feedback from Babbacombe Road Hotels

1. Potential guests who may be passing to check availability will be forced to purchase a pay and display ticket in order to check the hotels for rooms and prices, this will deter the majority of passing trade.
2. Currently the restrictions allow unrestricted parking between 4pm and 10am, so guests can arrive after 4pm and park overnight until after breakfast. The new proposals would mean payment required between 8am and 6pm, therefore again putting off trade or guests having to rush out in the morning to pay for parking before their tickets expire. Why are we changing it?
3. The proposals will compromise the hotels competitiveness if charges are introduced outside every hotel

Written Feedback

1. Current 2 hour free restricted parking is crucial to the hotels for those seeking accommodation without prior booking.
2. Current restrictions enables guests to park free of charge from 4pm – 10am.
3. Bays enable arriving and departing guests to pull in and load/unload without causing a hazard to traffic, and to pick up permits for access to their controlled parking areas.
4. Removal of free parking would seriously damage the hotels competitiveness that appeal to a particular market sector.
5. Hotels recommend to guests that once parked they leave their car and use public transport, i.e. buses, ferries etc. Hotels that do not provide evening meals encourage visitors to use eateries in the town. Visitors to Museum and Bowling Centre should not be forced to pay parking in addition to entry fees.
6. Suggestion of a commuter rate for Babbacombe Road i.e. £1 for four hours.
7. Could half the proposed £2 for two hour charge be reimbursed if a visit was made to the Museum? Council to reimburse this to the Museum.
8. Suggestion that parking should be free on Sundays to support church goers.

Pimlico

Feedback from Community Partnership

1. Parking issues outside Ellacombe News – deliveries to this unit are blocking road and access pathways
2. Query re disabled parking in Union Street – considered not enough provision
3. Enforce double yellow lines more to get income and restrict unpaid parking fees

4. Lower Ellacombe Park Road – there is a Torbay Council mini bus that parks there all of the day – on slip road – this needs to be investigated
5. No concerns raised re meters at Pimlico Road

Written Feedback

1. None.

Marine Drive

Feedback from Community Partnership

1. Meeting arranged for 27 October 2011 – Feedback will be presented to the Council on 31st October to consider alongside the recommendations of the Transport Working Party. Time frame

Written Feedback

1. None.

Marine Parade

Feedback from Community Partnership

1. Meeting arranged for 27 October 2011 – Feedback will be presented to the Council on 31st October to consider alongside the recommendations of the Transport Working Party. TIME FRAME

Written Feedback

1. None.

Kernou Road

Feedback from Community Partnership

1. No support from Partnership for the introduction of on-street parking meters on this road

Written Feedback

1. None.

Beach Road

Feedback from Community Partnership

1. A lot of opposition to proposals in Beach Road from accommodation providers. This was considered to be detrimental to local businesses

Written Feedback

1. None.

Garfield Road

Feedback from Community Partnership

1. Alternative road suggestions for this area - Steartfeld Road, Adelphi Road, Sands Road.

Written Feedback

1. None.

Roundham Road

Feedback from Community Partnership

1. Turnover needed for businesses/it is a secondary shopping area.
2. People stopping off at the convenience store would be discourage from doing so and not shop locally
3. Proposal to have no meters but make limited waiting all year round to help local businesses. (time frame for parking)

Written Feedback

1. Shop owners rely on customers being able to park outside store,
2. Having lost post office feel this is another nail in the coffin for their small businesses located here.
3. Many customers are elderly and rely on close parking to the store,
4. The proposal for on street meters will suck life out of the harbour area.
5. Government need to back local businesses and not condemn them.

Section 2 – On Street Pay and Display Option

Summary of Feedback

Low = These locations have had little or no specific objections.

Medium = These locations have received objections, but some community groups have suggested they may be acceptable if on street pay and display had to be introduced.

High = These locations have received the highest number of objections or negative feedback.

Additions = Suggested additions/restrictions

This table shows the accumulating affect on additional income raised across the Low, Medium and High categories:

AREA	OPTION 1 LOW	OPTION 2 MEDIUM	OPTION 3 HIGH	ADDITIONS
Torquay				
Pimlico	✓	✓	✓	
Babbcombe Road		✓	✓	8am – 6pm with loading bay. Free on Sundays
Torre: Trematon	✓	✓	✓	8am – 6pm
Torre: Lymington	✓	✓	✓	Offering residents parking for the remainder of the area.
Torre: Magdalene	✓	✓	✓	Proposal for limited waiting
Torbay Road (Torquay Seafront)	✓	✓	✓	Currently being advertised
Nicholson Road		✓	✓	Additional parking bays to be provided
Newton Road			✓	
St Marychurch: Chilcote Close			✓	
St Marychurch: Manor Road			✓	
St Marychurch Road			✓	
Paignton				
Preston: Marine	✓	✓	✓	Scoring based on initial feedback Subject to Public Meeting on 27th October
Preston: Marine Drive			✓	Scoring based on initial feedback Subject to Public Meeting on 27th

AREA	OPTION 1 LOW	OPTION 2 MEDIUM	OPTION 3 HIGH	ADDITIONS
				October
Roundham Road			✓	
Beach Road			✓	
Kernou Road		✓	✓	
Garfield Road		✓	✓	
Suggested alternatives:				
Stearfield Road		✓	✓	
Adelphi Road		✓	✓	
Sands Road		✓	✓	
Estimated Net Income	93,000	220,500	474,500	

Transport Working Party - Next Steps

- Meeting of Transport Working Party on 18th October 2011 to consider feedback and establish areas to recommend to Full Council.
- Recommendations of the Transport Working Party to be included in the report to Full Council on 31st October. This will include an late additional document relating to the Preston Public Meeting feedback and additional recommendations.
- Any locations approved by Full Council on 31st October will be subject to the regulatory formal consultation and a 21 day objection period once notices have been posted. The objections on the formal process will be considered by the Transport Working Party following this period