



Title: **Torquay Town Centre Parking – Six Month Review**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **21st June 2012**

Key Decision: **No.** How soon does the **June 2012** decision need to be implemented

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

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

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

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

- Disabled
- Dual use (loading bay / evening unlimited parking)
- Metered
- 1 hour limited waiting (no return in 2 hours)
- 2 hours limited waiting (no return in 3 hours)
- Loading only
- Motorcycle
- Unrestricted

The proposals were presented to and approved by the Transportation Working Party on 10th September 2010, after which the revised Traffic Regulations were advertised and implemented. Objections received were presented to the Transportation Working Party on 28th January 2011.

This report is to deal with feedback received following the review of the scheme.

2. Recommendation(s) for decision

- 2.1** That the proposed amendments to the Traffic Regulation Orders detailed in **appendix 3 (plans 1 – 7)** are advertised and implemented should no objections be forthcoming. Any objections received will be presented to a future meeting of the Transport Working Party.

3. Key points and reasons for recommendations

- 3.1** The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained.

This report is to take into consideration feedback received during the review process.

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

Patrick Carney
Group Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

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

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

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

The first of these reviews undertaken was within Torquay town centre and **appendix 1** shows the boundaries of the proposed review area.

The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained. The proposed changes generated an increase in on-street parking spaces, including extra disabled, motorcycle and taxi spaces.

The proposals were presented to and approved by the Transportation Working Party on 10th September 2010, after which the revised Traffic Regulations were advertised (15th October – 5th November 2010) and implemented. Objections received were presented to the Transportation Working Party on 28th January 2011.

Consultation with the town team has been undertaken following the introduction of the revised parking restrictions and generally positive feedback has been received.

This report is to deal with feedback received following the review of the scheme.

Appendix 2 details the feedback received regarding the alterations to the Traffic Regulation Orders undertaken as part of the Torquay Town Centre Parking Review, whilst **appendix 3 (plans 1 – 7)** details the revised proposals to the existing Traffic Regulation Orders.

Abbey Road (**appendix 3 – plan 1**)

It is proposed to:

- Extend the existing disabled bay opposite Rock Road by 5.5m (creating 1 space).
- Remove the 25m loading bay outside cinema (due to damage to cinema canopy caused by high vehicles) and one 5.5m metered bay; to be replaced by 2 metered bays (11m), 8m of motorcycle parking and a 16.5m loading bay.
- Please note there is a loss of one metered bay, which has been replaced by motorcycle parking.

Castle Lane (**appendix 3 – plan 2**)

Following comments received from a local business it is proposed to:

- Change the existing '1 hour no return in 1hour Monday – Saturday 8am – 6pm' limited waiting parking bay to 'loading only 8am – 6pm Monday – Saturday'.

Castle Road (**appendix 3 – plan 3**)

Following comments received regarding possible conflict between oncoming vehicles it is proposed to:

- Extend the double yellow lines by 8m opposite property no.7.
- Cut back the existing metered bay by 11m (2 spaces) and extend double yellow lines.

Madrepore Road (**appendix 3 – plan 4**)

In order to provide an increase in on-street parking spaces it is proposed to:

- Cut back the double yellow lines by 11m and extend the existing limited waiting '1 hour return prohibited within 1 hour 8am-6pm' parking bay (creating 2 spaces).

Market Street (**appendix 3 – plan 5**)

A 48 signature petition has been received from the residents of 'Stratheden Court', requesting the removal of the metered parking bays fronting their property due to access issues for emergency vehicles, taxi's etc. The proposal is to reduce the metered parking by 11m (2 spaces) and replace with double yellow lines.

Morgan Avenue (**appendix 3 – plan 6**)

In order to provide an increase in on-street parking spaces it is proposed to:

- Cut back the double yellow lines outside no.3 Morgan Avenue and extend existing 'Limited Waiting 1 hour return prohibited within 2 hours Mon - Sat 8am-6pm' by 5.5m (creating 1 space).

- Remove 16.5m of double yellow lines opposite property no's 5 – 11 and implement 'Limited Waiting 1 hour return prohibited within 2 hours Mon - Sat 8am-6pm (creating 3 spaces).

Tor Hill Road (**appendix 3 – plan 7**)

Following comments received from the coach company based in Zion Road, regarding access issues, it is proposed to:

- Cut back the existing 'Limited Waiting 2 hours return prohibited within 3 hours Mon-Sat 8am-6pm' bay by 13m and implement double yellow lines.

Zion Road (**appendix 3 – plan 7**)

Following comments received from the coach company based in Zion Road, regarding access issues, it is proposed to:

- Extend the existing double yellow lines a further 25m into Zion Road.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

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

A2.2 Remaining risks

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

A3. Other Options

- A3.1 Implement one or more of the proposed revisions to the existing TRO's
- A3.2 Do nothing.

A4. Summary of resource implications

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

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with the town team has been undertaken following the introduction of the revised parking restrictions and generally positive feedback has been received.

A7. Are there any implications for other Business Units?

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

Appendices

Appendix 1 Shows the boundaries of the review area.

Appendix 2 Details the feedback received regarding the alterations to the Traffic Regulation Orders undertaken as part of the Torquay Town Centre Parking Review.

Appendix 3 Details the revised proposals to the existing Traffic Regulation Orders.

Documents available in members' rooms

None

Background Papers:

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

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