



Friday, 3 February 2012

TRANSPORT WORKING PARTY

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

Thursday, 16 February 2012

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 Cowell
Councillor Doggett

Councillor Excell
Councillor Faulkner (A)
Councillor Brooksbank

Our vision is for a cleaner, safer, prosperous Bay

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

**Patrick Carney, Town Hall, Castle Circus, Torquay, TQ1 3DR
(01803) 207710**

Email: democratic.services@torbay.gov.uk



TRANSPORT WORKING PARTY AGENDA

- 1. Apologies for absence**
- 2. Minutes of last meeting 5th January 2012** (Pages 1 - 4)
- 3. Brunswick Square, Torre - Presentation by Torre Action Group**
- 4. LSTF Executive Summary** (Pages 5 - 10)
- 5. Shiphay Controlled Parking Zone Review** (Pages 11 - 34)
- 6. Coach Parking Review** (Pages 35 - 54)
- 7. A380 South Devon Link Road - Update** (Pages 55 - 56)
- 8. Proposed Loading Bay - Belgrave Road** (Pages 57 - 62)
- 9. Roundhill Road - Proposed Parking Restrictions** (Pages 63 - 68)
- 10. Date of Next Meeting - 29th March 2012, 4pm, Meadfoot Room, Town Hall, Torquay**



Minutes of the Transport Working Party

5 January 2012

-: Present :-

Councillors Amil, Cowell, Doggett, Excell, Brooksbank and Pountney (In place of Faulkner (A))

(Also in attendance: Councillor Pete Addis, Councillor Bobbie Davies and Councillor Beryl McPhail)

27. Apologies for absence

Councillor A Faulkner

28. Minutes of Meeting held on 17th November 2011

Minutes were proposed by Cllr Cowell and seconded by Cllr Pountney with the addition of Councillor Doggett on the attendee list for part of the meeting.

29. Torbay Parking Review (Pay and Display) - Consideration of Objections to proposed Traffic Regulation Order

Presentations were made by Mrs Philips, Mrs Berry and Mrs Kinder. PC presented background to the report. After due consideration Members recommended the following options for each area identified.

Pimlico/Lymington Road

Councillor Excell proposed and Councillor Doggett seconded to implement the scheme as advertised.

Magdalene Road

Councillor Excell proposed and Councillor Broadbent seconded to implement the scheme as recommended and to advertise additional 15 spaces in Magdalene Road as 4 hour maximum stay plus no return for 5 hours, up to £2 for four hours.

Babbacombe Road

Councillor Brooksbank proposed and Councillor Excell seconded to implement the scheme with a 3 hour maximum stay as recommended.

Newton Road

Councillor Amil proposed to implement a charging policy for permits with 10 spaces left as pay and display with one machine, with an amendment that there is an

annual £250 permit for hospital staff and a £30 permit for residents. Seconded by Councillor Excell.

Sands Road

Councillor Brooksbank proposed to implement the scheme as advertised but with 4 hours maximum stay to match comments regarding Adelphi and Steartfield Roads. Seconded by Councillor Doggett.

Steartfield Road

Councillor Brooksbank proposed to implement the scheme but with a 4 hour maximum stay period. Seconded by Councillor Doggett.

Adelphi Road

Councillor Brooksbank proposed to implement the scheme, leaving out the middle section of the road and to readvertise as residents parking and extend the maximum stay period to 4 hours. Seconded by Councillor Excell.

30. Torbay Road, Torquay - Consideration of Objections to proposed Traffic Regulation Order

After due consideration Members recommended to implement this as advertised. Proposed by Councillor Excell and seconded by Councillor Pountney.

31. Gibson Road Parking - presentation by resident

Mr Smith presented to the Committee stating that he had received no response in September on yellow lines. Outcome – PC to write to Mr Smith explaining the background and to provide a quote for removing a lamp column.

32. Local Sustainable Transport Fund - Bid update

Update by Sally Farley on the Bid being submitted to the Local Sustainable Transport Fund. The Working Party supported the submission of the bid which needs to be submitted by 24 February 2012.

33. Shiphay Controlled Parking Zone - Review

This item was deferred to the next meeting.

34. Palace Avenue - verbal update

PC gave a verbal update outlining that the trial was positive. PC advised the group of the intention to progress to construction and intend to start on site in February 2012. The Group supported the progression of this scheme.

35. St Michaels Traffic Action Zone - Derrell Road

After due consideration the Members recommended to approve the additional proposal outlined under option 1 in the Issues Paper for implementation as part of

the St Michaels Traffic Action Zone during the current financial year. Proposed by Councillor Cowell, seconded by Councillor Doggett.

36. Safety Audit Policy

After due consideration the Members recommended to approve that the 'Torbay Road Safety Audit Policy' in appendix 1 to the report be approved and adopted for all future highway schemes.

37. Any Other Business

None

38. Date of Next Meeting - 16th February 2012, 4pm, Meadfoot Room

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Title: **Local Sustainable Transport Fund Bid
Summary for the Transport Working Party**

Wards Affected: **All wards**

To: Transport Working Party On: 16/02/12

Contact Officer: **Sally Farley**
☎ Telephone: **207745**
✉ E.mail: **Sally.farley@torbay.gov.uk**

1. **Key points and Summary**

1.1 This document is a summary of Torbay's bid to the DfT for the Local Sustainable Transport fund

2. **Bid Summary**

A. Project Description

Project title: 'Travel Torbay Regeneration Project' – An integrated transport scheme for economic regeneration.

Headline description

Torbay Council has developed an exciting package of sustainable transportation measures designed specifically to stimulate economic growth in the Bay. The scheme will provide faster journey times across the Bay for the local community and improve accessibility to Brixham and Torquay Town Centres and other key retail and employment destinations. The scheme includes:

- New ferry pontoon infrastructure and frequent, fast ferry service between Torquay and Brixham
- The 'Riviera Trail' cycle route linking residential areas to key destinations for jobs, services and transport hubs
- A new bus service between Torquay Town Centre and the hospital
- A supporting package of 'smarter choices' that will maximise the benefits of each scheme

There is a great opportunity for ferry transport to become a central part of the local transport system, creating an Eastern Transport Corridor between Brixham and Torquay. This will help to alleviate congestion on the present Western Transport Corridor and in Paignton. The package provides a direct and sustainable travel option to improve the connections between Torquay and Brixham. It links existing

and planned residential and employment areas as well as key destinations such as Torbay Hospital.

Torbay Council has an excellent track record of working with public transport operators to deliver successful new schemes. The Kick-Start bid in 2005 and the recent '67 Flyer' service for which Torbay Council were recognised at the National Transport Awards are notable examples.

Letters of support from partnership bodies will be included as an Appendix to the bid.

Type of bid

- The bid is a round 2 bid for a small project (under £5 million).
- Torbay will bid for £2.75 million from the fund.
- There will be no further rounds for this funding.

B. The local challenge

Economic regeneration and carbon savings are essential elements of the Local Sustainable Transport Fund. The exceptional quality of life within the region makes the area an attractive proposition for new business and for relocation. The resident population is growing twice as fast regionally in comparison to the national rate. However, data shows that Torbay falls behind the county and the region in terms of levels of deprivation and average income. In recent decades Torbay's manufacturing sector has declined which has left an economy reliant upon tourism, retail employment opportunities and small light industrial enterprises.

Facilitating economic growth whilst protecting the high quality environment is key to the economic prosperity of Torbay. The rising temperatures associated with climate change are forecast to result in rising sea levels and more frequent and intense storm events that could threaten Torbay's sensitive coastal areas. Should the sea front routes be closed after a storm event, the new Eastern Corridor could facilitate continued access to jobs and services.

In the current challenging economic climate, the delivery plan and funding route for some schemes within the Local Transport Plan are not secured. This is acknowledged within the Plan and considered to be a key risk to achieving the stated objectives. The Local Transport Plan adopts a flexible approach, with the potential to bring forward schemes as new funding sources are secured. The Local Sustainable Transport Fund is essential to help Torbay deliver key schemes.

Without the transportation infrastructure necessary to deliver sustainable regeneration, Torbay's community will increasingly suffer from economic constraints. This bid is a rare opportunity to contribute significantly to improve local wellbeing.

C. Package Description

The geography of the Bay provides obvious but as yet untapped potential to enhance Torbay's transportation system. A new regular fast ferry service connecting Torquay and Brixham is at the heart of this coherent package which also includes improved cycling infrastructure, a new bus service, traveller information and supporting 'smarter choice' measures.

1. Torquay - Brixham Ferry Service

A new fast ferry service will provide a sustainable transport route, running half-hourly between Torquay and Brixham. Journey distances will be reduced by up to 50% as a result of the direct alignment of the new route. Cross Bay journey times will be consistently faster than the equivalent journey by private car, with typical journey time savings of between 10 and 30 minutes depending upon traffic conditions. Similarly, the ferry service will be faster than existing public transport services.

New ferry pontoons will be installed at both Brixham and Torquay Harbours providing convenient and safe pedestrian access to the ferry, with associated travel information and waiting facilities, as well as options for onward travel creating an integrated transport hub.

2. 'Riviera Trail' Cycle Route

The new cycle route, running close to the more deprived areas in Torquay will offer a relatively inexpensive, sustainable travel option to the local community and provide improved access to jobs and services. The route will connect residential areas with key destinations including: Torquay Town Centre, Torbay Hospital, Torquay Grammar schools and the employment and commercial areas to the north of the town. The cycle route will provide better connections between Torre Station, Torquay Town Centre and the new ferry terminals. This will offer a choice for onward travel and link the planned growth areas in the north of the Bay and Torquay Town Centre.

The southern section of the route will include the provision of new cycle lanes and advanced cycle stop-lines to make travel by bike faster, easier and safer. To the north the cycle way will include new off-road sections to Edginswell and from there connect with the National Cycle Network which links to Newton Abbott.

3. 'Torquay Flyer' Bus Service

A new half-hourly bus service will be 'limited stop' and will co-ordinate with the timetable for the ferry service. This will support efficient onward travel to central and north Torquay including the town centre, hospital and major employment and commercial areas. The service will improve public transport connections with Torre Station the planned growth areas to the north.

4. Supporting Measures

A package of marketing, promotion and travel planning measures will promote the new infrastructure and services to local people and visitors alike, increasing uptake and patronage. The measures will include:

- Electronic public transport information displays located in Torquay and Brixham Harbours and at the bus interchange in Torquay Town Centre. These will display real-time information and messages related to the status of the ferry and bus services.
- On – line systems using the internet and mobile phones will be put in place to provide a convenient way to communicate travel information to the public.

- Marketing and promotion will be undertaken including leaflets, bus advertising, and direct marketing.
- Cycle maps, ferry and bus timetables will be produced and distributed to publicise the new routes.
- Work place and school travel planning will increase awareness of the new cycleway, ferry and bus services for commuters and shoppers. This will be a key step towards establishing good initial patronage levels on the new services.

D. Rationale and strategic fit

The Travel Torbay Regeneration Project has been developed through the Local Transport Plan consultation process and therefore fits within the Councils wider strategic objectives including economic regeneration and growth.

The proposals represent a holistic package of schemes that take advantage of Torquay Harbour as a natural hub. Individually, all elements of the package offer benefits in terms of sustainable travel provision, but collectively the package works to provide an integrated system with efficient and swift interchange for onward journeys.

One such example is the improved connectivity that would be realised between Brixham and Torquay Harbours, Torquay Town Centre, and the business parks and retail opportunities in the north of the Bay. Plans are emerging for growth in the Edginswell area and improved transport will help unlock the potential of the area for new development, supporting plans for a new railway station near Edginswell.

These plans also support the joint aims of Torbay Council and Devon County Council to promote a sustainable transport corridor on the current A380 route between Penn Inn and Torquay. This is a key requirement of the development of the South Devon Link Road.

The infrastructure measures proposed in this bid are supported by a package of measures to encourage greater patronage on the new public transport services and encourage more people to cycle. The bid will build on recent successes in Torbay, with bus travel and cycling on the increase in terms of actual numbers of trips and proportion of journeys made and will help accelerate this positive trend.

E. Output milestones

Key milestones within the delivery plan are:

- Detailed design of cycle route
- Detailed design of ferry pontoon infrastructure
- Procurement of suppliers for ferry and bus services
- Implementation of pontoons and related infrastructure
- Engagement with workplace and schools with regard to travel planning
- Ferry and bus services in operation
- Cycle route infrastructure installed and in active use
- Monitoring system in place

F. Submission timetable:

24th February 2012

Author: Sally Farley

Title: Senior Service Manager Environmental Policy

Name of Head of Business Unit: Les Crump

Title of Head of Business Unit: Executive Head

Appendices

None

Documents available in members' rooms

None

Background Papers:

Local Transport Plan 3 (adopted March 2011)

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Title: **Shiphay Controlled Parking Zone - Review**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards **Cockington with Chelston**
Affected: **Shiphay with the Willows**

To: **Transport Working Party** On: **16th February 2012**

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

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

Contact Officer: **John Clewer**
☎ Telephone: **7665**
✉ E.mail: **john.clewer@torbay.gov.uk**

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

- 1.1 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received to the changes to the Traffic Regulation Orders (TRO) made as a result of the review of the Shiphay Controlled Parking Zone.

2. **Recommendation(s) for decision**

- 2.1 It is recommended that members approve the proposals outlined under option 1 in this Issues Paper for implementation as part of the review into the Shiphay Controlled Parking Zone during the current financial year.

3. **Key points and reasons for recommendations**

- 3.1 In April 2005 the Transportation Strategy Working Party identified seven possible areas for the introduction of controlled parking zones, of which the Shiphay zone was the final area to be reviewed. Subsequently issues papers were presented to the Transportation Working Party on 2nd February 2009 (outlining the results of the Stage 2 consultation for the Shiphay Controlled Parking Zone) and 6th November 2009 (outlining any objections received following the advertising of the proposed Traffic Regulation Orders).

- 3.2 Members recommended that the report be put before the cabinet and therefore a report was prepared and presented on the 8th December 2009. Following which the Mayor, as decision taker, made the decision to implement the Shiphay Controlled Parking Zone with effect from 1st September 2010, with the zone being enforced from the 20th October 2010.
- 3.3 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received following the changes made to the Traffic Regulation Orders (TRO) as a result of the review of the Shiphay Controlled Parking Zone. .
- 3.4 Consultation with the residents of the area, Council Ward Members, has being undertaken and positive feedback received.
- 3.5 **Appendix 1** shows the boundaries of the proposed traffic action zone and **Appendix 2 (plans 1 – 9)** details the proposed amendments.

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

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

- A1.1 In April 2005 the Transportation Strategy Working Party identified seven possible areas for the introduction of controlled parking zones, of which the Shiphay zone was the final area to be reviewed. Subsequently issues papers were presented to the Transportation Working Party on 2nd February 2009 (outlining the results of the Stage 2 consultation for the Shiphay Controlled Parking Zone) and 6th November 2009 (outlining any objections received following the advertising of the proposed Traffic Regulation Orders).
- A1.2 Members recommended that the report be put before the cabinet and therefore a report was prepared and presented on the 8th December 2009. Following which the Mayor, as decision taker, made the decision to implement the Shiphay Controlled Parking Zone with effect from 1st September 2010, with the zone being enforced from the 20th October 2010.
- A1.3 A plan showing the boundaries of the CPZ are attached as **appendix 1**.
- A1.4 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received following the changes made to the Traffic Regulation Orders (TRO) as a result of the review of the Shiphay Controlled Parking Zone.
- A1.5 Consultation with the residents of the area and Council Ward Members, was undertaken during October, with an advert and article in the local media and notices placed on site, as well as the opportunity to register comments via the council web site. Positive feedback has been received.
- A1.6 Comments received as a result of the consultation are summarised as follows:

Objections

- South Devon Health Care NHS Foundation Trust asks that due to the status of the Broomhill Way park and ride, the Shiphay CPZ scheme should actually be removed / suspended until another solution is in place.
- One letter was received asking for the situation to "revert back to how it was before the scheme started as it has now proved more restrictive than before it was introduced."

In Support

- Seven letters were received of which four offered direct support thanking the authority for 'giving a residential street back to its residents'.
- Three others also asked for the addition of an extra hours enforcement during the afternoon period.
- Other correspondence has also been received querying the lack of hours the zone is in operation and requesting either 10am – 2pm or 2 hours maximum parking, no return in 3 hours.

Banbury Park

- Three letters were received requesting better enforcement around the junction of Banbury Park and Cadewell Lane.
- One resident complaining about issues when trying to access / egress their driveway.

Cadewell Lane

- One letter was received from the landlord of flats 84 – 90 Cadewell Lane requesting permits be issued as, which whilst not within the zone, his properties are accessed via Banbury Park.
- One comment was received concerning the parking bays opposite Cadewell Park Road, which were implemented instead of the previous double yellow lines. These bays force vehicles turning right from Cadewell Park Road into the middle of the road.

Collaton Road / Exe Hill

- Four letters and numerous telephone calls have been received concerning the congestion caused in this area since amendments were made to the existing parking restrictions, especially during the morning commuter period and school times.

Crosspark Avenue

- One letter requested the introduction of parking restrictions to create passing places due to the useable width of the carriageway being reduced by parked vehicles.

Grosvenor Close

- Five letters have been received concerning the effects on residents of overspill parking from vehicles which have been displaced from inside the CPZ.

Grosvenor Avenue

- One letter requested that the double yellow lines be extended further in to the junction of Grosvenor Avenue / Higher Cadewell Lane, resulting in poor visibility.

Higher Cadewell Lane

- Four letters have been received concerning the effects on residents of overspill parking from vehicles which have been displaced from inside the CPZ.
- Three letters request that Higher Cadewell Lane be included within the boundaries of an extended CPZ.
- One letter requests that bays be relaxed within the zone to make capacity for vehicles currently using Higher Cadewell Lane.
- One letter requests the introduction of parking restrictions to create passing places due to the useable width of the carriageway being reduced by parked vehicles.

Lloyd Avenue

- One letter, backing up previous comments made, concerning parking around the junction of Lloyd Avenue and Summerfield Road and asking that some bays are removed on the 'uphill' side of Lloyd Avenue to reduce the risk of 'uphill' and 'downhill' traffic coming into conflict.

Queensway

- Six letters and numerous telephone calls have been received from the residents of Queensway and adjacent cul-de-sacs regarding overspill parking from vehicles which had previously parked within the CPZ. This problem has only occurred recently and is believed to be due to NHS staff, who previously had permits to park at the Focus DIY store, being displaced since it was redeveloped as ASDA.

The residents request that parking restrictions be implemented as vehicles parking close to the junction of Queensway and Shiphay Lane, force vehicles turning into Queensway to come into conflict with downhill traffic. This parking is causing congestion, vehicles are stationary on Shiphay Lane, as they are unable to freely turn into Queensway.

Rougemont Avenue

- One letter was received from a resident requesting the reinstatement of on-street parking bays to act as a traffic calming feature at the junction of Rougemont and Grosvenor Avenues.

Shiphay Lane

- Correspondence was received from one resident requesting a change to the parking restrictions on the West side of Shiphay Lane.
- Correspondence was also received from the Shiphay Dental enquiring into the possibility of the provision of a small section of 3 hour parking in the vicinity of the surgery.
- A further letter commented on the problems caused by cars parking in the vicinity of the bus stop near house no.62.

Stanbury Road

- One letter has been received concerning the effects on residents of overspill parking from vehicles which have been displaced from inside the CPZ.

Wallace Avenue

- One letter has been received concerning the effects on residents of overspill parking from vehicles which have been displaced from inside the CPZ.

Other comments:

- Allowed vehicle size - One letter was received from a resident asking for the size of vehicle allowed within the zone to be increased to 'plate certificate' size.
- Bank Holiday / Christmas Operation – correspondence was received regarding the operational days of the zone and whether it should be enforced over holiday periods?
- Number of permits per household – correspondence was received stating that two permits per household was restrictive where households have grown up children with cars.
- Original Consultation – One comment was received stating that the original “vote on the scheme was flawed as only one vote was allowed per dwelling thus disenfranchising multiple car owners in a property.”
- Parking of traders – correspondence was received regarding the parking of emergency short term callers
- Scheme Registration – Correspondence was received regarding the amount of information requested prior to the issue of a vehicle permit. Some residents feel this to be “completely intrusive and unnecessary, also a threat to use the information for other purposes is a disgrace and unwarranted.”

- Value for money – One letter was received stating that the £30 permit was poor value for money when the scheme is only in operation for one hour a day.
- Visitor Annual Parking Permit - one letter was received requesting the ability to purchase an annual permit for a regular visitor whose vehicles are not registered at the property.
- Visitor Permits – correspondence was received concerning the time limited nature of these permits.

In response the following actions are proposed:

Banbury Park (Appendix 2 Plan No.1)

- Parking Services to be informed and asked to check this area on a regular basis.
- There is a small gap in the existing Traffic Regulation Order, which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'

Cadewell Lane

- No action.

Cadewell Lane / Cadewell Park Road junction (Appendix 2 Plan No.2)

- Remove 11m of 'Limited waiting 2 hours no return in 3 hours Resident Permit Holders Exempt Mon – Fri 8am – 6pm' and implement double yellow lines, to improve the movement of vehicles turning right out of Cadewell Park Road.

Collaton Road / Exe Hill (Appendix 2 Plan No.3)

- Parking restrictions will be implemented to allow the free passage of traffic and to reduce both congestion on Collaton Road and the conflict between vehicles turning into Exe Hill, especially during the morning commuter period and school times.
- Change the restrictions in the existing parking bays fronting property nos 3 – 9 Shiphay Lane from 'Limited Waiting 1 hour return prohibited within 2 hours' to 'Limited Waiting 1 hour return prohibited within 2 hours, Mon-Fri 8am-6pm'.

Crosspark Avenue (Appendix 2 Plan No.4)

- Implement the minimum parking restrictions required to allow the free passage of traffic (especially buses), create passing places, reduce congestion and maintain access to properties.

Grosvenor Close

- Low level consultation to be undertaken with the residents to gain feedback as to whether they wish to become part of the Controlled Parking Zone. It should be remembered that residents originally voted to be part of the zone, before opting out during the final stages of consultation.

Grosvenor Avenue (Appendix 2 Plan No.5)

- The double yellow lines are to be extended further in to the junction with Higher Cadewell Lane, to prevent vehicles parking on the apex of the corner and therefore improve the visibility for drivers exiting Grosvenor Avenue.

Higher Cadewell Lane (Appendix 2 Plan No.4)

- Implement the minimum parking restrictions required to allow the free passage of traffic (especially buses), create passing places, reduce congestion and maintain access to properties.

Lloyd Avenue (Appendix 2 Plan No.6)

- Remove the Permit holder only bay outside house no's 2 – 4 Lloyd Avenue and replace with double yellow lines, to reduce the risk of 'uphill' and 'downhill' traffic coming into conflict.

Queensway (Appendix 2 Plan No.7)

- Parking restrictions will be implemented to allow the free passage of traffic and to reduce both congestion and the conflict between vehicles turning into Queensway and those travelling downhill.

Rougemont Avenue (Appendix 2 Plan No.5)

- There is a gap in the existing Traffic Regulation Order (outside house no's 49 – 51), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.
- With regard to the request for the reinstatement of on-street parking bays to act as a traffic calming feature at the junction of Rougemont and Grosvenor Avenues, it is felt that the carriageway in this area is too narrow and that parked cars would reduce the available visibility.

Shiphay Lane (Appendix 2 Plan No.8 & 9)

- Change the existing restrictions in the parking bay fronting house no's 39 – 45 Shiphay Lane from 'limited waiting 2 hours no return in 3 hours, resident permit holders exempt Monday – Friday' to 'limited waiting 3 hours no return in 4 hours, resident permit holders exempt Monday – Friday'. As per appendix 3 plan no.11.
- No action to be taken regarding parking in the vicinity of the bus stop near house no.62.
- Change the existing restrictions in the parking bay fronting house no's 112 – 114 and opposite house no's 111 - 115 Shiphay Lane from 'limited waiting 1 hour no return in 2 hours', to 'limited waiting 2 hours no return in 3 hours, Monday to Friday 8am – 6pm.' As per appendix 3 plan no.12.

Stanbury Road

- No action.

Wallace Avenue (Appendix 2 Plan No.4)

- Implement the minimum parking restrictions required to allow the free passage of traffic, create passing places and maintain access to properties.

Other comments:

- These all concern the actual policy behind the Control Parking Zone and as such are outside the remit of this report. These comments will be help on file, until such time the policy is reviewed.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Whilst consultation has been undertaken with major stakeholders, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party for consideration.

A2.2 Remaining risks

A2.2.1 By making the best use of the available road space we will be able to reduce congestion, formalise 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 due to objections, congestion will continue and wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

A3.1 The following options have been identified:-

Option 1

Advertise the amendments to the Traffic Regulation Orders as detailed in **Appendix 2 Plan No's 1 - 9** of the Shiphay Controlled Parking Zone Review and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Party for consideration.

Option 2

Do nothing

A4. Summary of resource implications

A4.1 Advertising of the proposed Traffic Regulation Orders will be carried out by staff from within the Residents and Visitor Services Business Unit using existing resources. 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 residents and Council Ward Members has being undertaken and positive feedback received.

A7. Are there any implications for other Business Units?

A7.1 None

Appendices

Appendix 1 Shows the boundaries of the existing Controlled Parking Zone.
Appendix 2 Plans 1 – 9 detail individual scheme proposals.

Documents available in members' rooms

Comments received as a result of consultation.

Background Papers:

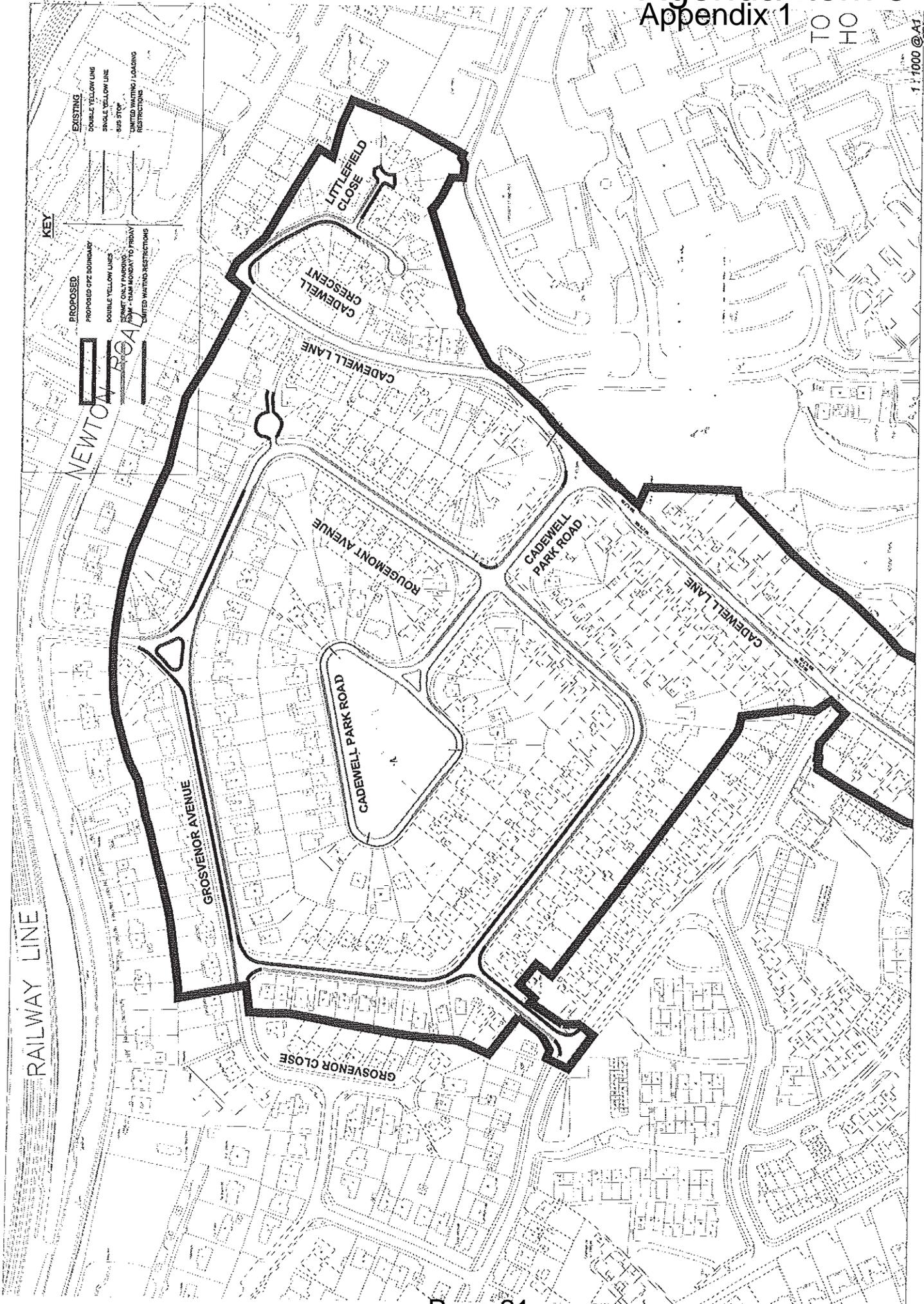
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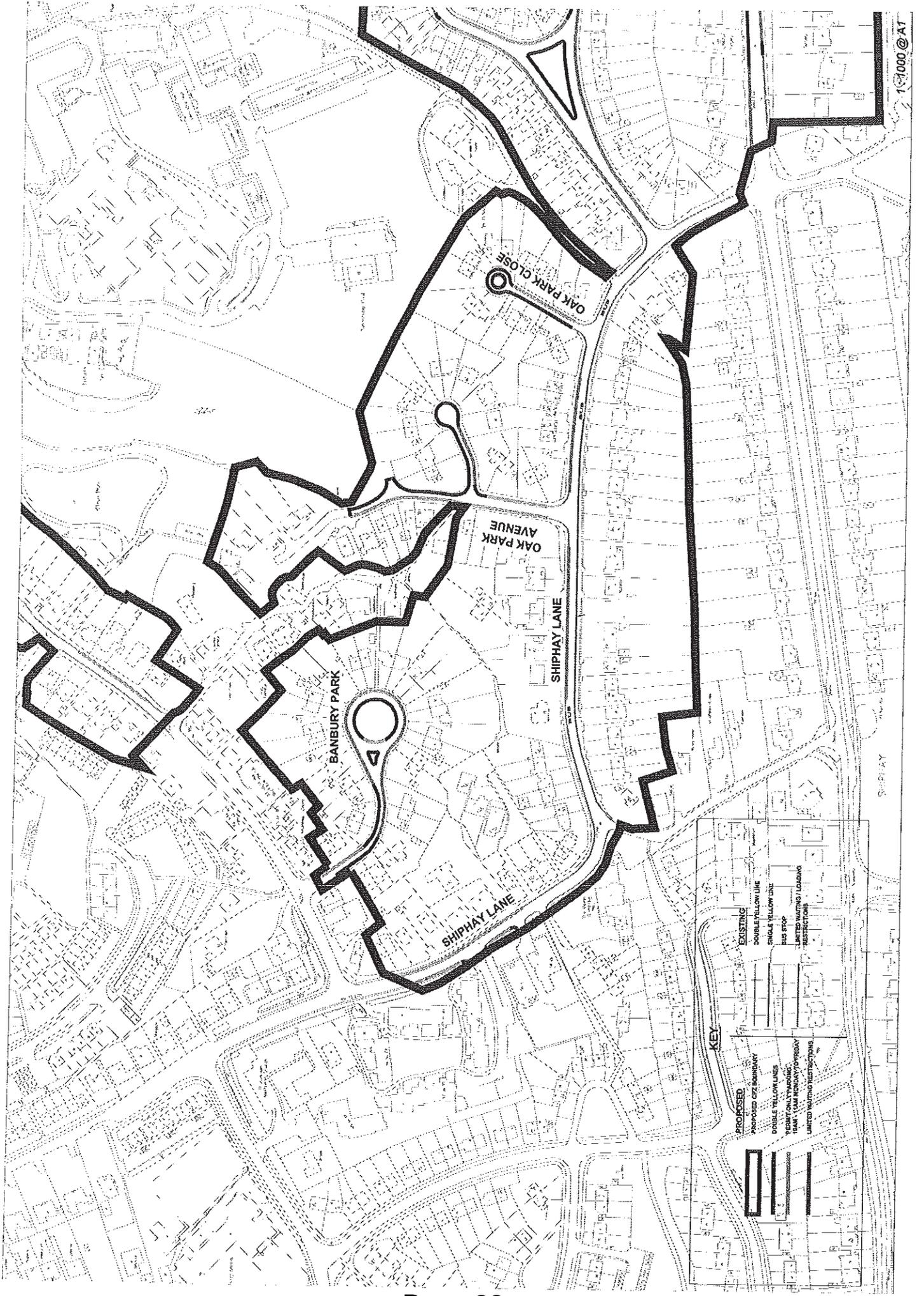
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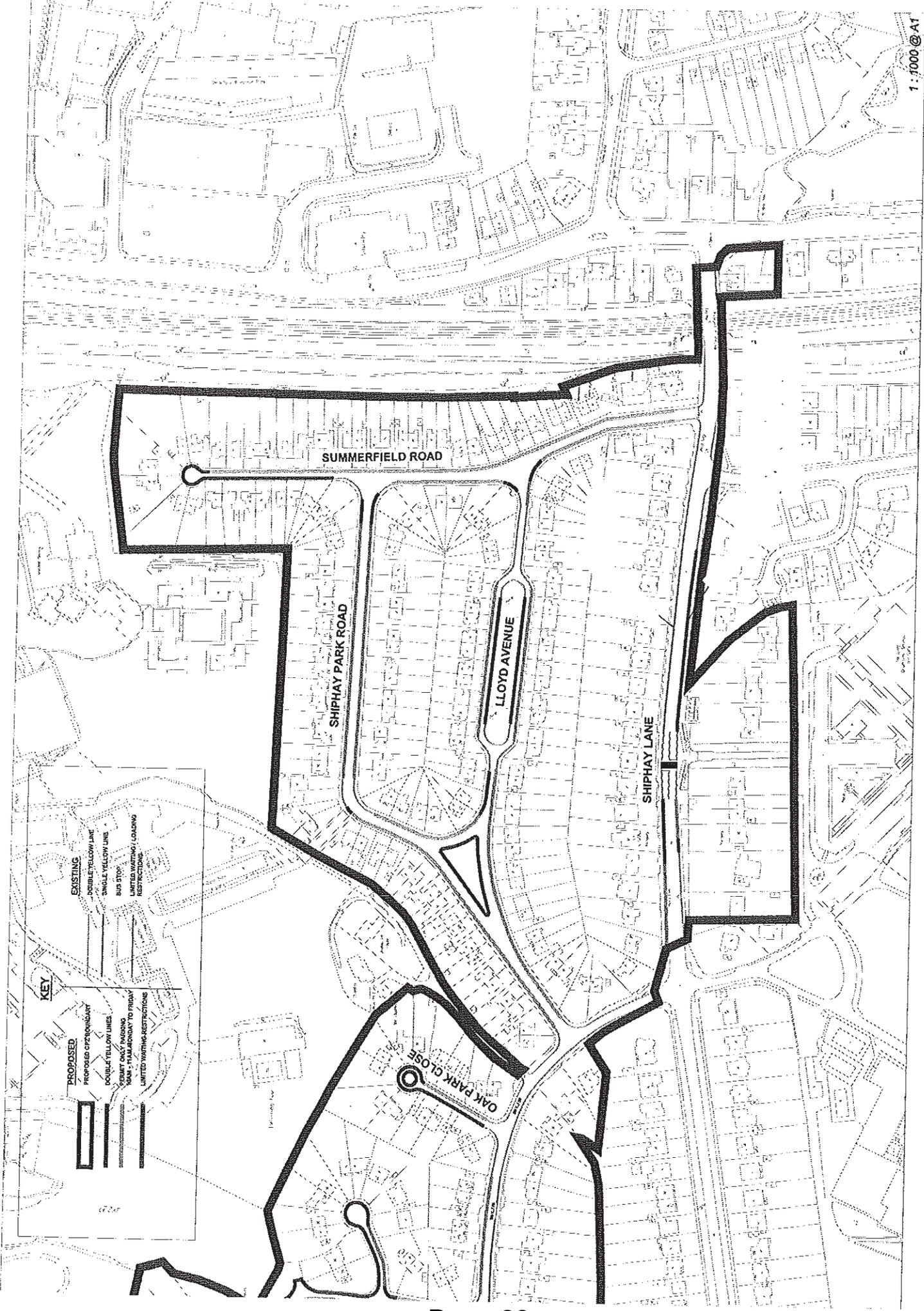
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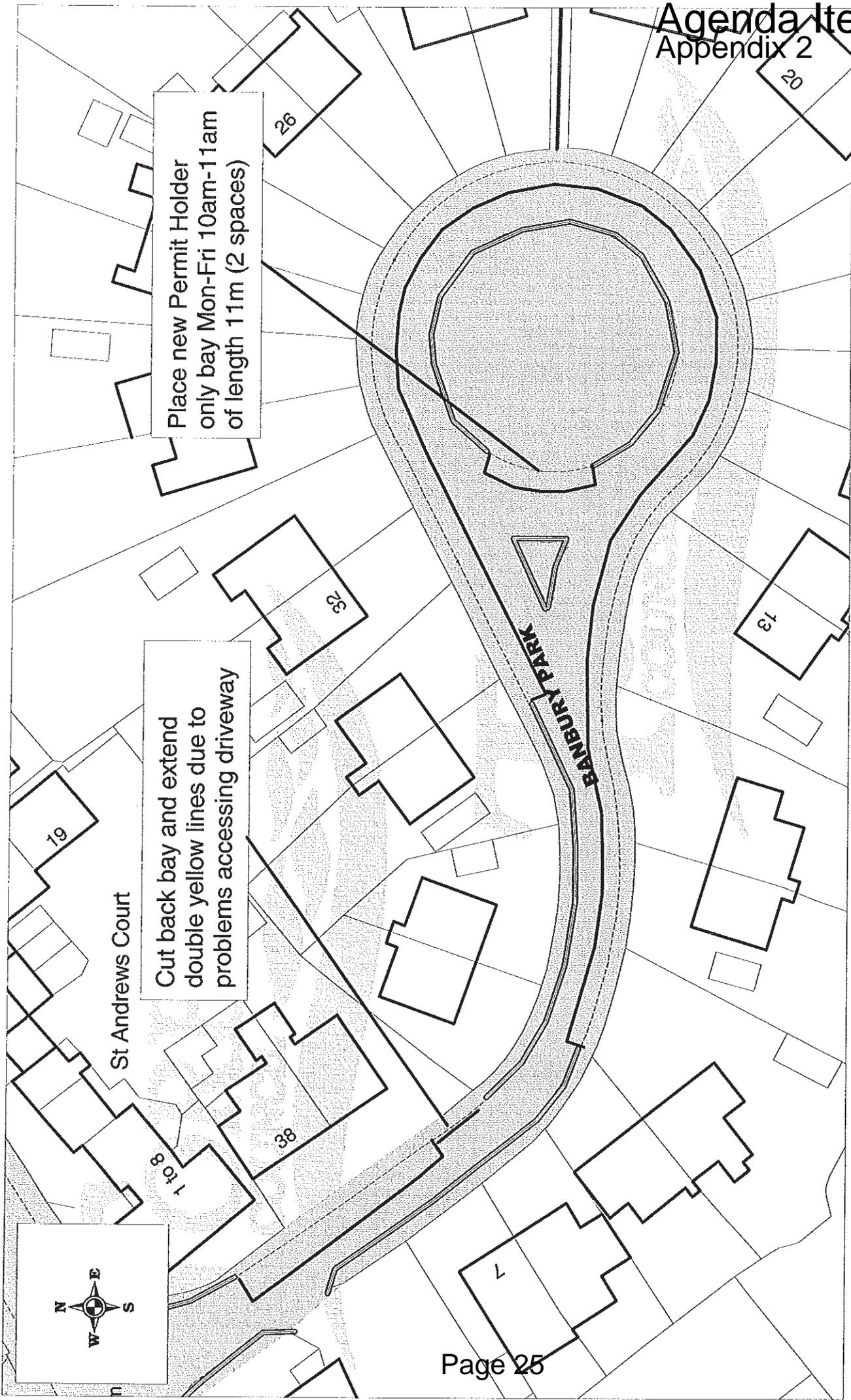
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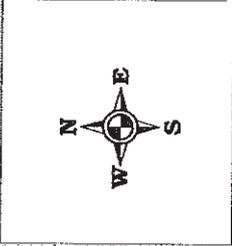
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Place new Permit Holder
only bay Mon-Fri 10am-11am
of length 11m (2 spaces)

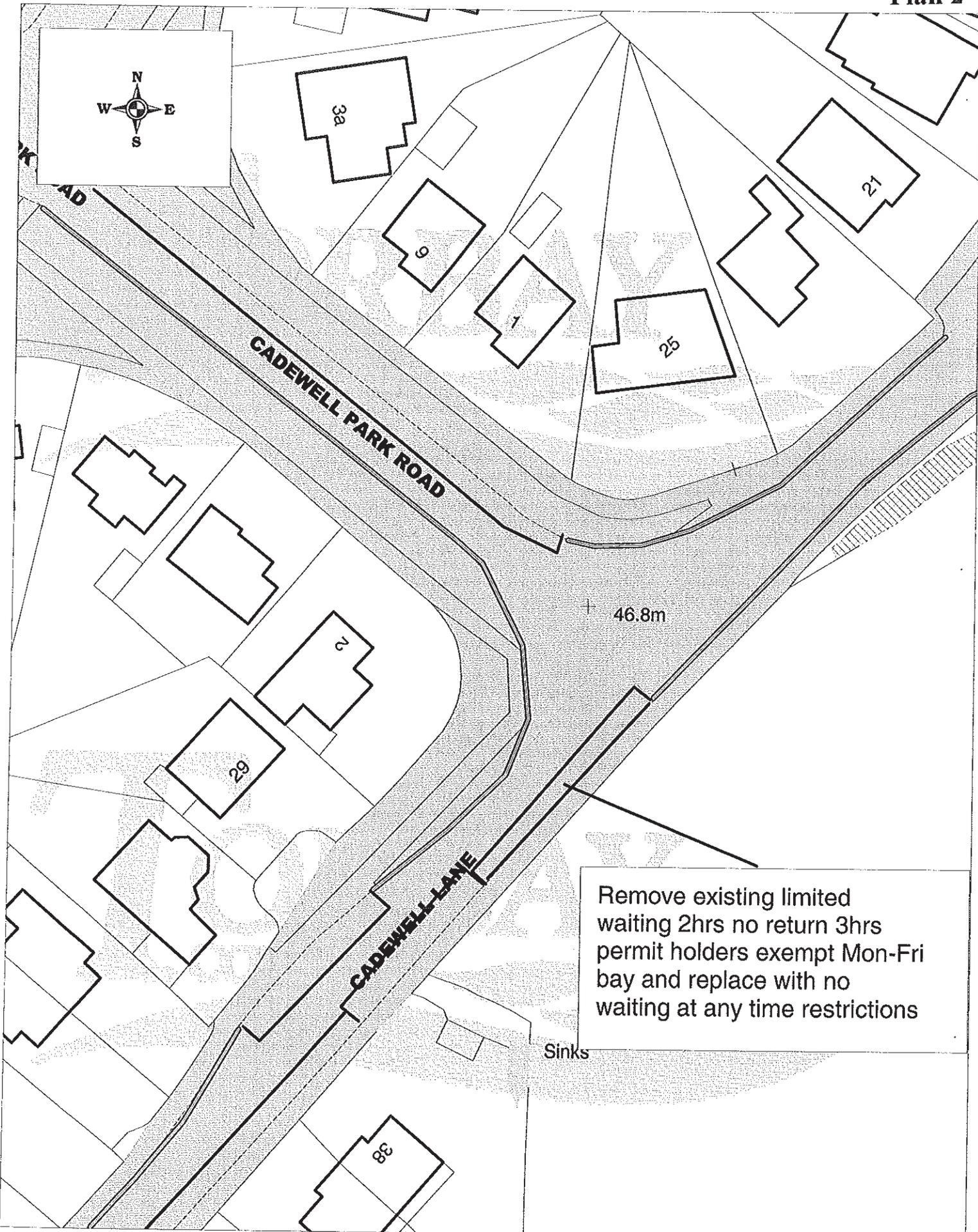
Cut back bay and extend
double yellow lines due to
problems accessing driveway

St Andrews Court



Banbury Park Shiphay CPZ
Torquay

1:500 scale

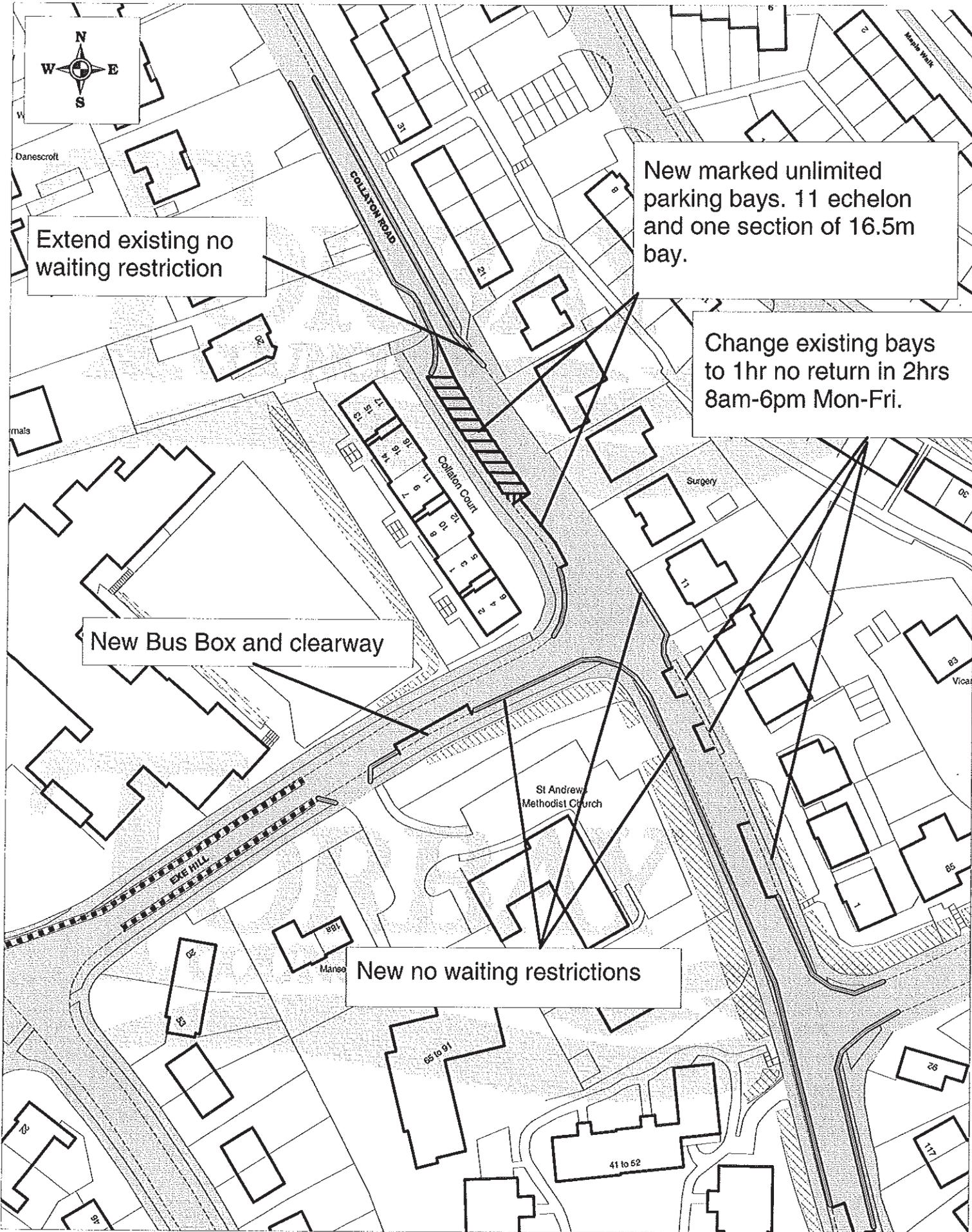


Remove existing limited waiting 2hrs no return 3hrs permit holders exempt Mon-Fri bay and replace with no waiting at any time restrictions

1:500 scale

Cadewell Lane
Shiphay CPZ Torquay





Extend existing no waiting restriction

New marked unlimited parking bays. 11 echelon and one section of 16.5m bay.

Change existing bays to 1hr no return in 2hrs 8am-6pm Mon-Fri.

New Bus Box and clearway

New no waiting restrictions

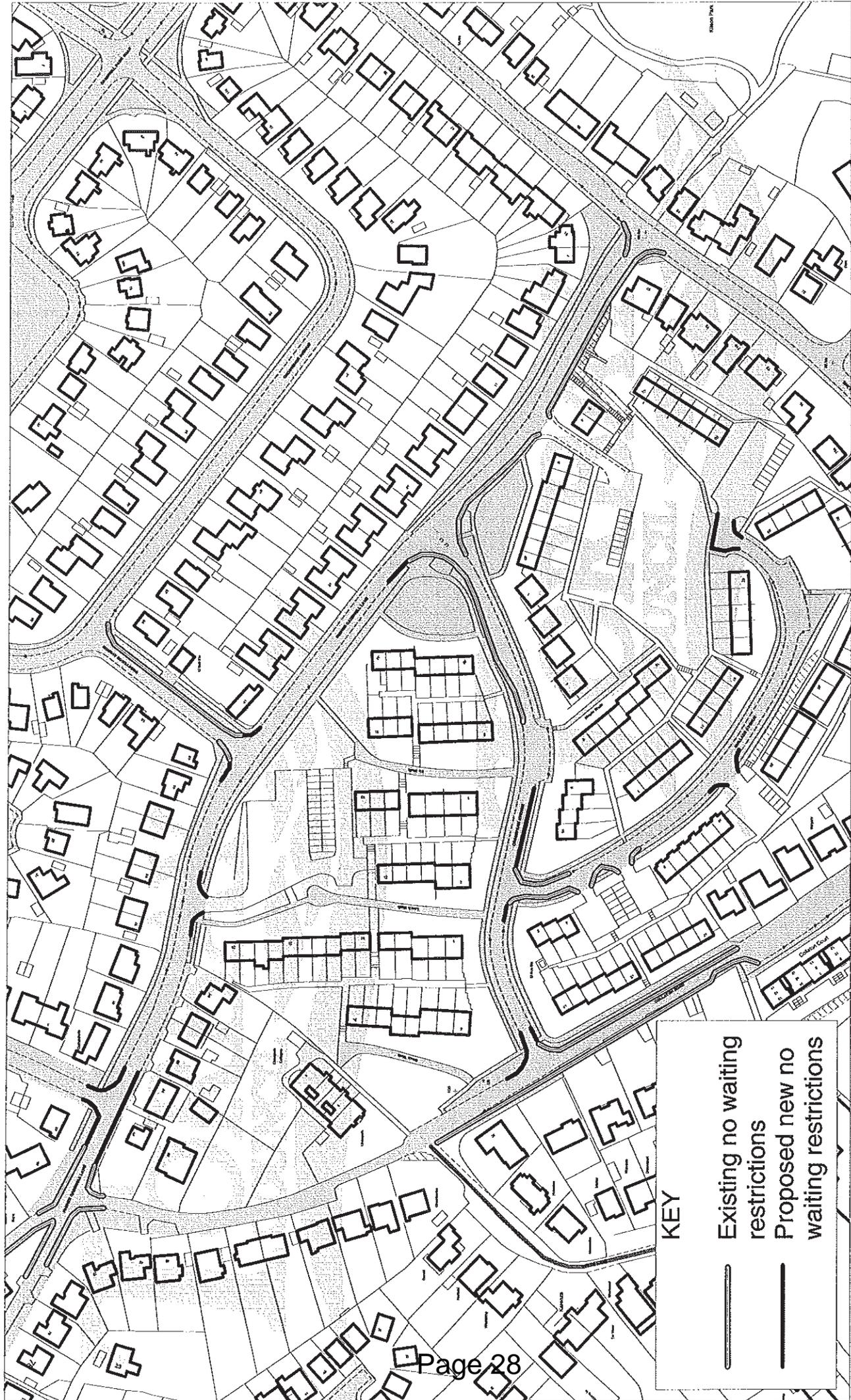
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Exe Hill/ Collaton Road
Shiphay CPZ Torquay





Higher Cadewell Lane/ Crosspark Avenue/
Wallace Avenue Shipway CPZ
Torquay

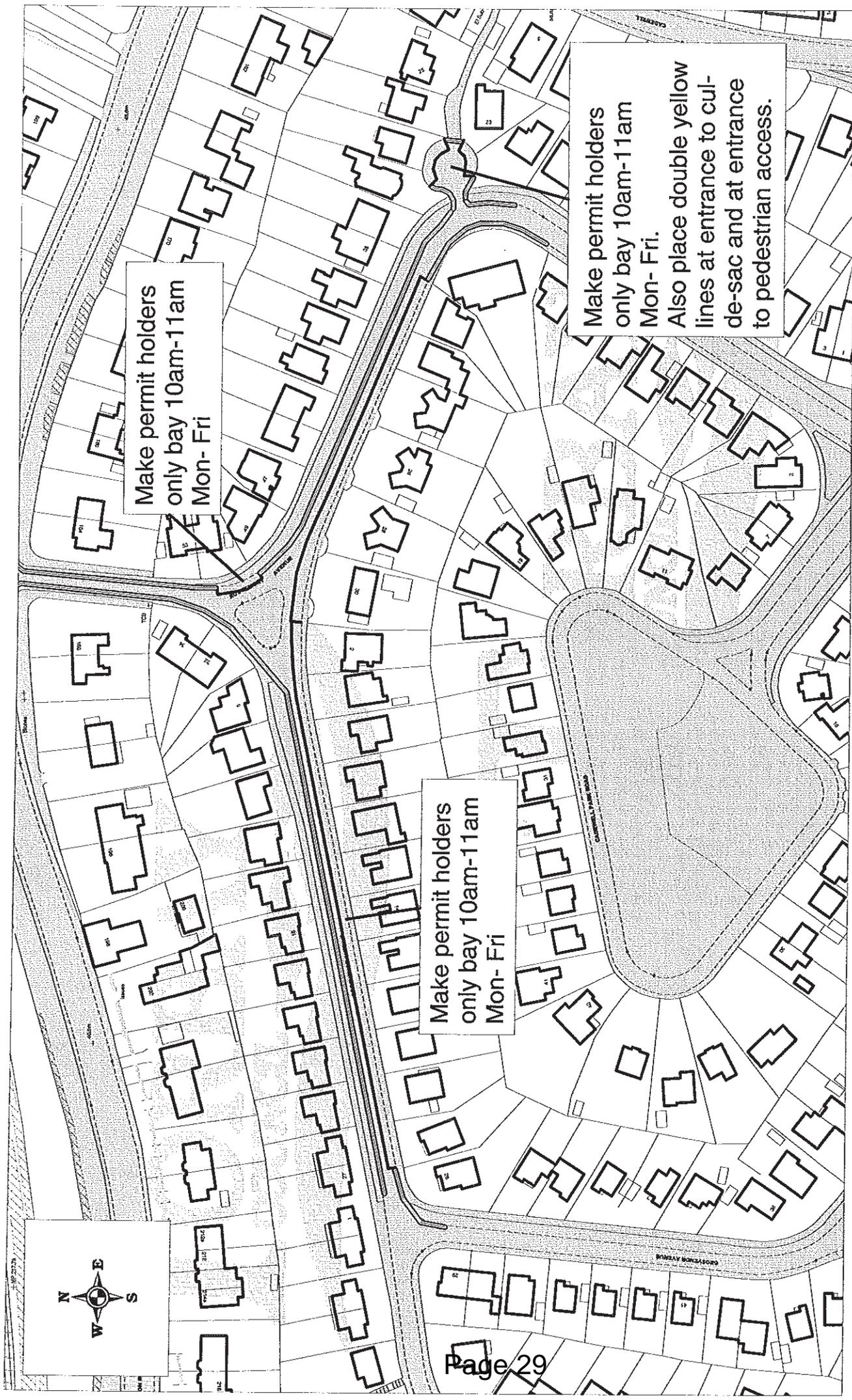


KEY

-  Existing no waiting restrictions
-  Proposed new no waiting restrictions

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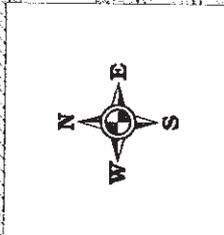
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Make permit holders only bay 10am-11am Mon- Fri

Make permit holders only bay 10am-11am Mon- Fri

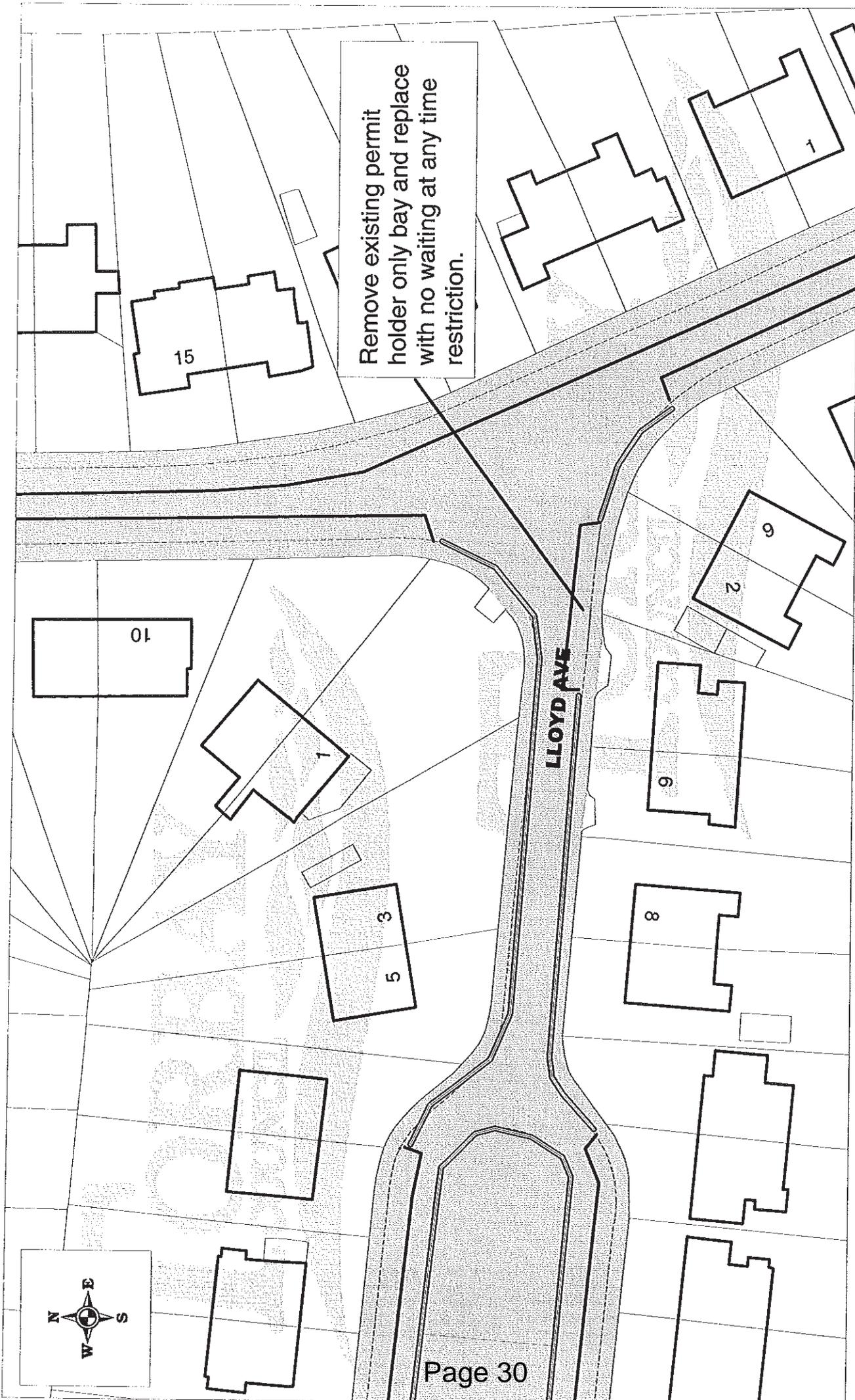
Make permit holders only bay 10am-11am Mon- Fri. Also place double yellow lines at entrance to cul-de-sac and at entrance to pedestrian access.



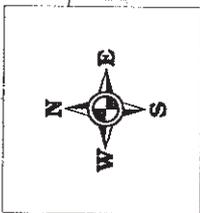
Grosvenor Close/ Rougemont Avenue
Shiphay CPZ Torquay

1:1500 scale

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Remove existing permit holder only bay and replace with no waiting at any time restriction.



Lloyd Avenue Shiphay CPZ
Torquay

1:500 scale

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1:1000 scale

Queensway Shiphay CPZ
Torquay

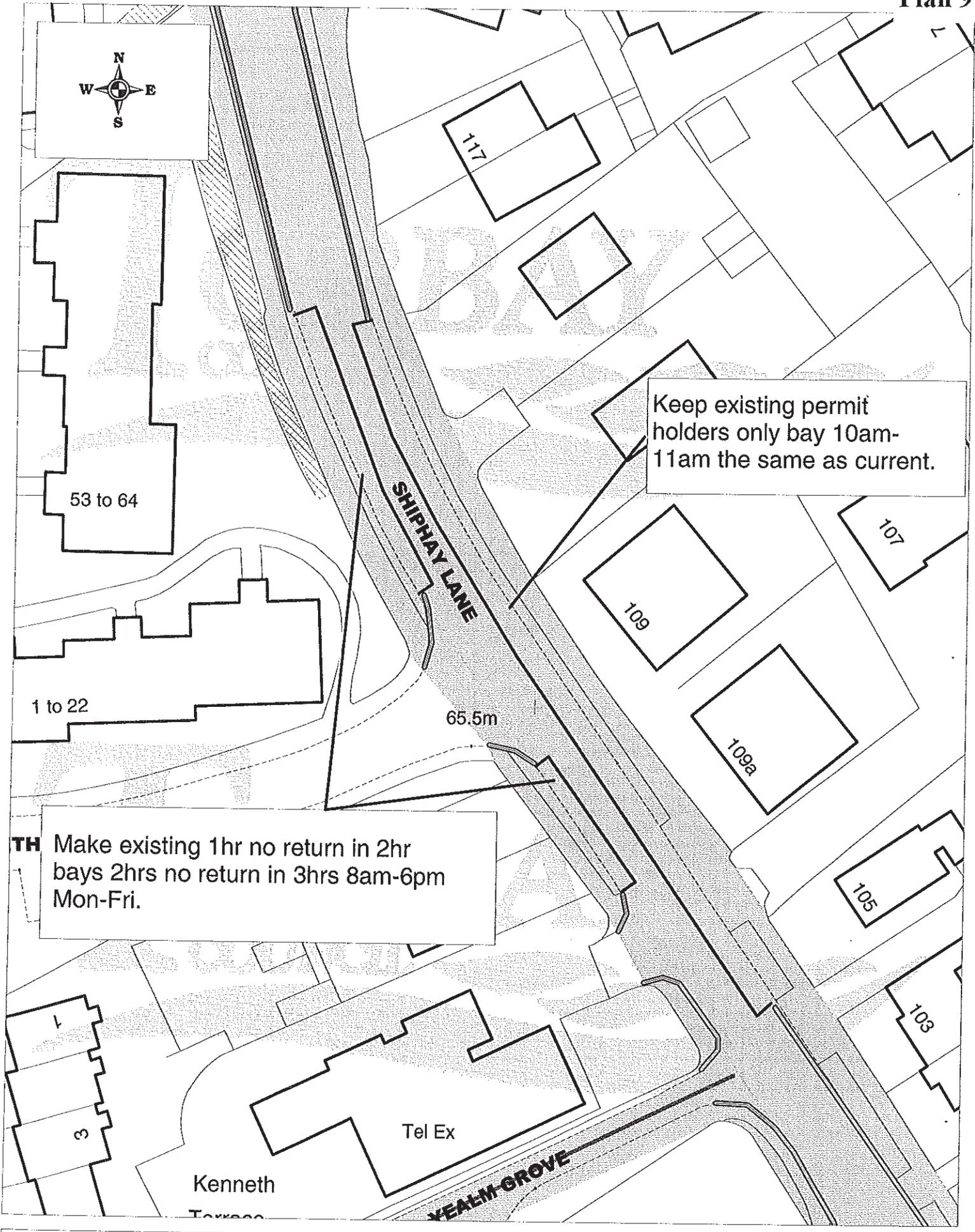




Shiphay Lane Shiphay CPZ
Torquay

1:500

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1:500 Scale

Shiphay Lane Shiphay CPZ
Torquay



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Title: Coach Parking - Review

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards
Affected:

To: **Transport Working Party** On: **16th February 2012**

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

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

Contact Officer: **John Clewer**
☎ Telephone: **7665**
✉ E.mail: **john.clewer@torbay.gov.uk**

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

- 1.1 Torbay has a relatively successful and active coaching sector, however it is felt that there is a lack of long stay and overnight coach parking within some areas, as well as limited drop off and pick up facilities across the bay.

This review considers options for additional coach parking along with improvements which can be implemented to improve the situation for coaches.

2. Recommendation(s) for decision

- 2.1 It is recommended that members approve the following:-

- Advertise the amendments to the Traffic Regulation Orders as detailed in **Appendix 2 Plan No's 1 - 3** and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Group for consideration.
- Implement the introduction of coach parking within the car parks identified in **Appendix 3 plan No's 1 -2.**

3. Key points and reasons for recommendations

- 3.1 The Devon and Torbay Local Transport Plan 2011-2026 sets out how transport should be delivered over the next 15 years. It is the adopted Council policy document on transport,

guiding all transport development and encourages the provision of additional dedicated coach loading bays in all three town centres to meet the demand from coach operators.

- 3.2 This report is as a result of reviewing a specific section of the Torbay Parking Policy 2006 (version 3 – TMA) which notes that coaches play a significant role in the provision of long distance travel and commuter services and in the provision of transport for specific groups such as educational parties, theatre visitors, tourists and people with mobility difficulties.
- 3.3 Consultation with Council Ward Members and the coaching industry has being undertaken and positive feedback received.
- 3.4.1 **Appendix 1 (plan no's 1 – 2)** shows the existing coach facilities within the bay area and **appendix 2 (plan no's 1 - 3)** details the proposed schemes involving a change to the existing Traffic Regulation Orders.
Appendix 3 (plan no's 1 – 2) identifies the car parks where coach facilities may be introduced.

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

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

- A1.1 The Torbay Parking Policy 2006 (version 3 – TMA) notes that coaches play a significant role in the provision of long distance travel and commuter services and in the provision of transport for specific groups such as educational parties, theatre visitors, tourists and people with mobility difficulties.

Torbay Council recognises these values and provides coach parks in Brixham, Torquay and Paignton. In addition to these facilities specific on-street drop off points will be provided in the town centres and waterfront areas.

The Devon and Torbay Local Transport Plan 2011 – 2026 notes that Torbay attracts many coaches to the area, mainly from holiday coach tours and foreign student exchanges. Long term parking is available at various Council car parks and in particular Torquay Coach Station. However there is increasing demand for facilities in town centres to enable coaches to load and unload their passengers, given many long stay parking facilities are located out of town. Currently many coaches are illegally parking on bus stops, which in turn is causing delays and disruption to local bus services.

In addition to these provisions it is recommended that good relationships are established and maintained between the council and the coach and tourism industries. This will encourage responsible behaviour by operators and drivers as well as providing feedback on any arising coach parking problems.

- A1.2 The parking strategy provides a balance between the provision and use of on-street and off-street car parking. Each of these parking provisions has it's role to play within the overall parking stock in supporting the various activities that take place in Torbay.

The balance in the deployment of both on-street and off-street parking is generally recognised as an effective tool in the management of traffic in and around town centres.

There is sufficient evidence to uphold the view that there is an adequate supply of parking provided for residents, shoppers and visitors to the bay area. However, it is the mix in the available parking stock that needs to be regularly assessed so as to ensure that the most effective and efficient use is being made of these facilities.

In meeting this aim the Council is required to periodically review the operation of its parking stock and as such has recently reviewed on-street parking within both Paignton and Torquay town centres, with Brixham to follow.

- A1.3 The provision of adequate parking for coaches for both set-down and pick-up, together with overnight layover is a vital element of the parking strategy. However, it is important to recognise that this parking provision must meet a number of basic requirements:

- The facilities should be located away from residential areas to minimise disruption, particularly during vehicle parking and start up activities.
- Layover areas must be secure and provide adequate facilities for vehicle servicing
- Coach pick-up areas must be easily accessible to the main attractions in Torbay.
- Pick-up and set-down areas must be large enough for the vehicles that will use them and must provide sufficient capacity to meet demand and to minimise disruption to other traffic.
- Where practical, loading areas for coaches should be off-carriageway.

The review of coach parking within the bay area is included in the Devon and Torbay Local Transport Plan 2011-2026 and members have been requested to provide comments in

respect of this review. Feedback has been received from various Ward Members and representations of the Coach industry.

A1.4 The existing coach facilities within the bay area are as listed below and shown in plan form in **Appendix 1 Plan No's 1 – 2.**

Brixham

Coach Set Down Point

- | | | |
|----|--------------|---------|
| 1. | The Quay | 1 space |
| 2. | Brewery Lane | 1 space |

Coach Parking

- | | | | |
|----|--------------------|-----------|--|
| 1. | Oxen Cove Car Park | 12 spaces | Summer (9 spaces winter due to boat storage) |
|----|--------------------|-----------|--|

Paignton

Coach Parking

- | | | |
|----|-------------------|----------|
| 1. | Victoria Car Park | 8 Spaces |
|----|-------------------|----------|

Torquay

Coach Set Down Point

- | | | |
|----|-------------------------------|----------|
| 1. | Belgrave Road | 4 Spaces |
| 2. | Torbay Road (outside theatre) | 2 Spaces |
| 3. | Lymington Road | 4 spaces |

Coach Parking

- | | | | |
|----|-----------------|-----------|----------------------|
| 1. | Lymington Road | 18 Spaces | |
| 2. | Solsbro Road | 3 Spaces | May – September only |
| 3. | St Annes's Road | 3 Spaces | Mon-Sat 6pm-8am |
| 4. | Herbert Road | 2 Spaces | 8am – 8pm |
| 5. | Warbro Road | 2 spaces | Mon-Sat 7.30am – 5pm |

A1.5 From the feedback received the following locations were suggested as possible locations for coach facilities. The areas have been considered by officers and their comments are included below:

Brixham

Central Car Park, Brixham

Comments

- A very busy car park throughout the year, which runs at 35 – 40% capacity during the winter months and full during the summer. The weekly income per space per week varies therefore between £30 - £75 dependent upon the time of year.
- Space for coach parking and the turning movement of vehicles would require the loss of car parking, resulting in a substantial loss of revenue.
- However there is already a large amount of existing coach parking available in the Oxen Cove car park, along with existing coach drop off points in Brixham town centre.
- **Further action not recommended**

Paignton

Colin Road, Paignton

Comments

- Under used in winter (though used for beach hut storage) but full during the summer season, therefore there would be a substantial loss of revenue.
- The car park is small and of an irregular shape, therefore it is felt to be unsuitable for the incorporation of coach parking facilities.
- Now Parkfields has opened, useage of this car park has doubled and therefore it is possible losses will increase.
- Parkfields have not indicated a wish for coach parking and any visiting vehicles could drop off or load nearby, before parking at Victoria Car Park.
- **Further action not recommended**

Torquay

Central drop off and pick up points

Pimlico

Comments

- This is a one-way road and therefore unsuitable for right hand drive coaches.
- Not a pleasant environment, being at the rear of shops.
- If necessary, left hand drive coaches could drop off on the existing loading bay, however this could cause friction with delivery companies.
- **Further action not recommended**

Outside the Town Hall car park

Comments

- There is already one at this location provided specifically for foreign coaches.
- **Further action not recommended at this time, review as part of future development.**

Parking in existing car parks

Shedden Hill, Torquay

Comments

- Under used in winter, which runs at 3 - 5% capacity but very busy in the summer season running at 90 – 100%. Lost income per week per space varies between £1.20 and £30, therefore there would be a substantial loss of revenue.
- The turning movement will require the loss of a large number of existing spaces.
- There is an existing height barrier, which would need to be controlled.
- **It is recommended that existing car spaces (backing on to the tennis club) are designated as permanent coach bays for up to six vehicles, this would require the relocation of at least one of the lighting masts and the associated cost. However it should be noted that the resultant loss of approximately 50 no. car parking spaces, will lead to a considerable loss of income per year.**

Terrace (now harbour), Torquay

Comments

- The car park is not structurally sound enough to withstand the weight of parked coaches.
- **Further action not recommended**

Coach access to Cockington

Comments

- Highways have worked hard over the past few years with regard to restricting the type of vehicle allowed into Cockington Village, involving the residents and the local community partnership in the decision making process.
- The businesses and residents would strongly object to a vehicle of such size entering Cockington, as this would greatly affect the ambience of the village.
- The number of bus routes has been increased from one to two, allowing easier access from both Paignton and Torquay.
- There is no room in the village to provide either a drop off point or parking for coaches.
- Despite the recent changes to the parking restrictions in Cockington Lane, a coach would be unable to successfully negotiate the lanes leaving the village and unable to turn around in the square.
- There are two existing coach parking bays (totalling a length of nearly 50m) on Herbert Road, allowing visitors to walk into Cockington village along Seaway Lane and Vicarage Hill, a distance of approximately 450m. Alternatively they are able to change to a local bus at this location.
- **Further action not recommended**

Proposed drop off sites

Brixham

Comments

- It would be possible to use the existing lay-by on New Road, located outside the museum / town hall, as a setting down point.
- **Further action not recommended at this time, consider as part of the regeneration proposals.**

Paignton

Broadsands Beach

Comments

- There is considerable available space, if the area to the left of the entrance is opened up. This is currently closed and barriered due to the possibility of travellers vehicles gaining access to what is a very large area. It may be possible to relocate this barrier further away from the sea, to allow ample space for coach parking, whilst keeping the remaining area secure.
- Problem with the current height restriction barriers, this would require opening and closing at the start and end of the day, due to possible access by travellers vehicles
- There will be very good access along Broadsands Road now that the local parking restrictions have been revised
- **It is recommended that the space to the left of the entrance to the car park is opened up to allow the parking of up to up to six coaches between the hours of 9am – 6pm.**

Churston Station / Weary Ploughman

Comments

- The car park is private land, which would require agreements to be reached to allow access, there is inadequate room for manoeuvring.
- The lay-by is only partly highways (at each end) whilst the middle section is private land.
- The exit would be very narrow and steep, no right turn (back towards Brixham) would be possible.
- Alternatives would be to drop off in the park and ride, there is a footway and underpass allowing safe walking back to the station or in Greenway Road to the West of the school entrance.
- Members would need to consider whether there would be a requirement for parking here. The need to access the railway at Churston is not clear and may be better served at either Paignton or Goodrington Stations.
- **Further action not recommended at this time but coach parking to be considered as part of the development of the Park and Ride facility.**

Torquay

Ilsham Road (lay-by in Wellswood Village on the left hand side opposite the shops)

Comments

- The existing restrictions here are Limited Waiting 2 hours no return in 3 hours 8am-6pm, length 21.7m.
- The requirement to park at this location is unclear.
- Kents Cavern have existing off-road parking for one coach.
- **Further action not recommended**

Meadfoot Beach car park

Comments

- Too small to use car park, turning movement would restrict car parking.
- **Further action not recommended but consider coach parking on Meadfoot Road.**

Babbacombe Road (Outside the Museum)

Comments

- There are existing double yellow lines outside the museum allowing coaches to drop off passengers, parking bays opposite but no provision for pedestrians to cross Babbacombe Road in this area
- **Further action not recommended**

Babbacombe Downs

Comments

- There is no drop off point on Babbacombe Downs and there has been a request for one to be introduced just past the Cliff Railway Café. It is suggested that a bay be marked in the area which is currently open for unrestricted parking, as the existing coach bays in the Model Village car park are a 400m walk from the Cliff railway.
- **It is recommended that a coach drop off / pick up bay be advertised at this location, to be operational between May – September.**

A1.6 Further comments received from the coaching community, are as listed below:

Cary Park area

Comments

- Drivers often have problems accessing the off-street parking areas at both the Anchorage Hotel (Aveland Road) and the Trecarn Hotel (Palermo Road) due to parked cars obstructing the entrances. Drivers will therefore often chose to park on the roads in Cary Park and coaches parking here then appear to attract other coaches, which park inappropriately.
- Over the last couple of years we have received numerous complaints regarding these activities, many of which were as a result of residents contacting the local members, especially due to coaches parked and obstructing vision near to the play park.
- **In an effort to get more coaches parked off-road and others parked safely, it is recommended that the parking in the Aveland Road, Cary Avenue, Palermo Road, St Albans Road, St Anne's Road and St Georges Crescent, is regulated by the implementation of parking bays, coach bays and double yellow lines.**

Torquay Seafront

Comments

- It used to be possible to drop people off at the bus stops on the seafront between Torre Abbey and the Livermead Hotels, the bus stops now display signs which say 'Local Buses Only'.
- This is a high frequency bus route and these restrictions were introduced to ensure the bus stops are not obstructed by other vehicles.
- **Further action not recommended**

St Anne's Road

Comments

- The coach stand here is signed 'Coaches Only Mon - Sat 6pm – 8am' which is OK for overnight parking, but of no use during the operational day.
- **It is recommended that this restriction is reviewed as part of the Cary Park area review.**

Regina hotel

Comments

- It is alleged that drivers using the hotel have special dispensation to stop and drop within 10 minutes outside the hotel. This parking is on a bend, signed as no loading at any time and creates a hazard when passing cars meet oncoming traffic.
- To create a coach drop off point would mean the loss of a number of parking spaces, including the recently advertised disabled spaces displaced during the Victoria Parade refurbishment.
- Beacon Quay public car park is located opposite and has the facility for coach parking on the upper level. However, this space is currently leased to the operators of 'Living Coasts'.
- With no other safe option available, the owners of the Regina Hotel may wish to discuss the possibility of a private arrangement with 'Living Coasts'.
- **Further action not recommended**

Torbay Hotel, Torbay Road

Comments

- There are designated bus bays outside, but these are for the use of scheduled buses, not for use by Shearings operated coaches.

- A loading bay has been provided which coaches can use.
- **Further action not recommended**

General

Time required for drop off / pick up

Comments

- A reasonable estimate for the loading / unloading of passengers and luggage would take approximately 30 minutes, however even with elderly passengers on board (and an average loading of 30 / 35 passengers) to drop / pick up passengers should be completed within 15 minutes. Therefore it is felt that a time limit of 30 minutes could lead to an abuse of the system with coaches hogging the facilities unnecessarily.
- **It is proposed to carry out a program to alter the existing 30 minute restrictions to 20 minutes.**

A1.7 Proposals

A1.7.1 Babbacombe Downs Road, Torquay

It is proposed that a coach drop off / pick up point be advertised in the vicinity of the Cliff Railway Café (see **appendix 2 plan no.1**). The bay would be operational between May – September, 10am – 6pm, maximum stay 20 minutes.

A1.7.2 Cary Park area, Torquay

It is proposed that the parking in the Aveland Road, Cary Avenue, Palermo Road, St Albans Road, St Annes Road and St Georges Crescent area, is regulated by the implementation of parking bays, coach bays and double yellow lines

A1.7.4 Garfield Road, Paignton

It is proposed that a coach drop off / pick up point be advertised in the lay-by fronting the Victoria car park (see **appendix 2 plan no.2**). The bay would be operational between May – September, 10am – 6pm, maximum Stay 20 minutes.

A1.7.6 St Annes Road, Torquay

It is proposed that the existing restriction is reviewed as part of the Cary Park area.

A1.7.7 Torbay Road, Torquay

It is proposed that the existing bay formerly used by the Land Train is revoked and re-advertised as coach parking only, maximum 20 minutes (see **appendix 2 plan no.3**).

A1.7.8 Broadsands Car Park

It is proposed that the space to the left of the entrance to the car park is opened up to allow the parking of up to up to six coaches between the hours of 9am – 6pm. (see **appendix 3 plan no.1**).

A1.7.9 Shedden Hill Car Park

It is proposed that existing car spaces (backing on to the tennis club) are designated as permanent coach bays for up to six vehicles. (see **appendix 3 plan no.2**).

A1.7.10 Time required for drop off / pick up

Instigate a program to revoke and re-advertise any existing coach bays, reducing the waiting time from 30 minutes to 20 minutes.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Whilst consultation has been undertaken with major stakeholders, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party for consideration.

A2.2 Remaining risks

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

A2.2.2 The loss of car parking spaces in off-street car parks could lead to a reduction in revenue.

A3. Other Options

Option 1

It is recommended that members approve the following:

- Advertise the amendments to the Traffic Regulation Orders as detailed in **Appendix 2 Plan No's 1 - 3** and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Group for consideration.
- Implement the introduction of coach parking within the car parks identified.
- Instigate a program to revoke and re-advertise any existing coach bays, reducing the waiting time from 30 minutes to 20 minutes.

Option 2

- Do nothing.

Option 3

- Members may choose to implement a selection of the proposals listed under A1.7.1 – A1.7.9

A4. Summary of resource implications

A4.1 Advertising of the proposed Traffic Regulation Orders will be carried out by staff from within the Residents and Visitor Services Business Unit using existing resources. 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. Implementation of the proposed coach parking areas will be carried out by the Street Scene & Place Group.

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 Council Ward Members and the coach trade, has being undertaken and positive feedback received.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

Appendix 1 Plan No's 1 – 2 existing coach facilities within the bay area

Appendix 2 Plan No's 1 - 3 proposed amendments to the Traffic Regulation Orders.

Appendix 3 Plan No's 1 – 2 proposed coach parking layouts for Broadsands and Shedden Hill car parks.

Documents available in members' rooms

None.

Background Papers:

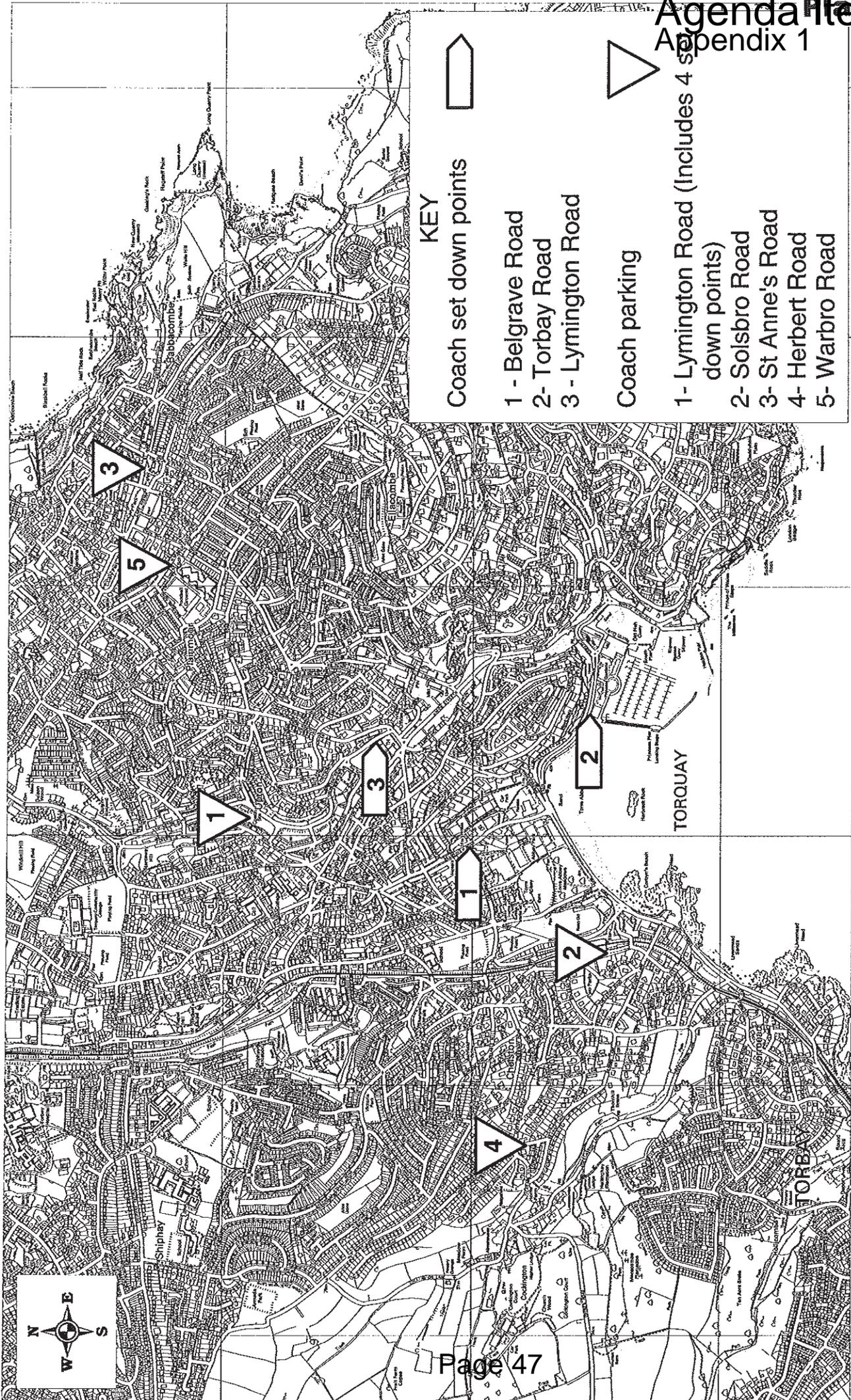
The following documents / files were used to compile this report:

Devon and Torbay Local Transport Plan 2011 - 2026

Torbay Parking Policy 2006 (version 3 – TMA).

Coaches and parking in and around Torbay, Councillor Ray Hill – November 2011

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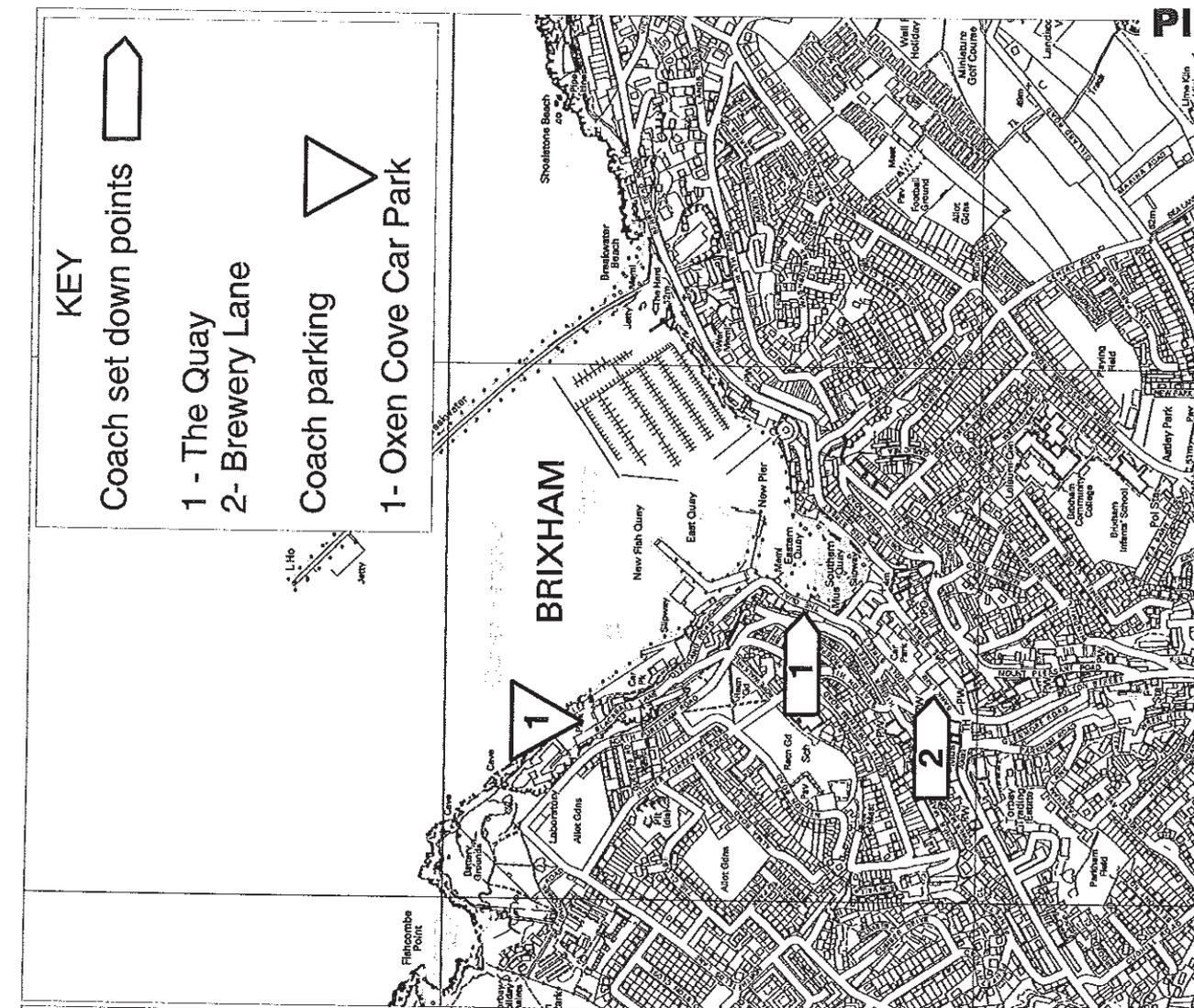
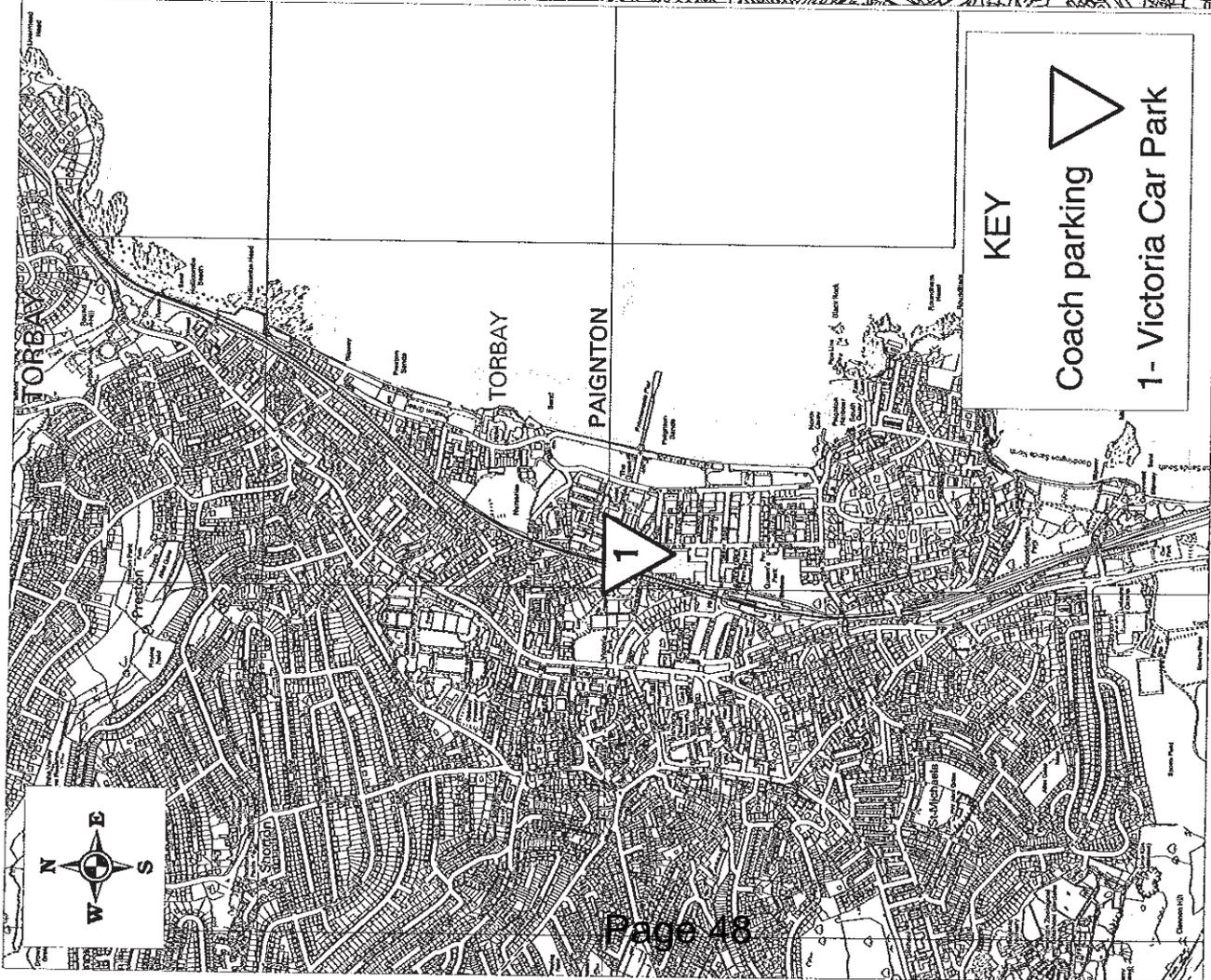


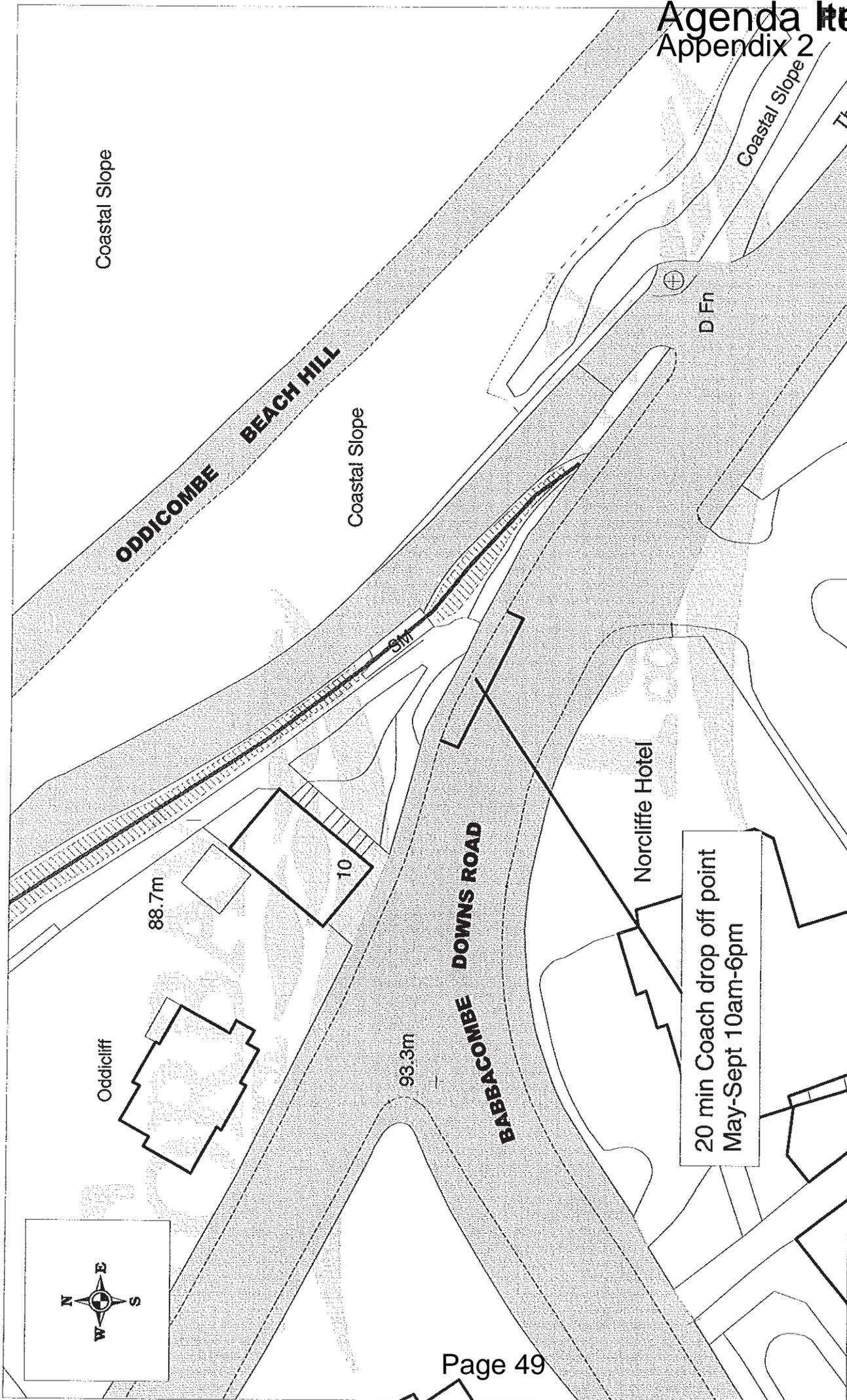
Coach Parking areas
Torquay

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Coach Parking areas
Paignton / Brixham





Babbacombe Downs Road
Torquay

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2.4m

GARFIELD ROAD

81

12

Replace no waiting restriction with new Coach drop off bay max stay 20mins May - Sept 10am-6pm

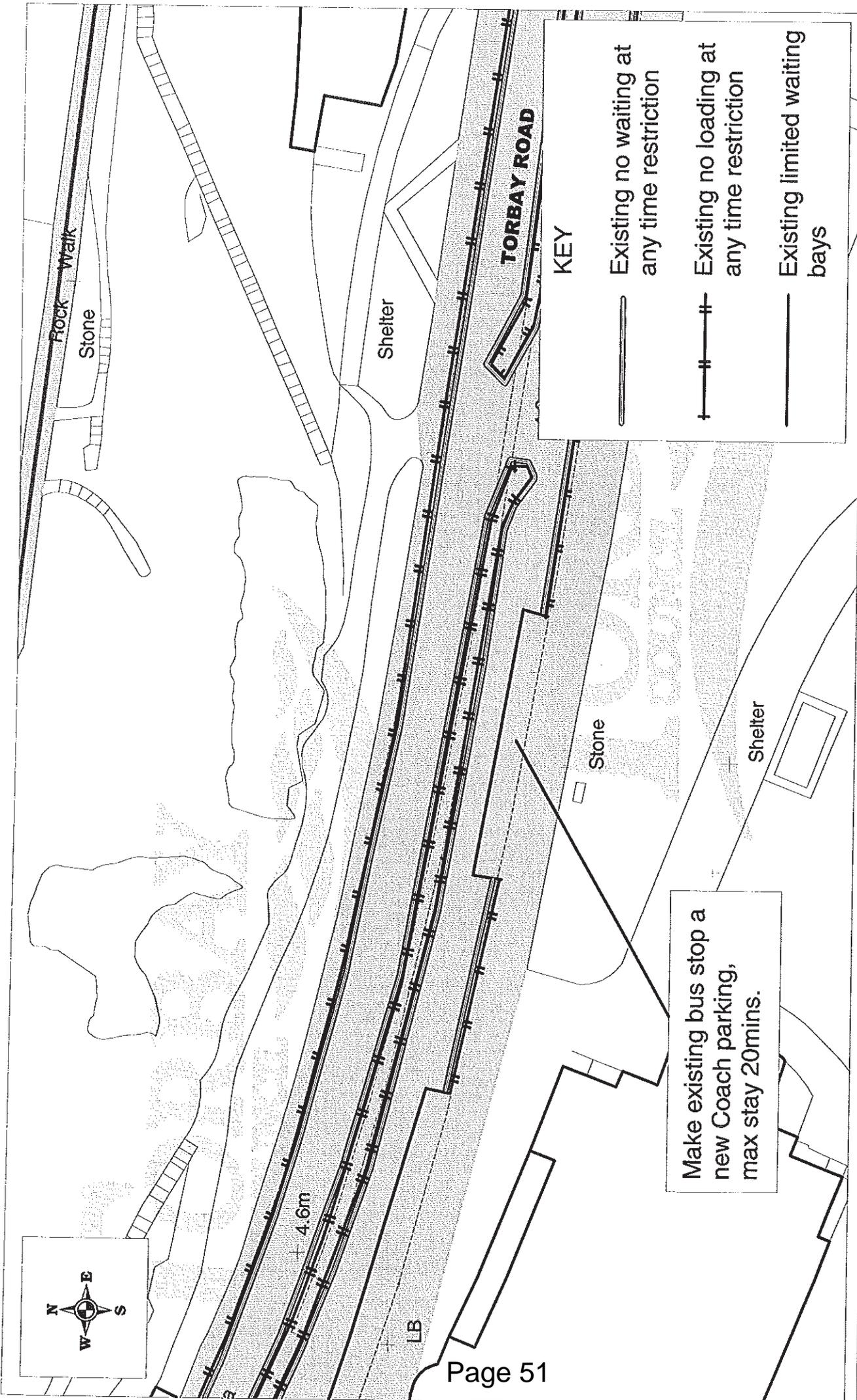
KEY

-  Existing no waiting at any time
-  Existing no loading at any time
-  Existing seasonal no waiting 8am-6pm
-  Existing parking bays

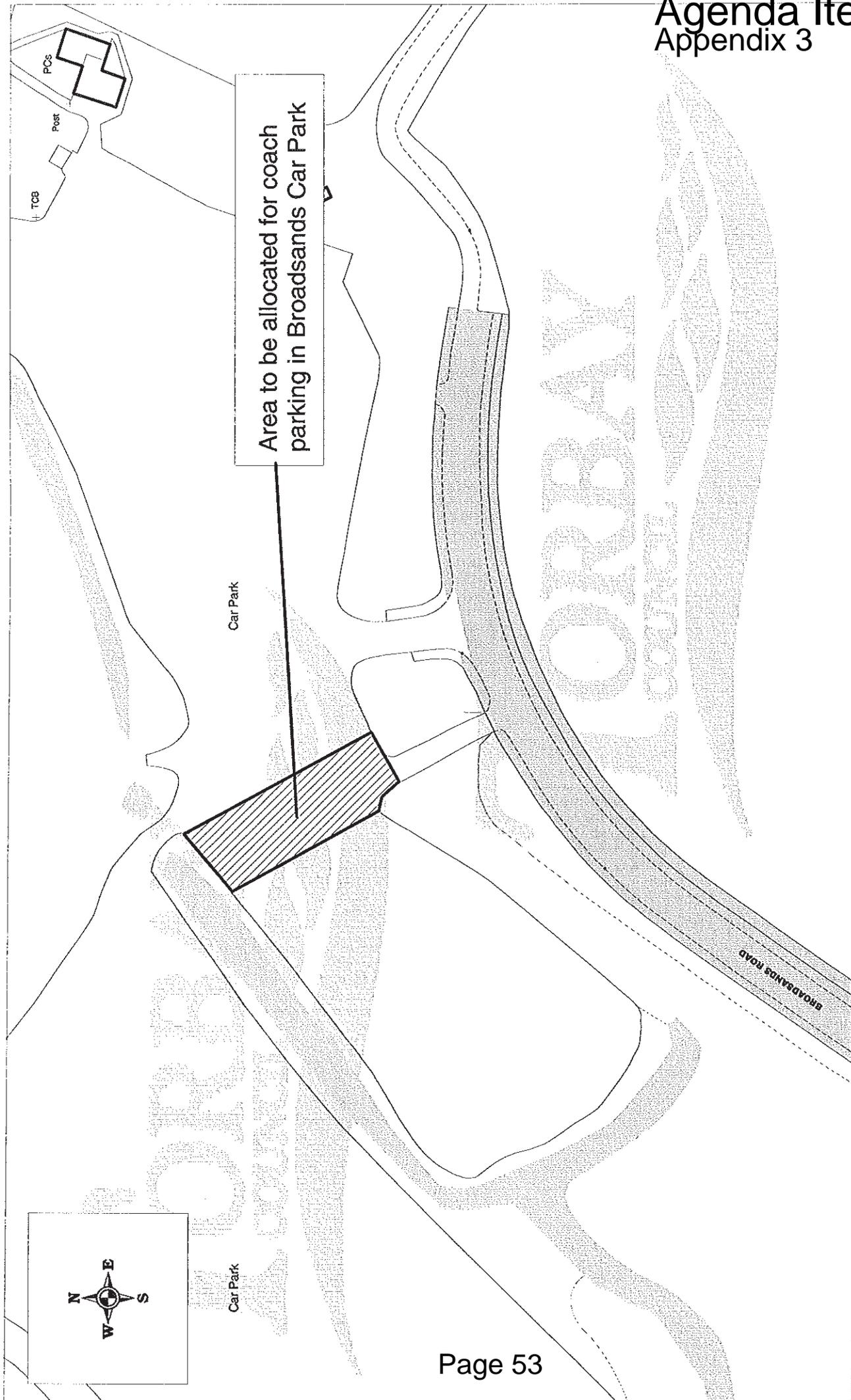
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Garfield Road
Paignton





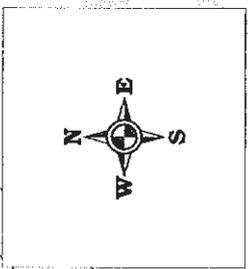
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Area to be allocated for coach parking in Broadlands Car Park

Car Park

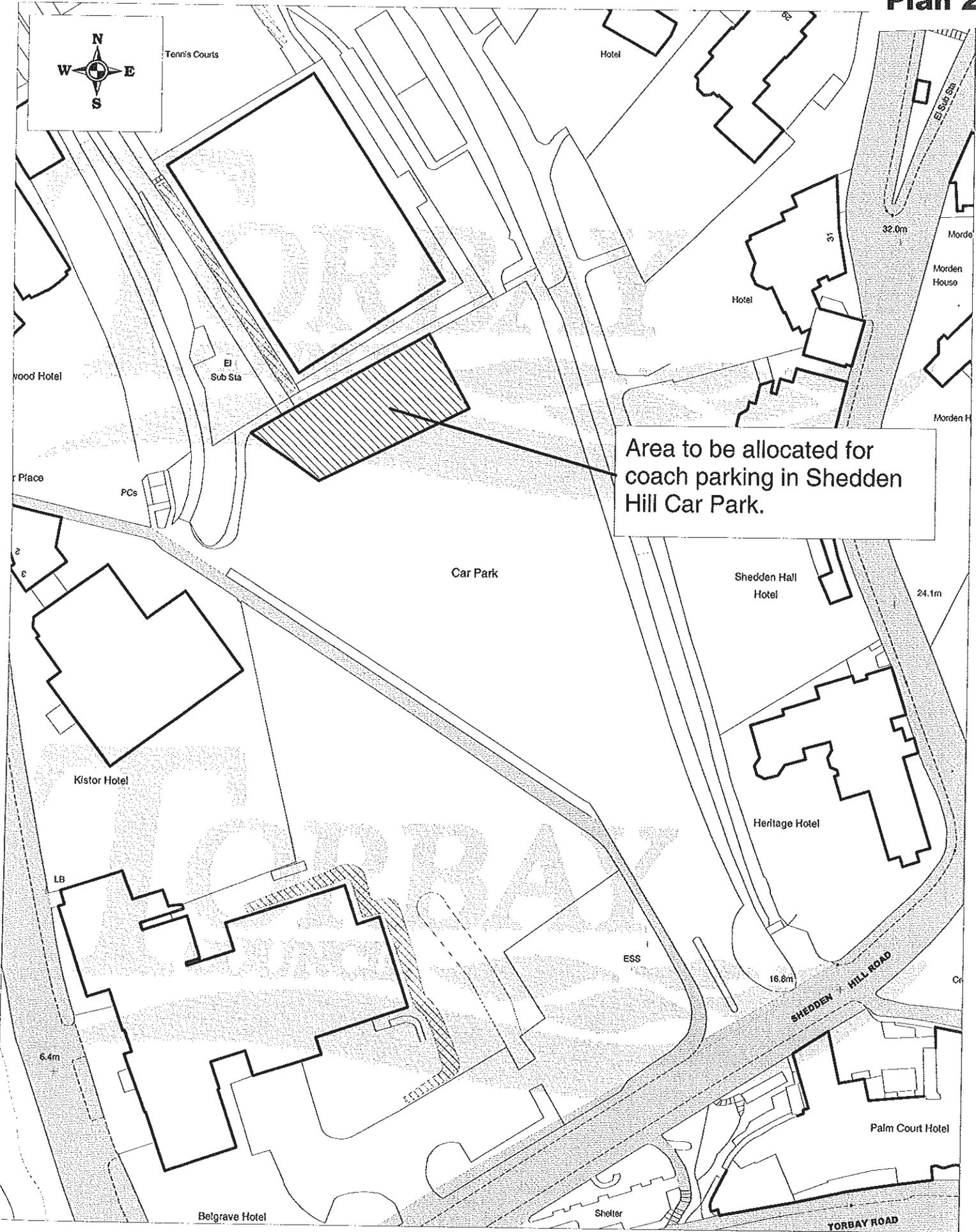
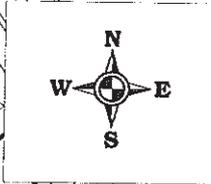
Car Park



Broadlands Car Park
Paignton

1:1000 scale

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Area to be allocated for coach parking in Shedden Hill Car Park.

1:1000 scale

Shedden Hill Car Park Torquay





Title: **A380 SOUTH DEVON LINK ROAD - Update**

Wards Affected: **Shiphay with the Willows**

To: **Transport Working Party** On: **16 February 2012**

Contact Officer: **Patrick Carney**

☎ Telephone: **7710**

✉ E.mail: **Patrick.Carney@torbay.gov.uk**

1. Key points and Summary

- 1.1 This report outlines the approval by Government of the best and final bid for the A380 South Devon Link Road and sets out the forward programme for moving to implementation.

The South Devon Link Road scheme forms the key to reducing the negative impacts created by the existing traffic congestion problems on A380 between Penn Inn and Kerswell Gardens. It will deliver congestion reduction, improved air quality and positive safety, social and economic impacts. These changes will also act as the catalyst for sustainable transport improvements on the existing A380 corridor, which are unachievable at present due to congestion.

2. Introduction

- 2.1 On 13th July 2011 the Council approved funding for the submission of the best and final bid to the Department for Transport on behalf of Devon County Council and Torbay Council for the A380 South Devon Link Road.

The funding agreement between the County Council and Torbay Council reflects a sharing of the balance of costs between the two authorities on a 50/50 basis.

On 29th November 2011, as part of the Chancellor of the Exchequer's Autumn Statement, Government announced that it would support the South Devon Link Road, and grant the scheme programme entry status. The sum of Government funding approved was £76.4m, thereby matching the best and final bid in full.

This was an excellent response, reflecting the high value for money of the proposed scheme, and also the strong level of support expressed by a range of key stakeholders including businesses, local MP's, district councils, the emergency services and public transport operators.

3. Project Implementation

- 3.1 On 2 December the Secretary of State for Transport informed the County Council that she is confirming the Compulsory Purchase and Side Road Orders. She also confirmed that the Secretary of State for the Environment, Food and Rural Affairs has taken the decision on the Exchange Land Certificate which is required for the acquisition of common land. The public inquiry into these Orders and the Exchange Land Certificate was held in summer 2009. The Secretary of State has also published the Inspector's report.
- 3.2 The procurement exercise has already been undertaken, and hence it should be possible to award the contract during March 2012. Given that there is a design element within the contract, a substantive start on site is unlikely before autumn 2012. However, in the meantime it should be possible to progress some advance works in spring 2012.
- 3.3 If the main contract works commence in October 2012 it is envisaged that the new scheme would be open in its entirety by December 2015.

Sue Cheriton
Executive Head Resident & Visitor Services

Appendices

None.

Documents available in members' rooms

None.

Background Papers:

Local Transport Plan 3 2011-2026



Title: **Proposed Loading Bay – Belgrave Road**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party**

On: **16th February 2012**

Key Decision: **No**

How soon does the decision need to be implemented: **February 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **John Clewer**

☎ Telephone: **7665**

✉ E.mail: **John.clewer@torbay.gov.uk**

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

- 1.1 As part of the Council's Parking Strategy to review loading facilities in retail areas, Residents and Visitor Services have been asked to consider the implementation of a designated loading facility on Belgrave Road, Torquay.

The proposal is to implement a 12.5m section of loading bay (operational 8am – 6pm) near to the junction of Church Street, which will assist businesses in the area making and receiving deliveries, whilst still allowing evening parking for residents and visitors to the area.

2. **Recommendation(s) for decision**

- 2.1 It is recommended that the proposed Traffic Regulation Order is advertised and implemented should no objections be received; any objections will be considered at a future meeting of the Transport Working Party.

3. Key points and reasons for recommendations

- 3.1 The proposal will assist local businesses making and receiving deliveries, whilst still allowing evening parking for residents and visitors to the area. The proposal is supported by the local businesses.

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

**Patrick Carney
Group Service Manager – Streetscene Services**

Supporting information

A1. Introduction and history

A1.1 The Torbay Council Parking Strategy identified that loading facilities in retail areas should be reviewed. Residents and Visitor Services have been asked to consider the implementation of a designated loading facility on Belgrave Road, Torquay.

The proposal is to implement a 12.5m section of loading bay (operational 8am – 6pm) near to the junction of Church Street, which will assist businesses in the area with deliveries, whilst still allowing evening parking for residents and visitors to the area. **Appendix 1** shows a plan of the proposed loading bay.

A1.2 The proposed scheme would result in the loss of 2 parking spaces between the hours of 8am - 6pm, these spaces would revert to public parking during the evening.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 To not implement the change in restrictions on Belgrave Road would restrict the ability of the local businesses to make and receive deliveries.

A2.2 Remaining risks

A2.2.1 None

A3. Other Options

A3.1 That the proposed amendments to the existing Traffic Regulation Orders are not advertised.

A4. Summary of resource implications

A4.1 Implementation of the proposed Traffic Regulation Order 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 was undertaken with the businesses and residencies fronting the existing parking bay by means of a letter and plan (dated 10th January 2012), requesting that anyone with comments on this proposal should submit them to Resident and Visitor Services, either by letter or email before the 27th January 2012. No formal objections have been received.

A7. Are there any implications for other Business Units?

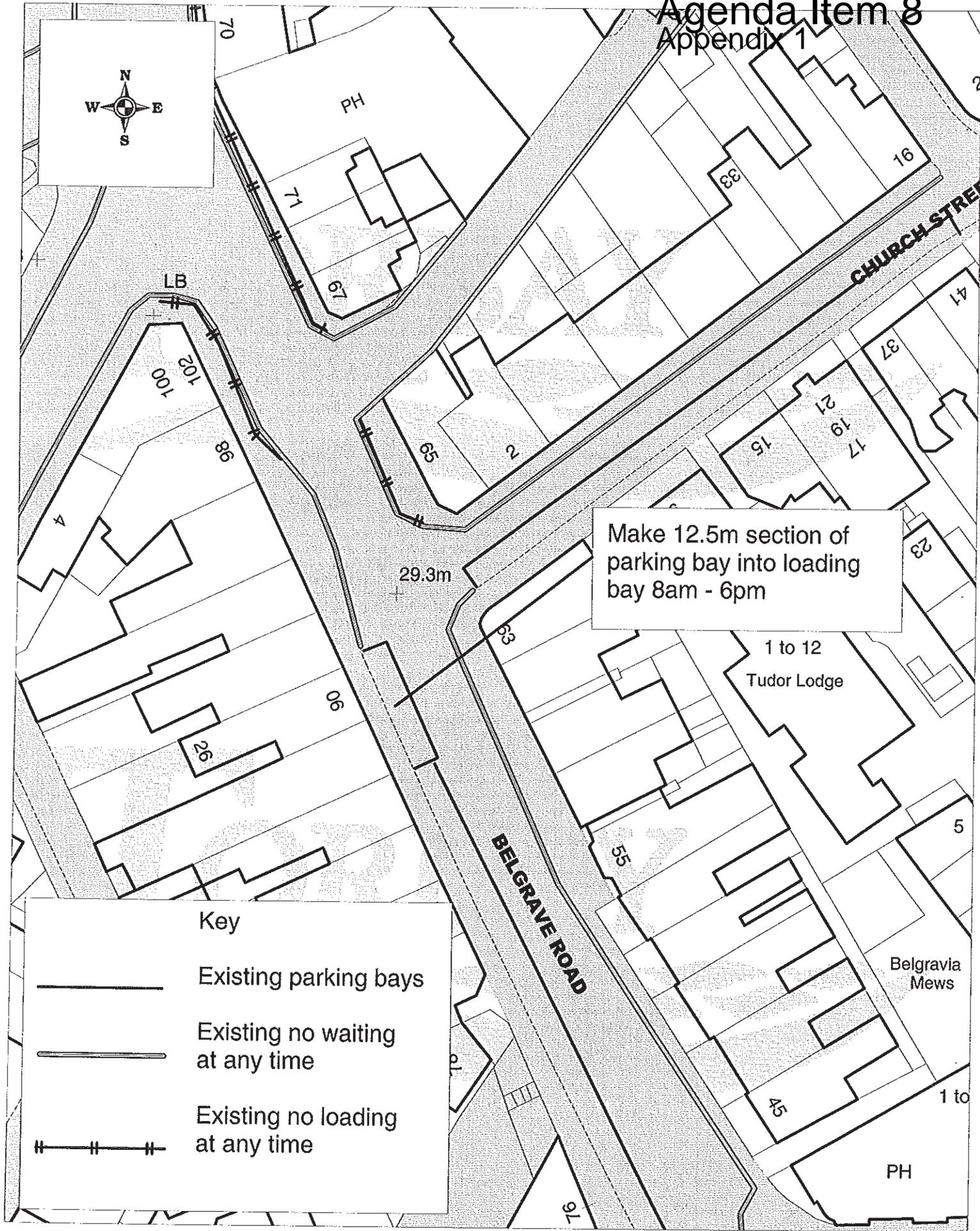
A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 A plan showing the location of the proposed loading bay.

Documents available in members' rooms

None



Make 12.5m section of parking bay into loading bay 8am - 6pm

Key

-  Existing parking bays
-  Existing no waiting at any time
-  Existing no loading at any time

1:500 scale

Proposed parking restriction changes
Belgrave Road - Torquay



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Title: **Roundhill Road – Proposed Parking Restrictions**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Cockington with Chelston**

To: **Transport Working Party**

On: **16th February 2012**

Key Decision: **No**

How soon does the decision need to be implemented: **February 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **John Clewer**

☎ Telephone: **7665**

✉ E.mail: **John.clewer@torbay.gov.uk**

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

- 1.1 Following a request from the local business community, Residents and Visitor Services have been asked to consider the implementation of parking restrictions fronting properties 18 – 28 Roundhill Road, Torquay.

The proposal is to implement a section of restricted parking (1 hour, no return in 2, operational 8am – 6pm Monday to Saturday) to assist businesses in the area by preventing long term parking. This will help to increase the turnover of vehicles and footfall from passing traffic, whilst still allowing evening parking for residents and visitors to the area.

2. **Recommendation(s) for decision**

- 2.1 It is recommended that the proposed Traffic Regulation Order is advertised when budget becomes available and implemented should no objections be received; any objections will be considered at a future meeting of the Transport Working Party.

2.2 There is no budget for these works within the current financial year and there is also a moratorium in place on the processing of any new traffic regulation orders for waiting restrictions, unless funded from capital schemes.

3. Key points and reasons for recommendations

3.1 The proposal will assist businesses in the area by preventing long term parking, increasing the turn over of vehicles and footfall from passing traffic, whilst still allowing evening parking for residents and visitors to the area.

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

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

- A1.1 Following a request from the local business community, Residents and Visitor Services have been asked to consider the implementation of parking restrictions fronting properties 18 – 28 Roundhill Road, Torquay.

The proposal is to implement a section of restricted parking (1 hour, no return in 2, operational 8am – 6pm Monday to Saturday) from the centre line of properties 28 / 30 South East for a distance of 38.5m. This will assist businesses in the area by preventing long term parking, increasing the turnover of vehicles and footfall from passing traffic, whilst still allowing evening parking for residents and visitors to the area.

Appendix 1 shows a plan of the proposed parking restrictions.

- A1.2 The proposed scheme would result in time restrictions being placed on a length of carriageway equating to 7 parking spaces between the hours of 8am - 6pm, these spaces would revert to unrestricted parking during the evening.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.1.1 To not implement the change in restrictions on Roundhill Road would restrict the ability of the local businesses to attract extra footfall from passing traffic due to the presence of long term parking.

A2.2 Remaining risks

- A2.2.1 None

A3. Other Options

- A3.1 That the proposed amendments to the existing Traffic Regulation Orders are not advertised when suitable funding becomes available.

A4. Summary of resource implications

- A4.1 Implementation of the proposed Traffic Regulation Order 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.
- A4.2 To advertise and carry out the legal process would cost approximately £500, whilst to implement the restriction, including the signing and lining works would cost approximately £500.

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

- A5.1 None

A6. Consultation and Customer Focus

A6.1 The proposed parking restrictions will be advertised, both on site and in the local media and any objections will be considered at a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

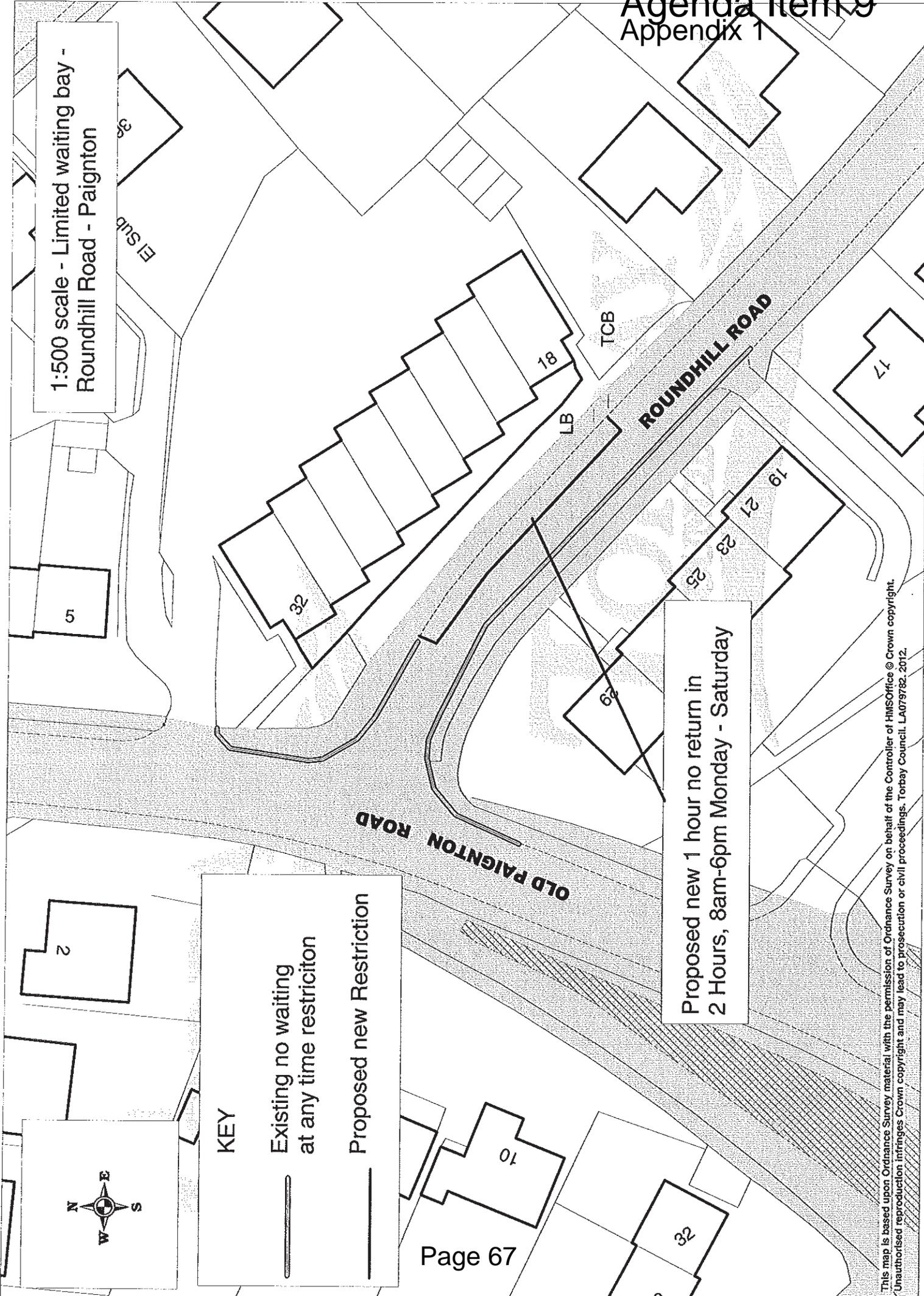
A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 A plan showing the location of the proposed parking restrictions.

Documents available in members' rooms

None



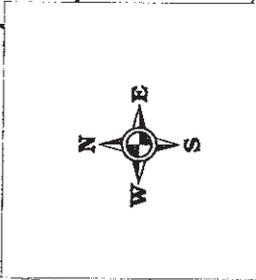
1:500 scale - Limited waiting bay -
Roundhill Road - Paington

Proposed new 1 hour no return in
2 Hours, 8am-6pm Monday - Saturday

KEY

Existing no waiting
at any time restriction

Proposed new Restriction



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