



Town Hall, Castle Circus,
Torquay, Devon TQ1 3DR
Main Switchboard (01803) 201201
Fax (01803) 207006 DX 59006

Wednesday, 18 October 2017

Meeting of the Council (Revised Agenda)

Dear Member

I am pleased to invite you to attend a meeting of Torbay Council which will be held in **Rosetor Room, Riviera International Conference Centre, Chestnut Avenue, Torquay, TQ2 5LZ** on **Thursday, 19 October 2017** commencing at **2.00 pm**

The items to be discussed at this meeting are attached.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Steve Parrock', written in a cursive style.

Steve Parrock
Chief Executive

(All members are summoned to attend the meeting of the Council in accordance with the requirements of the Local Government Act 1972 and Standing Orders A5.)

A prosperous and healthy Torbay

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

June Gurry, Town Hall, Castle Circus, Torquay, TQ1 3DR
01803 207012

Email: governance.support@torbay.gov.uk
www.torbay.gov.uk

Meeting of the Council

Revised Agenda

1. **Opening of meeting**
2. **Apologies for absence**
3. **Minutes** (Pages 5 - 22)
To confirm as a correct record the minutes of the meeting of the Council held on 13 September and the extraordinary meeting held on 27 September 2017.
4. **Declarations of interests**
 - (a) To receive declarations of non pecuniary interests in respect of items on this agenda
For reference: Having declared their non pecuniary interest members may remain in the meeting and speak and, vote on the matter in question. A completed disclosure of interests form should be returned to the Clerk before the conclusion of the meeting.
 - (b) To receive declarations of disclosable pecuniary interests in respect of items on this agenda
For reference: Where a Member has a disclosable pecuniary interest he/she must leave the meeting during consideration of the item. However, the Member may remain in the meeting to make representations, answer questions or give evidence if the public have a right to do so, but having done so the Member must then immediately leave the meeting, may not vote and must not improperly seek to influence the outcome of the matter. A completed disclosure of interests form should be returned to the Clerk before the conclusion of the meeting.

(**Please Note:** If Members and Officers wish to seek advice on any potential interests they may have, they should contact Governance Support or Legal Services prior to the meeting.)
5. **Communications**
To receive any communications or announcements from the Chairman, the Mayor, the Overview and Scrutiny Co-ordinator or the Chief Executive.
6. **Members' questions** (Pages 23 - 24)
To respond to the submitted questions asked under Standing Order A13.
7. **Housing Strategy and Housing Company (Affordable Housing, Empty Homes Scheme and Private Sector Renewal)** (Pages 25 - 28)
To consider the submitted report on the above.

(Note: this report contains an exempt appendix which has been

circulated separately.)

8. **Treasury Management Mid-Year Review 2017/2018** (Pages 29 - 59)
To consider the submitted report on a review of the Treasury Management Strategy.
9. **Claylands - Project Update** (Pages 60 - 77)
To consider the submitted report in respect of Claylands.

(Note: this report contains an exempt appendix which has been circulated separately.)
10. **Edginswell Station** (Pages 78 - 92)
To consider the submitted report on an update in respect of Edginswell Station.
11. **0-19 Years Integrated Commissioning Project**
To consider the submitted report on a recommissioning programme and budget allocation for the procurement of an integrated 0-19 years service for Torbay.
12. **Oxen Cove Landing Jetty** (Pages 93 - 114)
To consider the submitted report on the above.
13. **Adjournment**
To consider adjourning the meeting until 5.30 p.m.
14. **Notice of motions**
To consider the attached motions, notice of which has been given in accordance with Standing Order A14 by the members indicated:
 - (a) Notice of Motion - Access All Areas (Page 115)
 - (b) Notice of Motion - Dedication of King George V Playing Field and Easterfield Lane (Pages 116 - 117)
 - (c) Notice of Motion - Crisis in Front Line Policing on Torbay (Page 118)
 - (d) Notice of Motion - Vote of No Confidence in TOR2 (Page 119)
15. **Petition**
To receive the petition and any oral representations from the public in accordance with Standing Order A12 as set out below;
 - (a) Petition for Debate - Request for the Council to place a covenant on Torquay harbourside and sea-front (Page 120)

Approximately 1,038 valid written signatures from residents and people who work or study in Torbay.

In accordance with Standing Orders the petition will be considered at this meeting.

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| 16. | Public question time
To hear and respond to any written questions or statements from members of the public which have been submitted in accordance with Standing Order A24. | (Pages 121 - 122) |
| 17. | Review of Sports Pitch Surface at Clennon Valley Leisure Centre
To consider the submitted report on an update to the lease and sports pitch surface at Clennon Valley Leisure Centre. | (Pages 123 - 133) |
| 18. | Torbay Economic Strategy 2017-2022
To consider the submitted report on the above Policy Framework document. | (Pages 134 - 206) |
| 19. | English Riviera Destination Management Plan 2017-2021
To consider the submitted report on the above Policy Framework document. | (Pages 207 - 271) |
| 20. | Town Centre Regeneration Programme Fund
To consider the submitted report on the establishment of a Town Centre Regeneration Fund to enable various Town Centre Regeneration projects to be brought forward. | (Pages 272 - 330) |
| 21. | Proposal to Vary Parking Charges
To consider the submitted report on a proposal to vary parking charges. | (Pages 331 - 412) |
| 22. | Future Operating Model : Clarification for Plymouth City Council
To consider the submitted report on the above. | (To Follow) |

Note

An audio recording of this meeting will normally be available at www.torbay.gov.uk within 48 hours.



Minutes of the Council **(Council decisions shown in bold text)**

13 September 2017

-: Present :-

Chairwoman of the Council (Councillor Brooks) (In the Chair)
Vice-Chairman of the Council (Councillor Doggett)

The Mayor of Torbay (Mayor Oliver)

Councillors Amil, Barnby, Bent, Bye, Carter, Darling (M), Darling (S), Ellery, Excell, Haddock, Hill, King, Kingscote, Lewis (B), Lewis (C), Mills, Morey, Morris, O'Dwyer, Parrott, Pentney, Robson, Stockman, Stocks, Stubbley, Sykes, Thomas (D), Tolchard and Winfield

76 Opening of meeting

The meeting was opened with a prayer.

77 Apologies for absence

Apologies for absence were received from Councillors Manning, Sanders, Stringer Thomas (J) and Tyerman.

78 Minutes

The Minutes of the meeting of the Council held on 20 July 2017 and the Minutes of the Extraordinary meeting of the Council held on 8 August 2017 were confirmed as a correct record and signed by the Chairwoman.

79 Declarations of interests

Councillor Doggett declared a non-pecuniary interest in Minute 85 as he was a member of the Torbay Rail Users Group.

80 Communications

The Chairwoman thanked all those who attended the recent Civic Garden Party and advised that over £950 was raised for the Chairwoman's charities.

81 Members' questions

Members received a paper detailing questions, as set out at Appendix 1 to these minutes, notice of which had been given in accordance with Standing Order A13.

The paper also contained the answers to the questions which had been prepared by Mayor Oliver, Councillors King and Parrott.

Supplementary questions were put and answered by Mayor Oliver, Councillors King and Parrott arising from their responses to the questions in respect of questions 1, 2, 3 and 4.

82 Notice of Motion - A Fair Deal for Public Sector Workers (Mayoral Decision)

Members considered a motion in relation to the public sector pay cap, notice of which was given in accordance with Standing Order A14.

Councillor Darling (S) proposed and Councillor Carter seconded the motion, as set out below:

this Council believes that the continuation of the public sector pay cap is having an unreasonable effect on the living standards of many public sector staff, and is also affecting recruitment and retention across the sector.

This Council therefore asks the Chief Executive to write to the Chancellor of the Exchequer and the Secretary of State for Communities and Local Government to request that the cap is lifted to allow the implementation of the recommendations of Pay Review Bodies and negotiations with employers, and subsequent pay increases fully funded via central government settlement.

In accordance with Standing Order A14.3(a), the motion stood referred to the Mayor. The Mayor advised that he would refer the motion to the Policy Development and Decision Group (Joint Operations) for consideration once the Government's policy and intentions for public sector pay was clear.

83 Notice of Motion - Freedom of the Borough for RAF Brize Norton (Council Decision)

Members considered a motion in relation to the granting of the Freedom of the Borough to RAF Brize Norton, notice of which was given in accordance with Standing Order A14.

Mayor Oliver proposed and Councillor Mills seconded the motion, which was agreed (unanimously) by the Council as set out below:

- (i) that this Council, being appreciative of the significant and continuing defence role undertaken by the Royal Air Force around the world and in recognition of its long association with the towns of Torbay, does offer the base of Brize Norton, its Aircrew and Ground staff the Honorary Freedom of the Borough of Torbay. This is also to celebrate and commemorate the foundation of the RAF 100 years ago in 1918; and**

- (ii) that a formal presentation and procession be held at a ceremonial event to be arranged with the Royal Air Force.

84 Housing Strategy and Housing Company (Affordable Housing, Empty Homes Scheme and Private Sector Renewal)

The Chairwoman reported that the Chief Executive had withdrawn this item from the agenda.

85 Integrated Transport Block Capital Scheme - Scheme Business Cases

At its meeting on 25 February 2017 Council approved the Capital Plan subject to the Mayor and Chief Executive reviewing and making recommendations to Council on specific proposals for expenditure on the capital budget for Integrated Transport. Members considered the submitted report on the current position of committed projects and proposed business cases for additional investments to which the remaining allocation of the Integrated Transport Capital Funding would be awarded.

Two Liberal Democrat Group amendments were circulated prior to the meeting. Councillor King accepted the first amendment and incorporated it in his original motion.

Councillor King proposed and Councillor Excell seconded a motion, as set out below:

- (i) that the remaining allocation of Integrated Transport Capital Funding, as set out in the table (schemes 8 to 13) in Section 7 of Appendix 1 "Supporting Information and Impact Assessment" of the submitted report, noting that schemes 1 to 7 have previously been agreed with a level of commitment attributed to them, be approved;
- (ii) that, subject to Appendix 6 – Rail and Bus Infrastructure Strategic Capital Business Case being amended to allow voluntary groups from the local community to place bids for capital purchase of public service vehicles to facilitate bus services where there are identified shortfalls in provision, to delegate approval of specific Capital spend within the strategic business cases in Appendices 3 to 6 and "Employment and Education Access", as summarised in Section 2 of Appendix 1 to the submitted report, to the Executive Head of Business Services in consultation with the Executive Lead for Planning, Transport and Housing; and
- (iii) that Council, at its meeting in October 2017, consider an update on the Edginswell Station scheme. Should a decision be taken not to pursue the proposals it is proposed that Council approves the reallocation of the remaining funding previously committed to that scheme to "Employment and Education Access".

During the debate Councillor Darling (S) proposed and Councillor Doggett seconded an amendment to the motion as follows:

- (i) that, subject to number 13 - Employment and Education Access being reallocated to road safety schemes including 20 mph residential zones - £65,000 and £60,000 to be added to 11 – Rail and Bus Infrastructure, ~~To approve~~ the remaining allocation of Integrated Transport Capital Funding, as set out in the table (schemes 8 to 13) in Section 7 of Appendix 1 “Supporting Information and Impact Assessment” to the submitted report, noting that schemes 1 to 7 have previously been agreed with a level of commitment attributed to them, be approved.

The amendment was put to the vote and declared carried.

During the debate Councillor Morey proposed and Councillor Darling (S) seconded a further amendment to the motion as follows:

- (i) that subject to:
- (a) number 13 - Employment and Education Access being reallocated to road safety schemes including 20 mph residential zones - £65,000 and £60,000 to be added to 11 – Rail and Bus Infrastructure; and
- (b) the requirement that any proposals relating to the creation of:
1. Helipad
 2. Light Railway for Brixham
 3. Third Harbour
- be presented to Council for specific approval before being progressed;

the remaining allocation of Integrated Transport Capital Funding, as set out in the table (schemes 8 to 13) in Section 7 of Appendix 1 “Supporting Information and Impact Assessment” to the submitted report, noting that schemes 1 to 7 have previously been agreed with a level of commitment attributed to them, be approved.

The amendment was put to the vote and declared carried.

The amended (substantive) motion was then considered by members, which was agreed by the Council as follows:

- (i) that subject to:**
- (a) number 13 - Employment and Education Access being reallocated to into road safety schemes including 20 mph residential zones - £65,000 and £60,000 to be added to 11 – Rail and Bus Infrastructure; and**
- (b) the requirement that any proposals relating to the creation of:**

1. Helipad
2. Light Railway for Brixham
3. Third Harbour

be presented to Council for specific approval before being progressed;

the remaining allocation of Integrated Transport Capital Funding, as set out in the table (schemes 8 to 13) in Section 7 of Appendix 1 “Supporting Information and Impact Assessment” to the submitted report, noting that schemes 1 to 7 have previously been agreed with a level of commitment attributed to them, be approved.

- (ii) that, subject to Appendix 6 – Rail and Bus Infrastructure Strategic Capital Business Case being amended to allow voluntary groups from the local community to place bids for capital purchase of public service vehicles to facilitate bus services where there are identified shortfalls in provision, to delegate approval of specific Capital spend within the strategic business cases in Appendices 3 to 6 and “Employment and Education Access”, as summarised in Section 2 of Appendix 1 to the submitted report, to the Executive Head of Business Services in consultation with the Executive Lead for Planning, Transport and Housing; and
- (iii) that Council, at its meeting in October 2017, consider an update on the Edginswell Station scheme. Should a decision be taken not to pursue the proposals it is proposed that Council approves the reallocation of the remaining funding previously committed to that scheme to “Employment and Education Access”.

86 Princess Pier Superstructure

On 25 February 2017, Council approved the Capital Plan subject to the Mayor and the Chief Executive reviewing the Princess Pier superstructure and making recommendations to the Council. The submitted report set out a proposed business case in order to protect Princess Pier for use by residents and tourists in the future, which had been endorsed by the Mayor and the Chief Executive.

Mayor Oliver proposed and Councillor Amil seconded a motion, which was (unanimously) agreed by the Council as set out below:

that the inclusion of £1.7 million within the Council’s Capital Plan for works to the Princess Pier Superstructure, as set out in the Business Case at Appendix 1 to the submitted report, be reconfirmed.

87 Update to the Capital Plan 2017/2018

The Council considered the submitted quarterly report setting out an overview and proposed update of the Council’s approved Capital Plan. The report provided details of capital expenditure and funding for the year. It was noted the Capital Plan

budget totalled £169 million for the 4 year programme, with £84.2 million scheduled to be spent in 2017/18, including £46.1 million on two Investment Fund opportunities, £3.9 million on the Western Corridor and £15.5 million on regeneration projects (subject to review). It was noted £0.3 million from capital receipts and capital contributions was required over the life of the Capital Plan. The submitted report sought approval for a number of amendments to the Council's Capital Plan.

Mayor Oliver proposed and Councillor Mills seconded a motion, which was agreed by the Council as set out below:

- (i) that the latest position for the Council's Capital expenditure and funding for 2017/18 be noted;**
- (ii) that the allocation of the following grants to services be approved:**
 - a) Department of Health – Disabled Facilities Grants (DFGs) 2017/18, £1.631 million to Disabled Facilities Grants/Adults Social Care. £1 million be allocated to fund DFGs with the remaining £0.631 million to be used under the terms of the Better Care Fund;**
 - b) Department for Education: 2017/18 Devolved Formula Capital £0.079 million to Children's Services (ring-fenced grant);**
 - c) Department for Education: 2017/18 School Condition grant £0.418 million to Children's Services;**
 - d) Department for Education 2019/20 Basic Need grant £0.559 million to Children's Services;**
 - e) Department for Education 2018/19 - 2020/21 Special Provision Fund £0.5 million (total) to Children's Services; and**
 - f) Department for Transport – Highways Structural Maintenance Incentive element (2017/18) £0.109 million to Highways;**
- (iii) that the 2017/18 operational borrowing boundary be increased to £310 million, being £290 million for external borrowing and £20 million other liabilities, from £191 million; and**
- (iv) that the 2017/18 authorised borrowing limit be increased to £330 million, being £310 million for external borrowing and £20 million other liabilities, from £255 million.**

88 Revenue Budget Monitoring 2017/2018 - Quarter 1

The Council noted the forecast position for Revenue Budget for 2017/2018 based on quarter one information, as set out in the submitted report.

89 Local Government Association (LGA) Corporate Peer Challenge of Torbay Council - Action Plan

Members considered the submitted report which provided an update on the action plan resulting from the Local Government Association Corporate Peer Challenge and the CIPFA financial resilience review of the Council. It was noted that the majority of the actions had been completed, or were being monitored elsewhere, and therefore it was no longer necessary for the Council to separately monitor this action plan.

Mayor Oliver proposed and Councillor Mills seconded the motion, which was agreed by the Council, as set out below:

that the Local Government Association Corporate Peer Challenge Feedback action plan (as set out at Appendix 2 to the submitted report) be signed off as complete.

90 Standing Order D11 (in relation to Overview and Scrutiny) - Call-in and Urgency

Members noted the submitted report setting out the decision of the Mayor taken on 6 September 2017, in relation to Income Management and Payments System Contract Renewal, to which the call-in procedure did not apply.

91 Investment Committee Recommendation - Investment Opportunity

The Chairwoman advised that there were no recommendations from the Investment Committee and therefore this item was withdrawn from the agenda.

Chairwoman

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Questions Under Standing Order A13

A member may only submit three questions for consideration at each Council Meeting. Each member will present their first question in turn, when all the first questions have been dealt with the second and third questions may be asked in turn. The time for member's questions will be limited to a total of 30 minutes.

Question (1) by Councillor Carter to the Executive Lead for Adults and Children's Services (Councillor Parrott)	When did the council last conduct any monitoring and on the spot checking of child work permits in Torbay?																		
Councillor Parrott	<p>Student Services process work permit applications on behalf of the Council. Where it becomes known that children are in work without the necessary process being followed, the Attendance Officer makes the necessary checks. The last spot check to be conducted by the Attendance officer took place in March 17.</p> <p>To make the process more robust Children's Services have recently reviewed the function of work permit applications and have moved the process to the safeguarding service. This will enable further checks to be made by the safeguarding team who can use wider intelligence held by the IRO service.</p>																		
Question (2) by Councillor Darling (S) to the Mayor and Executive Lead for Finance, Regeneration and Corporate Services (Mayor Oliver)	Can you please advise me on a year by year basis over the past five years, the number of apprenticeships offered to our community by Torbay Council and how many of them were taken up by looked after children under the care of this or another authority?																		
Mayor Oliver	<p>The table below details number of Apprentices recruited since 2014. As an Employer we have worked to Recruit Care Leavers, however, this has not proved to be as successful as we would had wished. Previously we have worked with the Education providers to target Care Leavers and Officers in Children's Services, and whilst we had some success initially this has been limited.</p> <p>The changes to the Apprentice Scheme this year and the introduction of the levy has also resulted in fewer number of new Apprentices being offered generally.</p> <table border="1" data-bbox="432 1800 991 2078"> <thead> <tr> <th>Year</th> <th>Apprenticeships offered</th> <th>LAC</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>11</td> <td>1</td> </tr> <tr> <td>2015</td> <td>12</td> <td>2</td> </tr> <tr> <td>2016</td> <td>10</td> <td>0</td> </tr> <tr> <td>2017</td> <td>4</td> <td>0</td> </tr> <tr> <td>TOTAL</td> <td>37</td> <td>3</td> </tr> </tbody> </table>	Year	Apprenticeships offered	LAC	2014	11	1	2015	12	2	2016	10	0	2017	4	0	TOTAL	37	3
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TOTAL	37	3																	

<p>Question (3) by Councillor Doggett to the Executive Lead for Planning, Transport and Housing (Councillor King)</p>	<p>Campaign for Better Transport conducted some research into the levels of subsidy of bus services across the South West of England. The results for 2016/2017 were as follows:</p> <p>BATH & NORTH EAST SOMERSET -- £1,539,674 NORTH SOMERSET --- £300,590 SOMERSET COUNTY COUNCIL--- £2,709,200 BOURNEMOUTH BOROUGH COUNCIL £ 322,900 POOLE BOROUGH COUNCIL----- £ 668,810 DORSET COUNTY COUNCIL----- £1,979,300 DEVON COUNTY COUNCIL----- £ 4,780,129 TORBAY COUNCIL----- £ 0 PLYMOUTH CITY COUNCIL----- £ 384,029 CORNWALL COUNTY COUNCIL-----£6,646,000</p> <p>In light of the above do you think that Torbay has cut too deeply its supported bus routes and that it is time to reinstate some level of subsidy to ensure that routes such as the 65 can operate?</p>
<p>Councillor King</p>	<p>Torbay Council provides statutory concessionary fares funding of £4.5 Million annually.</p> <p>It also subsidises one route (no 25) and a fare car scheme at a cost of £16k annually.</p> <p>The funding is subsidised by a grant the council receives and is therefore not reflected in the figures as presented by the Campaign for Better Transport.</p> <p>The Council is in a fortunate position that it does not have to subsidise as we have a viable public transport network already. We work with local transport providers and the community and voluntary sector to maintain this position within existing budgets.</p> <p>When part of the network was under threat due to the withdrawal of an operator the council acted swiftly to resolved the issues and maintain the majority of routes. We are working with the new and existing providers whilst they settle into the new delivery patterns and exploring all options. We keep this matter under regular review.</p>
<p>Question (4) by Councillor Darling (M) to the Executive Lead for Planning, Transport and Housing (Councillor King)</p>	<p>Over a month ago a resident of Torquay town centre raised their concerns with the Local Authority in respect of houses of multiple occupation in Torquay. Their concern was raised by the Grenfell fire in Kensington, London.</p> <p>Whilst I appreciate we have a small number of tower blocks in Torbay we do have a significant number of houses in multiple occupation. Can you advise what additional fire safety checks have occurred within such properties in Torbay?</p>
<p>Councillor King</p>	<p>Feedback was provided in response to residents' concerns in August and their suggestions around the licensing of properties. As a result of the tragic events at Grenfell Tower a multiple disciplinary team was established to address any concerns locally and assess the impact of government guidance. The Fire Service in conjunction with Torbay Council has undertaken a significant number of inspections to address any immediate concerns. A list of proactive inspections at other properties has also been developed and is being prioritised so that further work can be undertaken.</p>

	<p>Information to allow agents, property managers and landlord associations to self-help has also been provided including updates on guidance, legislation and advice, etc.</p> <p>Adding the Council's and Fire Service data together, there have been 105 properties that have been inspected as a direct result of safety concerns and guidance issued post-Grenfell Towers.</p>
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Second Round

<p>Question (5) by Councillor Darling (S) to the Executive Lead for Planning, Transport and Housing (Councillor King)</p>	<p>I have been advised by the Council that they have attempted to renew the currently unenforceable double yellow lines on Truro Avenue Torquay. This was not possible due to parked vehicles not being removed from the road. Can you advise me of the dates as to when these attempts were made?</p>
<p>Councillor King</p>	<p>We are aware that 3 abortive attempts were made to re-mark double yellow lines in Truro Avenue due to parked vehicles; however we have no record of the actual dates. I am pleased to report that on their last on 31st August 2017 our contractor was able to complete these works satisfactorily. These types of problems are not uncommon and our contractors will always make every effort to clear parked vehicles where possible when maintenance works are undertaken.</p>

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Minutes of the Council
(Council decisions shown in bold text)

27 September 2017

-: Present :-

Chairwoman of the Council (Councillor Brooks) (In the Chair)
Vice-Chairman of the Council (Councillor Doggett)

The Mayor of Torbay (Mayor Oliver)

Councillors Amil, Barnby, Bent, Bye, Carter, Darling (M), Darling (S), Ellery, Excell, Haddock, Hill, King, Kingscote, Lewis (B), Lewis (C), Manning, Mills, Morey, O'Dwyer, Parrott, Pentney, Robson, Sanders, Stockman, Stocks, Stubbley, Sykes, Thomas (D), Thomas (J), Tolchard, Tyerman and Winfield

92 Opening of meeting

The meeting was opened with a short period of reflection.

93 Apologies for absence

Apologies for absence were received from Councillors Morris and Stringer.

94 Declarations of interests

No interests were declared.

95 Option for improving the viability and resilience of Torbay Council Services

The Council received the report of the Chief Executive on proposals for the Council's long term strategic direction for service delivery in light of continued austerity.

Local Partnerships and the Local Government Association, on behalf of the Council, had undertaken a wider review of the Council's functions and form to inform its future viability and resilience to deliver services. The review included a number of potential options, mainly involving new structures and partnerships with the wider local government family across Devon. A workshop held with the Elected Mayor, Councillors and senior officers identified two options for a detailed business case to be prepared, namely: a shared workforce with Plymouth City Council; and shared tier one workforce with Devon with Torbay acting operationally as a district council potentially in partnership with other district councils.

The submitted report set out the business case prepared by Local Partnerships, an evaluation of the business case and the Chief Executive's recommendations. Within the report, the Chief Executive advised members that the business case for strategic partnering did not assist with the financial challenges facing the Council and that the primary focus for the Council's limited capacity needed to be on delivering savings through the transformation programme and opportunities for increasing monies available for delivering services. Therefore, the Chief Executive recommended that the Council did not pursue a strategic partnering arrangement; that the current service delivery model was maintained; and the option highlighted by the business case for the creation of Town Councils across Torbay be pursued. It was noted the creation of Town Councils would enable income to be raised via precepts and certain services devolved to them (e.g. public conveniences and public realm maintenance). It was further noted the creation of Town Council's would facilitate sustainable communities and give greater empowerment to residents in the way their local neighbourhoods are managed.

Mayor Oliver proposed and Councillor Mills seconded a motion as set out below:

- (i) that Council confirms that it will maintain its existing service delivery model and will not pursue any Strategic Partnering arrangement;
- (ii) that Council instructs the Assistant Director of Corporate and Business Services to undertake a Community Governance Review with a view to considering the principle of three Town Councils across the entirety of Torbay; and
- (iii) that a Community Governance Review Working Party be established, with the terms of reference to oversee impartially and objectively the implementation of the Community Governance Review and to report back to Full Council with recommendations based on the responses to the consultation. The Working Party to be created with the following membership, the Elected Mayor, and 7 additional members, to be politically balanced (5 Conservative, 1 Liberal Democrat and 1 Independent).

During the debate Councillor Thomas (D) proposed and Councillor Tyerman seconded an amendment to the motion as follows:

- (ii) Council instructs the Chief Executive to consider other options for the long term resilience of services, and report to Council on these options in due course;
- (iii) that a Financial Future Working Party be immediately established, with the terms of reference to:
 - (a) Review in detail the Council's Medium Term Resource Plan and Capital Expenditure and their underlying budgets to understand inter alia;

- services that are statutory and have to be delivered, and services that are discretionary and can cease to be provided, and the relative costs of the same,
 - opportunities for income generation including additional investments;
- (b) Oversee an education programme for the residents of Torbay to ensure they are fully aware of the Council's financial challenges;
- (c) Make representations to Government in respect of the Council's financial position;
- (d) Consider the potential for holding a referendum to increase Council Tax above the cap set by Government, including undertaking any consultation; and the arrangements that would need to be put in place for a referendum; and
- (e) Make any appropriate recommendations to the Executive and Council on any of these matters.

The Working Party to be created with the following membership, the Elected Mayor, and 7 additional members, to be politically balanced (5 Conservative, 1 Liberal Democrat and 1 Independent).

A recorded vote was taken on the amendment. The voting was taken by roll call as follows: For: Councillors Barnby, Bent, Bye, Hill, Kingscote, Lewis (B), Lewis (C), Manning, O'Dwyer, Robson, Sykes, Thomas (D), Thomas (J), Tolchard, Tyerman and Winfield (16); Against: Mayor Oliver, Councillors Amil, Carter, Darling (M), Darling (S), Doggett, Ellery, Excell, Haddock, King, Mills, Morey, Pentney, Sanders, Stockman and Stocks (16); Abstain: Councillors Brooks, Parrott and Stubley (3); and Absent: Councillors Morris and Stringer (2). Therefore, in accordance with Standing Order A19.2, the Chairwoman used her casting vote, voted for the amendment and declared it carried.

During the debate a procedural motion (in accordance with Standing Order A29.1), was proposed by Councillor Morey and seconded by Councillor Darling (S), which was agreed by Council as follows:

that Standing Order A15.1 (xiv) be suspended to enable the Chief Executive to respond to questions from members.

Following questions to the Chief Executive, the amended (substantive) motion was then considered by members.

At this juncture, a procedural motion (in accordance with Standing Order A16.11(a)(iv)) to move to the vote was proposed by Councillor Tyerman and seconded by Councillor Thomas (D). On being put to the vote, an equality of votes was declared. Therefore, in accordance with Standing Order A19.2, the

Chairwoman used her casting vote, voted for the procedural motion and declared the motion carried.

Accordingly, the amended (substantive) motion was put to the vote. A recorded vote was taken on the amended (substantive) motion. The voting was taken by roll call as follows: For: Councillors Barnby, Bent, Bye, Hill, Kingscote, Lewis (B), Lewis (C), Manning, O'Dwyer, Robson, Stubbley, Sykes, Thomas (D), Thomas (J), Tolchard, Tyerman and Winfield (17); Against: Mayor Oliver, Councillors Amil, Carter, Darling (M), Darling (S), Doggett, Ellery, Excell, Haddock, King, Mills, Morey, Pentney, Sanders, Stockman and Stocks (16); Abstain: Councillors Brooks and Parrott (2); and Absent: Councillors Morris and Stringer (2). Therefore, the amended (substantive) motion was declared carried as follows:

- (i) that Council confirms that it will maintain its existing service delivery model and will not pursue any Strategic Partnering arrangement;**
- (ii) Council instructs the Chief Executive to consider other options for the long term resilience of services, and report to Council on these options in due course;**
- (iii) that a Financial Future Working Party be immediately established, with the terms of reference to:**
 - (a) Review in detail the Council's Medium Term Resource Plan and Capital Expenditure and their underlying budgets to understand inter alia;**
 - **services that are statutory and have to be delivered, and services that are discretionary and can cease to be provided, and the relative costs of the same,**
 - **opportunities for income generation including additional investments;**
 - (b) Oversee an education programme for the residents of Torbay to ensure they are fully aware of the Council's financial challenges;**
 - (c) Make representations to Government in respect of the Council's financial position;**
 - (d) Consider the potential for holding a referendum to increase Council Tax above the cap set by Government, including undertaking any consultation; and the arrangements that would need to be put in place for a referendum; and**
 - (e) Make any appropriate recommendations to the Executive and Council on any of these matters.**

The Working Party to be created with the following membership, the Elected Mayor, and 7 additional members, to be politically balanced (5 Conservative, 1 Liberal Democrat and 1 Independent).

Chairwoman

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Questions Under Standing Order A13

A member may only submit three questions for consideration at each Council Meeting. Each member will present their first question in turn, when all the first questions have been dealt with the second and third questions may be asked in turn. The time for member's questions will be limited to a total of 30 minutes.

<p>Question (1) by Councillor Darling (M) to the Executive Lead for Community Services (Councillor Excell)</p>	<p>Fly tipping has been collecting over the summer at the rear of St Martin's Court, (accessed by Corfe Crescent), Hele, Torquay. This rubbish is a health hazard, encourages rats and is a danger to children playing in the area. It is also unsightly and encourages further fly tipping.</p> <p>Over many months the local community have been trying to ascertain a way forward to getting this area cleared but with little effect. Westward Housing say that it is not their land, Sanctuary refute responsibility and the Council have confirmed that the land behind St martin's Court is not in their ownership or responsibility.</p> <p>The local community in the area are extremely concerned and unhappy about this situation but the Council seems to be unwilling to establish a way forward. This situation cannot go on. It is only a matter of time before a child is injured or we have rats entering properties.</p> <p>Please can this Council provide a way forward in order to resolve this situation and clear this festering eyesore?</p>
<p>Councillor Excell</p>	
<p>Question (2) by Councillor Darling (S) to the Executive Lead for Planning, Transport and Housing (Councillor King)</p>	<p>I understand that Torbay Council instructed the TDA to object to all 99 Local Green spaces designations in the Torquay Neighbourhood Plan and chose not to object to any local green spaces designations in the Paignton or Brixham neighbourhood plan, during their consultation period. Can you explain why Torbay Council is determined on turning Torquay into a concrete jungle but respects the views of the communities of Brixham and Paignton?</p>
<p>Councillor King</p>	
<p>Question (3) by Councillor Doggett to the Executive Lead for Community Services (Councillor Excell)</p>	<p>The reversal of the decision to allow Paignton Rugby Clubs under 10s and 9s teams to play on Torbay Park, Paignton brings this Council into disrepute. Can you explain why permission was granted and then withdrawn for this activity?</p>
<p>Councillor Excell</p>	
<p>Question (4) by Councillor Sanders to the Mayor and Executive Lead for Finance, Regeneration and Corporate Services (Mayor Oliver)</p>	<p>How banning organised rugby football on Torbay Park for children meets the aims and aspirations of the Torbay Local Plan and other Council policies in relation to a) promoting people to adopt active lifestyles, 2) encouraging young people to engage in sport, c) reducing the risk of diabetes and its comorbidities, d) reducing crime and vandalism.</p>
<p>Mayor Oliver</p>	<p>Page 23</p>

Question (5) by Councillor Stringer to Executive Lead for Community Services (Councillor Excell)	Over the past 12 months how often have our Civil Enforcement Officers conducted parking enforcement outside the three schools on Moor Lane?
Councillor Excell	

Second Round

Question (6) by Councillor Darling (S) to the Executive Lead for Planning, Transport and Housing (Councillor King)	At our July Full Council meeting Torbay Council agreed to establish a Housing Rental Company. In light of this decision can you advise me what staffing provision you have made for this in the current financial year and plan to make next financial year?
Councillor King	
Question (7) by Councillor Sanders to the Mayor and Executive Lead for Finance, Regeneration and Corporate Services (Mayor Oliver)	Who will decide the fate of the Monastery in the Clifton with Maidenway Ward when Anode surrenders its lease?
Mayor Oliver	

Third Round

Question (8) by Councillor Sanders to the Executive Lead for Community Services (Councillor Excell)	Can the Executive Lead for Community Services list the arboricultural justifications for the proposed removal of trees from Victoria Street and Torbay Road in Paignton.
Councillor Excell	
Question (9) by Councillor Darling (S) to the Executive Lead for Planning, Transport and Housing (Councillor King)	In light of the failure of TOR2 to develop a specific business case to improve our recycling levels. Does the Executive Lead for Planning, Transport and Housing feel that TOR2 have now breached the terms of their contract and we should seek to terminate said contract?
Councillor King	



Meeting: Council

Date: 19 October 2017

Wards Affected: All

Report Title: Housing Strategy and Housing Company (Affordable Housing, Empty Homes Scheme and Private Sector Renewal)

Is the decision a key decision? No

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Councillor Mark King, Executive Lead for Planning, Transport and Housing, mark.king@torbay.gov.uk

Supporting Officer Contact Details: Caroline Taylor, Director of Adults and Transformation (Housing-client side), 01803 208949, caroline.taylor@torbay.gov.uk

1. Introduction

- 1.2 On 20 July 2017, Council agreed that a Housing Rental Company Committee be created with the principal objective being to enable ambitious and progressive delivery of the Council's Housing Strategy. A Housing Rental Company Policy Framework Document outlining the governance and decision making arrangements of the company was also approved.
- 1.3 Separately, the Council has a Housing Strategy, which was approved at Council on the 3 February 2016. Given the correlation between the Housing Rental Company Policy Framework, and the Housing Strategy Policy Framework, it is proposed that in order to simplify and streamline the governance arrangements, that the Terms of Reference for the Housing Rental Company Committee be expanded to include oversight of delivery against the Housing Strategy, as such it is important that the Executive Lead with responsibility for housing be included within the membership of the Housing Company Committee.
- 1.4 Now that the Housing Company has been established it is important that proposals are brought forward so as to implement the Council's Housing Strategy to achieve the outcomes set out therein. As part of the delivery of this, the Council has monies allocated for Affordable Housing, this funding comes from 3 sources – 'Right to Buy' receipts, Section 106 and historic housing grant, each with their own funding conditions/obligations.
- 1.5 This report provides outline proposals in Exempt Appendix 2 as to how the Affordable Housing Capital Budget monies may be utilized – the full and final report will be presented to the appropriate decision maker in due course.

forward thinking, people orientated, adaptable - always with integrity.

- 1.6 It is proposed that further detail on any proposals to spend the Affordable Housing Capital Budget will be provided as part of any future business cases of the Housing Rental Company which will be presented to the Housing Company Committee. Any final decisions on the spend of the Affordable Housing Capital Budget will be presented to the most appropriate decision maker.

2. Reason for Proposal

- 2.1 To seek approval to change the governance arrangements of the Housing Rental Company and the Councils Housing Strategy to streamline decision making (Appendix 1).
- 2.2 To seek approval to change the governance arrangements of the Housing Rental Company Committee so that the Executive Lead with responsibility for Housing is a member of the Housing Rental Company Committee.
- 2.3 To seek approval to delegate the allocation of parts of the Affordable Housing Capital Budget to the Housing Rental Company (or another provider) to support any future business cases to facilitate the delivery of affordable housing - with any final decisions on the spend of the Affordable Housing Capital Budget to be presented to the most appropriate decision maker.

3. Officer Recommendation (s) / Proposed Decision

- 3.1. That the terms of reference for the Housing Rental Company Committee be amended to include oversight of the delivery of the Council's Housing Strategy.
- 3.2 That the governance arrangements of the Housing Rental Company Committee be changed so that the Executive Lead with responsibility for Housing is a member of the Housing Rental Company Committee.
- 3.3 That the Chief Executive, in consultation with the Housing Rental Company Committee, be given delegated authority to allocate parts of the Affordable Housing Capital Budget to the Housing Rental Company to facilitate the delivery of affordable housing while ensuring that any funding conditions/obligations associated with the Affordable Housing Capital Budgets are met - with any final decisions on the spend of the Affordable Housing Capital Budget to be presented to the most appropriate decision maker.

4. Mayoral Recommendation (s) / Proposed Decision

- 4.1 That the terms of reference for the Housing Rental Company Committee be amended to include oversight of the delivery of the Council's Housing Strategy.
- 4.2 That the Chief Executive, in consultation with the Housing Rental Company Committee, be given delegated authority to allocate parts of the Affordable Housing Capital Budget to the Housing Rental Company to facilitate the delivery of affordable housing while ensuring that any funding conditions/obligations associated with the Affordable Housing Capital Budgets are met - with any final decisions on the spend of the Affordable Housing Capital Budget to be presented to the most appropriate decision maker.

Appendices

Appendix 1 – Governance Diagram – Housing Rental Company – Officer Recommendation

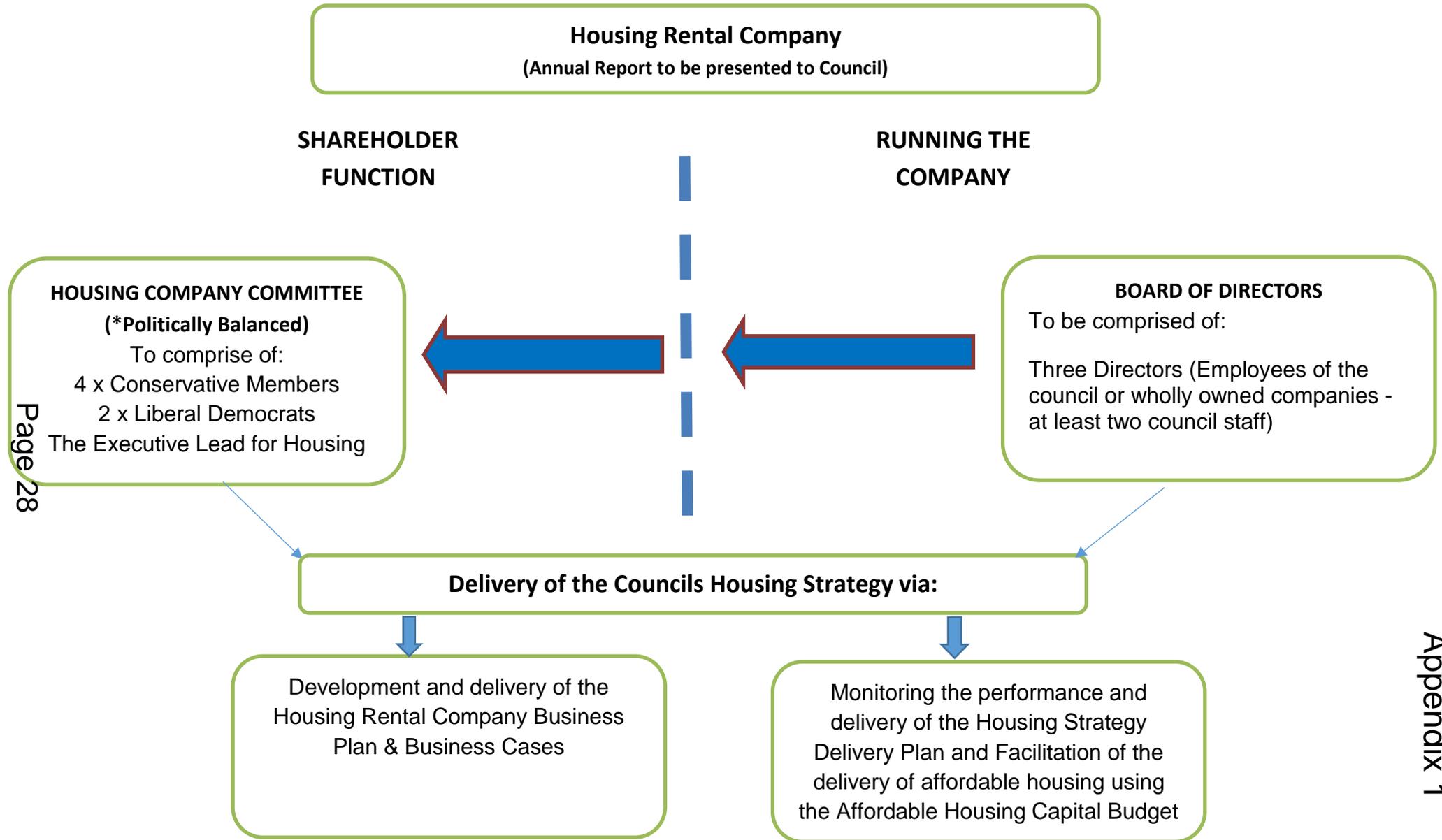
Appendix 2 - EXEMPT – Temporary Accommodation Report

Background Documents

Report to Council – Transformation Project – Generating Income through Housing dated 20 July 2017

Report to Council – Torbay’s Housing Strategy dated 3 February 2016

Governance – Housing Rental Company (Officer Recommendation)



*Subject to normal political balance.



**Meeting: Audit Committee
Council**

**Date: 27th September 2017
16th October 2017**

Wards Affected: All Wards in Torbay

Report Title: Treasury Management Mid-Year Review 2017/18

Is the decision a key decision? No

When does the decision need to be implemented? Immediate

Executive Lead Contact Details: Mayor Gordon Oliver, 01803 207001,
gordon.oliver@torbay.gov.uk

Supporting Officer Contact Details: Pete Truman, Principal Accountant, 01803 207302,
pete.truman@torbay.gov.uk

1. Proposal and Introduction

- 1.1 This report provides Members with a review of Treasury Management activities during the first part of 2017/18. The Treasury function aims to support the provision of all Council services through management of the Council's cash flow and debt & investment operations.
- 1.2 In light of the significant increases in the Capital Plan arising from the Transformation Programme a revised Treasury Management Strategy for 2017/18 is appended to the report for approval by Council.
- 1.3 Due to the significant and material changes in the Council's borrowing requirement from the Council approved schemes and also from the potential changes to both the Prudential Code and the Treasury Management Code of Practice, the Chief Finance Officer will report to Audit Committee and then full Council on the risk and the management of that risk at a future meeting.
- 1.4 The key points in the Treasury Management review are as follows:
 - New borrowing of £39million taken in year (as at August 2017)
 - Substantial growth in the Capital Financing Requirement going forward
 - Use of existing cash resources as internal borrowing to initially fund capital transactions
 - Borrowing now a higher priority than investment returns

- Council approved in September 2017 increases in both 2017/18 Operational limit and Authorised Limit for borrowing and long term liabilities.

2. Reason for Proposal

- 2.1 The preparation of a mid-year review on the performance of the treasury management function forms part of the minimum formal reporting arrangements required by the CIPFA Code of Practice for Treasury Management.
- 2.2 The significant increase in approved borrowing levels required a reassessment of the Council's approved strategy.

3. Recommendation(s) / Proposed Decision

Audit Committee

- 3.1 **That the Audit Committee provide any comments and/or recommendations on:**
- **Treasury Management decisions made during the first part of 2017/18**
 - **the Revised Treasury Management Strategy for 2017/18**
 - **the revised Prudential and Treasury Indicators 2017/18**

Council

- 3.2 **that the Treasury Management decisions made during the first part of 2017/18 as detailed in this report be noted;**
- 3.3 **That the Revised Treasury Management Strategy for 2017/18 (incorporating the Revised Annual Investment Strategy 2017/18) be approved;**
- 3.4 **that the revised Prudential and Treasury Indicators as set out in Appendix 4 of the Revised Treasury Management Strategy 2017/18 be approved.**

4. Background Information

- 4.1 The original Treasury Management Strategy for 2017/18 was approved by Council on 9th February 2017.
- 4.2 The Council defines its treasury management activities as:

“The management of the authority’s investments and cash flows, it’s banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks”.

- 4.3 The Chartered Institute of Public Finance and Accountancy’s (CIPFA) Code of Practice on Treasury Management (revised November 2009) was adopted by the Council on 25th March 2010.

4.4 This mid-year review has been prepared in compliance with the CIPFA Code of Practice and covers the following:

- Economic and Interest Rate update;
- Review of the Council's Borrowing strategy;
- Review of the Council Investments 2017/18;
- Minimum Revenue Provision Policy Statement 2017/18;
- Revenue Budget Performance
- Compliance with Prudential Limits for 2017/18.

5. **Economic and Interest Rate Update**

5.1 There has been little change in the low level of investment offer rates during the first part of the year. Borrowing rates have been volatile and general levels are forecast to rise gradually.

5.2 An economic forecast and revised interest rate forecast are incorporated within the Revised Treasury Management Strategy 2017/18.

6. **Borrowing Portfolio 2017/18**

6.1 New borrowing taken during the first part of the year is summarised in the table below. Amounts were limited to levels sufficient to cover cash requirements for individual capital transactions.

Total Loans	£39 million
Lender	Public Works Loan Board
Average rate	2.35%
Average term	36 years

6.2 Internal borrowing using existing cash resources was also applied to delay the impact of interest rate costs and to reduce the exposure of cash to negligible investment rates.

7. **Investment Portfolio 2017/18**

7.1 At the start of the year the Council had £15 million of core cash deposited longer term with average return of 1.72% in line with approved strategy.

7.2 Remaining cash has been kept in short term and instant access facilities to be available to fund revenue and capital outlay. Extensive use has been made of money market funds averaging 0.35%. Only two fixed deposits were transacted during the period, both for six months duration at rates of 0.70% and 0.55%

7.3 An update on the use of the Funding Circle peer to peer lending platform has been included within the Revised Treasury Management Strategy 2017/18.

7.4 At the end of August 2017 the overall investment performance stood at 0.69% against the market benchmark rate of 0.11%

7.5 Counterparties with which funds were deposited (April 2017 – August 2017):

Banks

Goldman Sachs International Bank
Lloyds Bank
National Westminster Bank
Santander UK
Svenska Handelsbanken

Other Approved Institutions

Public Sector Deposit Fund
Goldman Sachs Sterling Fund
Aberdeen Asset Management
Funding Circle

Local Authorities

Lancashire County Council
Newcastle City Council
Nottinghamshire Police and Crime
Commissioner

8 Minimum Revenue Provision (MRP) policy statement

8.1 The Minimum Revenue Provision is a statutory charge that the Council is required to make from its revenue budget. This provision enables the Council to generate cash resources for the repayment of borrowing.

8.2 No update to the approved 2017/18 MRP policy is required. However in relation to Investment Property funded by borrowing, the Chief Finance Officer will assess each asset at the end of each year within the Investment Portfolio for whether an MRP, VRP or contribution to the capital funding reserve is required.

9 Revenue Budget Performance

9.1 The revenue budget for treasury management is still in balance. Within the year the budget for interest payments has been increased to reflect the costs of new borrowing offset by rental income from the new properties.

As at August 2017	Revised Budget 2017/18	Projected Outturn 2017/18	Variation
	£M	£M	£M
Investment Income	(0.8)	(0.8)	0.0
Interest Paid on Borrowing	7.0	7.0	0.0
Net Position (Interest)	6.2	6.2	0.0
Minimum Revenue Provision	3.1	3.0	(0.1)
Net Position (Other)	3.1	3.0	(0.1)
Net Position Overall	9.3	9.2	(0.1)

10 Compliance with Prudential Limits for 2017/18

10.1 Council approved in September 2017, as a result of increased levels of borrowing (and likely) future borrowing based on Council approvals, increases in both 2017/18 Operational limit and Authorised Limit for borrowing and long term liabilities.

10.2 Performance of the Treasury Management function against the approved Prudential and Treasury Indicators is provided in the following tables.

TREASURY MANAGEMENT PRUDENTIAL INDICATORS	2017/18 REVISED LIMIT	As at 31/08/17
	£M	£M
Authorised limit for external debt -		
borrowing	310	192
other long term liabilities	20	20
TOTAL	330	218
<p>This is the Statutory “affordable borrowing limit” required under section 3(1) of the Local Government Act 2003. Impending breach would require the Council to take avoiding action.</p> <p>Borrowing Levels are within the Authorised Limit – no action required</p>		
Operational boundary for external debt -		
borrowing	290	192
other long term liabilities	40	20
TOTAL	310	218
<p>This is the most likely, but not worst case scenario for day-to-day cash management purposes. This indicator provides an early warning for a potential breach in the Authorised Limit. Occasional breach of this limit is not serious but sustained breach would indicate that prudential boundaries the Council has set may be exceeded, requiring immediate Council action.</p> <p>Borrowing Levels are within the (revised) Operational Boundary – no action required</p>		

TREASURY MANAGEMENT PRUDENTIAL INDICATORS	2017/18 LIMIT	As at 31/08/17	
Limit for fixed interest rate exposure	%	%	
Debt	100	100	
Investments	80	36	
Limit for variable rate exposure			
Debt	30	0	
Investments	85	63	
<p>The Code requires the Council to set ranges on its exposure to the effects of changes on interest rates. Fixed rate borrowing and investments can contribute to reducing the uncertainty surrounding future interest rates. However, a degree of use of variable interest rates on part of the treasury management portfolio may benefit performance. The limit for fixed rate exposure has been set to allow for the Council's entire debt to be locked in at low fixed rates. The actual proportion reflects a rising level of "locking out" funds at fixed rates prior to the anticipated fall in base rate. The limit for variable rate exposure reflects the Council's use of notice accounts for liquidity of the investment portfolio and the external Fund manager holding</p> <p>Rate exposures are within the approved limits – no action required.</p>			
	2017/18 REVISED LIMIT £M	As at 31/08/17 £M	
Upper limit for total principal sums invested for over 364 days (per maturity date)	35	15	
<p>The purpose of this indicator is to contain the Council's exposure to the possibility of losses that might arise as a result of it having to seek early repayment or redemption of principal sums invested.</p> <p>The position above represents around 30% of the total portfolio held in longer term investments.</p>			
Maturity structure of fixed rate borrowing during 2017/18	Upper limit	lower limit	As at 31/08/17
Up to 10 years	50%	5%	21%
10 to 20 years	50%	5%	18%
20 to 30 years	60%	10%	16%
30 to 40 years	50%	10%	20%
Over 40 years	50%	0%	25%
<p>The Prudential Code is designed to assist authorities avoid large concentrations of fixed rate debt that has the same maturity structure and would therefore need to be replaced at the same time.</p>			

11 Total Council Borrowing and Risk

- 11.1 Due to the significant and material changes in the Council's borrowing requirement from the Council approved schemes the Chief Finance Officer will report to Audit Committee and then full Council on the risk and the management of that risk at a future meeting, by inclusion within the Capital Strategy 2018/19.
- 11.2 It is important that all members understand the impact and risk/reward on both the Council's revenue budget and its balance sheet from the increased levels of borrowing. The Council's borrowing at the start of 2016/17 was £138m and had risen by mid August 2017 to £192m. If all the previously Council approved schemes to be funded from borrowing are completed then the Council's overall capital financing requirement could increase to over £400m. This will also increased the ongoing (fixed) revenue costs to the Council of the interest and repayment (principal) costs each year. These increased (fixed) costs and liabilities will need to be considered in light of any rental income and the value of the assets being purchased.
- 11.3 In addition CIPFA are currently consulting on updates to both the Prudential Code and the Treasury Management Code of Practice to reflect the national increase in Councils use/purchase of "non treasury investments". Audit Committee will need to consider these changes and may choose to recommend increased levels of scrutiny and due diligence in relation to "non treasury investments".
- 11.4 Audit Committee have responsibilities for the overview of the Council's Treasury Management activities including borrowing, therefore it is important that the Audit Committee are able to review and provide its views to full Council on this issue in due course.

Appendices

Appendix 1: Revised Treasury Management Strategy 2017/18

Background Documents

[Treasury Management Strategy 2017/18](#)



September 2017

Revised Treasury Management Strategy 2017/18

incorporating the Annual Investment
Strategy and the Minimum Revenue
Provision Policy

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1 Introduction

The Council defines its treasury management activities as:

“The management of the authority’s investments and cash flows, it’s banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.”

The revised Strategy for 2017/18 covers two main areas:

- Treasury management issues
 - the current treasury position;
 - treasury indicators which limit the treasury risk and activities of the Council;
 - prospects for interest rates;
 - the borrowing strategy;
 - the Annual Investment Strategy;
 - policy on use of external service providers;
 - reporting arrangements and management evaluation
 - other matters

- Capital issues
 - the capital plans and the prudential indicators;
 - the minimum revenue provision (MRP) policy.

2 Core funds and expected investment balances

The application of resources (capital receipts, reserves etc.) to either finance capital expenditure or other budget decisions to support the revenue budget will have an ongoing impact on investments unless resources are supplemented each year from new sources (asset sales etc.). Detailed below are estimates of the year end balances for each resource and anticipated day to day cash flow balances.

The table below includes the impact of the approved capital plan (as at quarter one 2017/18) which shows a borrowing requirement of £64million, but makes no assumption at this stage on the timing or level of the borrowing required. However, by the end of 2019/20 the Council may need to further borrow for any additional investment fund purchases which could add an additional £133m.

		2016/17 Actual	2017/18 Revised	2018/19 Estimate	2019/20 Estimate
Reserves		28	17	16	16
Capital Funding		9	5	5	5
Provisions		2	2	2	2
Other		0	0	0	0
Total "core" funds		39	24	23	23
Working capital*		5	10	10	10
Total (under)/over borrowing		(2)	(24)	(48)	(64)
Expected cash position		42	10	(15)	(31)

* Working capital balances shown are estimated year end; these may be higher mid year

Memorandum:		2016/17 Actual	2017/18 Revised	2018/19 Estimate	2019/20 Estimate
- (Under)/Over borrowing					
- Investment Fund		0	(7)	0	0
- Other		(2)	(17)	(48)	(64)
Total		(2)	(24)	(48)	(64)

3 Prospects for Interest Rates

The Council has appointed Capita Asset Services as its treasury advisor and part of their service is to assist the Council to formulate a view on interest rates. The following table gives their central view (at August 2017).

	NOW	Sep-17	Dec-17	Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	Sep-19	Dec-19	Mar-20
BANK RATE	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.50	0.75	0.75
3 month LIBID	0.30	0.30	0.30	0.30	0.30	0.30	0.40	0.50	0.60	0.70	0.80	0.90
6 month LIBID	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.60	0.70	0.80	0.90	1.00
12 month LIBID	0.60	0.60	0.70	0.70	0.80	0.80	0.90	1.00	1.10	1.20	1.30	1.40
5 yr PWLB	1.30	1.40	1.50	1.60	1.70	1.70	1.80	1.80	1.90	1.90	2.00	2.00
10 yr PWLB	1.90	2.10	2.20	2.30	2.30	2.40	2.40	2.50	2.50	2.60	2.60	2.70
25 yr PWLB	2.60	2.80	2.90	2.90	3.00	3.00	3.10	3.10	3.20	3.20	3.30	3.30
50 yr PWLB	2.40	2.60	2.70	2.70	2.80	2.80	2.90	2.90	3.00	3.00	3.10	3.10

PWLB rates are quoted at the discounted Certainty Rate which Torbay Council is eligible for.

- Increases in investment returns are not expected in 2017/18 due to reduced GDP growth forecasts arising from uncertainty over Brexit. However, potential upside pressures from wage and inflation increases have gained traction in mid September 2017 and following comments from members of the MPC committee, some forecasters moved forward the timing of the first rise to February 2018 and possibly as early as November 2017.
- PWLB rates are forecast to rise, albeit slowly, as a world economic recovery is likely to see investors switching from save haven bonds to equities. Downside geopolitical risks remain (e.g. North Korea) but upside risks also exist from the USA if the Fed's pace and timing of rate increases and in the UK if inflation returns to significantly high levels.
- Economic forecasting is difficult in the current climate with many external factors weighing on the UK.

The borrowing rate forecasts give rise to affordable opportunities to fund the Council's significant capital plans in the short term.

However, cost of carry risks mean actual borrowing is best aligned to new capital ventures being realised and amounts taken limited to restrict levels of cash which is earning negligible returns over the next year and beyond.

An economic commentary provided by Capita Asset Services is provided at Appendix 3 for information.

4 Borrowing

4.1 The current borrowing position

The Council's treasury portfolio position at 31 March 2017, with forward projections (excluding new borrowing) is summarised below. The table shows the actual external debt (the treasury management operations), against the underlying capital borrowing need (the Capital Financing Requirement (CFR)), highlighting any over or under borrowing.

£m	2016/17 Actual	2017/18 Revised	2018/19 Estimate	2019/20 Estimate
Debt at 1 April	138	153	192	192
Change in Debt	15	39	0	0
Other long-term liabilities – School PFI	7	7	6	6
Other long-term liabilities – EFW PFI	12	12	12	12
Actual gross debt at 31 March	172	211	210	210
The Capital Financing Requirement	174	235	258	274
(Under) / over borrowing	(2)	(24)	(48)	(64)

The table above based on quarter one 2017/18 capital monitoring report shows Council capital financing requirement (excluding PFI liabilities) rising to £256m by the end of 2019/20 of which £64m is yet to be borrowed. If the estimate of £16m for 2020/21 is included along with a further £133m, if spent on investment properties (to the £200m limit), the level of Council debt will reach £405m. This total could increase if Council approve any additional schemes to be funded from borrowing such as for Town Centre Regeneration.

The Borrowing Strategy

The Council's Capital Investment Plan at quarter 1 is detailed within the Prudential Indicators at Appendix 1. This plan and the impact on core cash, indicate the need to borrow £103 million of funds over the next three years (£236m if investment fund reaches £200m) to ensure that gross debt is in line with the CFR. Of this sum £39m has already been borrowed in 2017/18. If the profile of capital spend changes, the in year treasury strategy will be updated and borrowing decisions expedited by the Chief Finance Officer under delegated powers.

It is proposed to use existing cash resources to initially fund planned capital expenditure in order to delay the additional borrowing cost to the General Fund until income streams are realised. Under this strategy new borrowing will be limited to levels sufficient to cover cash requirements for individual capital transactions and only at the point of reasonable certainty that the funds will be applied quickly.

The revised budget for payment of interest on debt for 2017/18, amended for new loans taken and assuming new borrowing provision detailed above, is based on an overall borrowing rate of 3.9% (4.34% in 2016/17).

The Chief Finance Officer has recognised the value in aligning current low borrowing rates to the business cases of specific schemes generating new income streams and this policy is currently being applied to Investment Fund related schemes. Decisions on other schemes will be made on a case by case basis and non-applicable schemes will continue to reflect the Council's average rate of borrowing.

In the event of a significant rise in the outlook for interest rates, the Chief Finance Officer will vary the strategy outlined above and take a greater proportion of the borrowing requirement earlier to protect the affordability of capital schemes over the longer term. The Council will not borrow more than, or in advance of its needs, purely in order to profit from the investment of the extra sums borrowed.

Any decision to borrow in advance, linked to forecast interest rates, will be within forward approved CFR estimates, and will be considered carefully to ensure that value for money can be demonstrated and that the Council can ensure the security of such funds. No borrowing in advance will be made in relation to any capital project funded from borrowing until individual schemes have been approved by Council and there is a high assumption of spend occurring.

Finance officers continue to monitor alternative funding sources to PWLB. Discussions have been held with banking partners on market structures available and while these currently offer no advantage to PWLB, groundwork has been prepared if the Council's circumstances change in the future.

Treasury Indicators for limits to borrowing activity are published within Appendix 1 to this report.

5 Annual Investment Strategy

5.1 Investment policy

The Council's investment policy has regard to the CLG's Guidance on Local Government Investments ("the Guidance") and the revised CIPFA Treasury Management in Public Services Code of Practice and Cross Sectoral Guidance Notes ("the CIPFA TM Code"). **The Council's investment priorities will be security first, liquidity second, and then return.**

In accordance with the above guidance from the CLG and CIPFA, and in order to minimise the risk to investments, the Council applies minimum acceptable credit criteria in order to generate a list of highly creditworthy counterparties which also enables diversification and thus avoidance of concentration risk. The key ratings used to monitor counterparties are the Short Term and Long Term ratings. The creditworthiness policy adopted is detailed at Appendix 4.

A decision by the Chief Finance Officer to temporarily remove all Eurozone Banks, regardless of rating, from the approved counterparty list for in-house investments remains in place but does not form part of this policy.

Investment instruments identified for use in the financial year are listed at Appendix 5 under the 'Specified' and 'Non-Specified' Investments categories. Counterparty limits will be set within the schedules accompanying the Council's Treasury Management Practices.

5.2 Investment strategy

Investment rates are forecast to remain at low levels during 2017/18.

Expected cash levels are likely to decrease significantly over the period as internal resources are used to initially fund income generating capital schemes and delay the cost of borrowing, rather than maintain cash levels earning negligible investment returns.

Based on strategic cash flow forecasts £15million of the Council's investments can be regarded as core cash and be invested over a longer periods in higher risk/return instruments. Previous investment decisions have locked out £12 million of these funds beyond 2017/18 to gain higher returns (average 1.07%) and £3 million has been placed with the Local Authorities Property Fund (current yield around 4.50%)

A decision was taken in December 2016 to pay £10million of short term cash to TOR2 in advance of 12 months contracted fees, to earn a significant discount. This facility will be renewed subject to negotiation.

Under the strategy of using internal resources as internal borrowing for capital expenditure, remaining cash will need to be maintained in short term liquidity instruments. As such extensive use will be made of the Council's money market funds and fixed deposits are expected to be limited to short 3 or 6 month durations and instant access instruments to maintain sufficient liquidity. The expected return on these investments is unlikely to exceed 0.3%

An analysis of the current performance of the Council's exposure to peer to peer lending (Funding Circle) is produced in the following table.

Funding Circle (peer to peer lending) to end August 2017		
Total Investment		£220,000
No. of loan parts		2646
Defaulted loans*		£4,696
Defaults as a proportion of principal invested		2.10%
Expected bad debt rate of portfolio		1.73%
	<u>2017/18</u>	<u>Whole Life</u>
Interest earned	£7,987	£27,625
Gross yield	8.18%	8.41%
Return net of fees and bad debts	6.64%	5.85%
<u>Risk Analysis</u>		
Proportion of secured/unsecured loans		
- Secured		67%
- Unsecured		33%
Proportion of loans by credit rating		
- A+		75%
- A		19%
- B		5%
- Downgraded		1%

* This is the current level of defaults and is subject to being reduced by guarantees and recoveries pursued by Funding Circle.

The Treasury Management Outturn report for 2016/17 reported a decision by the Chief Finance Officer to restrict Funding Circle operations to only those loans secured by a first charge on assets, together with news of Funding Circle changing their business plan to focus on loans to small businesses loans and withdrawing new property development loans. The combination of these two events effectively result in Funding Circle investment being unwound. Members requested the Chief Finance Officer review his restriction during 2017/18.

A further development has recently been announced by Funding Circle whereby the facility to pick and choose individual loans is being removed and all selections will be automated based on a chosen credit criteria; there will be no provision to stipulate secured only loans. Taking this new development into account the Chief Finance Officer maintains the earlier restriction remains proportionate and the new change by Funding Circle are too far removed from an appropriate investment instrument for Council funds.

No further funds will therefore be invested in Funding Circle and the current holding will be wound down as individual loans are repaid.

Peer to peer lending will remain on the approved list of investments and Officers will continue to review other providers that can satisfy the two major criteria; (a) a credit rating policy and (b) a first charge on borrower assets in the event of default.

The overall investment performance will be benchmarked against the 7-Day LIBID market rate and is budgeted at a revised level of 0.65%

A new directive (MiFID II) from the European Union affecting financial dealing will be implemented into UK law in January 2018. Torbay Council is currently classed as a “professional” client with its investment counterparties, recognising officers have knowledge and expertise in dealing with more complex investment instruments. Under the new directive all Local Authorities will by default classed as “retail” clients meaning that banks and other counterparties will only be able to offer the most basic of investment vehicles e.g. fixed deposits, notice accounts. Authorities can apply to be reclassified as a professional client and this would be required for each investment with each counterparty. There is a possibility that the Council will not pass the criteria for reclassification denying access to higher risk/return markets in future years.

Investment treasury indicator and limits are published within Appendix 1 to this report

6 Treasury Management Consultants

Capita Asset Services was reappointed as the Council's external treasury management advisors for three years from February 2016, following a full tender process.

The Council acknowledges that there is value in employing external providers of treasury management services in order to acquire access to specialist skills and resources. The Chief Finance Officer will ensure that the terms of their appointment and the methods by which their value will be assessed are properly agreed and documented, and subjected to regular review.

The Council recognises that responsibility for treasury management decisions remains with the organisation at all times and will ensure that undue reliance is not placed upon our external service providers.

7 Reporting Arrangements and Management Evaluation

Members will receive the following reports for 2017/18 as standard in line with the requirements of the Code of Practice:

- Annual Treasury Management Strategy
- Mid-Year Treasury Review report
- Annual Treasury Outturn report

The CFO will inform the Mayor/Executive Lead for Finance of any long-term borrowing/repayment undertaken or any significant events that may affect the Council's treasury management activities. The CFO will maintain a list of staff authorised to undertake treasury management transactions on behalf of the Council.

The Chief Finance Officer is authorised to approve any movement between borrowing and other long-term liabilities within the Authorised Limit (see Appendix 1). Any such change will be reported to the next meeting of the Council.

The impact of these policies will be reflected as part of the Council's revenue budget and therefore will be reported through the quarterly budget monitoring process.

The Council's management and evaluation arrangements for Treasury Management will be as follows:

- Monthly monitoring report to the Chief Finance Officer, Finance Manager-Budget & Technical, Executive Lead for Finance and Group Leaders
- Quarterly meeting of the Treasury Manager/ Finance Manager-Budget & Technical/ Chief Finance Officer to review previous quarter performance and plan following period activities
- Regular meetings with the Council's treasury advisors
- Membership and participation in the Capita Benchmarking Club
- The Audit Committee is the body responsible for scrutiny of Treasury Management.

8 Other Matters

8.1 Loans to organisations

The Council has provided loans or loan facilities to the following organisations. These are policy decisions and not part of the treasury management strategy except for identifying any impact on cash balances:

Organisation	Current Value of loan	Full Term of Loan	Rate
Torbay Economic Development Company*	£575,000	25 years	Linked to Council borrowing Rate
Torbay Economic Development Company	£1,480,298	25 years	Linked to Council borrowing Rate
Academy Schools	£130,000	3 to 7 years	Linked to Council borrowing Rate
Babbacombe Cliff Railway	£10,000	10 years	Linked to Council Borrowing Rate
Housing Loans	£1,000	No new loans issued. Term linked to individual mortgages	Linked to market mortgage rates
Sports Clubs	£33,000	10 - 20 years	Linked to Council Borrowing Rate
Torbay Coast & Country side Trust	£895,000	45 years	Linked to Bank Base Rate
Parkwood Leisure *	£1,700,000	12 years	Linked to Council borrowing Rate
South Devon College	£4,000,000	25 years	Linked to Council borrowing Rate

*Not fully drawn down as at 14th September 2017

The current overall rate of interest on these loans is around 4%.

8.2 Advancing cash

If approved the Council will advance cash to Torbay Council schools at a rate equivalent to that of the forecast investment yield (to reflect the lost investment opportunity), with the option of an additional 0.25% risk premium. The service will have to identify the funding for this advance from revenue or reserves in the year of the advance.

8.3 Investing cash for Local Payment Scheme (LPS) Schools

If agreed by the Chief Finance Officer the Council will invest LPS school surplus balances on a temporary basis and endeavour to match Bank Rate on these investments on a variable basis. This will be for cash on a longer-term basis and will not apply to daily cash flow balances.

8.4 Soft Loans

Accounting for financial instruments require the recognition of soft loans i.e. where a loan is made at a lower than 'competitive' rate the cost implicit in achieving the lower rate must be reflected in the Council's accounts.

13.5 Anti-Money Laundering

The Council will comply with all relevant regulations.

Appendix 1

Prudential & Treasury Management Indicators 2017/18 – 2020/21

The Council's capital expenditure plans are the key driver of treasury management activity. The output of the capital expenditure plans is reflected in the prudential indicators, which are designed to assist members' overview and confirm capital expenditure plans.

Capital Expenditure

The Council's Capital Plan monitoring report for quarter 2 will be presented to Council in October 2017 and summarised below for approval are the required prudential indicators for capital expenditure:

Capital expenditure £m	2017/18 Revised	2018/19 Estimate	2019/20 Estimate	2020/21 Estimate
Total at Q1 2017/18	84	46	27	12

It should be noted that the timing of capital expenditure financed from borrowing is currently very uncertain which makes planning difficult. If a further £133m is spent on investment properties (to the £200m limit) then the totals shown above will increase by £133m to £302m. There is significant uncertainty over the timing of new expenditure on the £133m balance on the Investment Fund and a number of regeneration related projects that have not yet started such as Claylands (£7m), the Electronics and Photonics Innovation Centre (EPIC) (£2m) and Upton Place (£14m).

The table below summarises the above capital expenditure plans and how these plans are being financed by capital or revenue resources. Any shortfall of resources results in a funding borrowing need.

Financing of capital expenditure £m	2017/18 Revised	2018/19 Estimate	2019/20 Estimate	2020/21 Estimate
Capital receipts	1	1	1	0
Capital grants	16	16	6	2
Capital reserves	0	2	0	0
Capital Contributions	1	0	0	0
Revenue	1	0	0	0
Borrowing need for the year	65	27	20	10

The Council's borrowing need (the Capital Financing Requirement)

The second prudential indicator is the Council's Capital Financing Requirement (CFR). The CFR is simply the total historic outstanding capital expenditure which has not yet been paid for from either revenue or capital resources. It is essentially a measure of the Council's underlying borrowing need. Any capital expenditure above, which has not immediately been paid for, will increase the CFR.

The CFR does not increase indefinitely, as the minimum revenue provision (MRP) is a statutory annual revenue charge which broadly reduces the borrowing need in line with each assets life.

The CFR includes any other long term liabilities (e.g. PFI schemes, finance leases). Whilst these increase the CFR, and therefore the Council's borrowing requirement, these types of scheme include the financing of the asset and so the Council is not required to separately borrow for these schemes. The Council currently has £20m of such schemes, mostly PFI schemes, within the CFR.

The Council is asked to approve the CFR projections below:

£m	2017/18 Estimate	2018/19 Estimate	2019/20 Estimate	2020/21 Estimate
Capital Financing Requirement				
Total CFR *	174	235	258	274
Movement in CFR	61	23	16	6

Movement in CFR represented by				
Net financing need for the year (above)	65	27	20	10
Less MRP, VRP and other financing movements **	(4)	(4)	(4)	(4)
Movement in CFR	61	23	16	6

Note * - If an additional £133m on investment properties is spent the CFR will rise to £413m.

Note ** - MRP to be re calculated – estimate still at budget 17/18 level.

Affordability prudential indicators

The overall capital and control of borrowing prudential indicators are set out above, but within this framework prudential indicators are required to assess the affordability of the capital investment plans. These provide an indication of the impact of the capital investment plans on the Council's overall finances. The Council is asked to approve the following indicators:

Ratio of financing costs to net revenue stream

This indicator identifies the trend in the cost of capital (borrowing and other long term obligation costs net of investment income but excluding investment property income) to support the projected CFR as identified above against the 2017/18 net revenue budget.

	2017/18 Estimate	2018/19 Estimate	2019/20 Estimate	2020/21 Estimate
%				
Ratio	9	11	12	13

Incremental impact of capital investment decisions on council tax

This indicator identifies the revenue costs associated with proposed changes to the three year capital programme recommended in the capital plan budget 2017/18 compared to the Council's existing approved commitments and current plans.

Incremental impact of capital investment decisions on the Band D Council Tax

		2017/18 Estimate	2018/19 Estimate	2019/20 Estimate
Council Tax	%	0	0	0
Band D	-			

As there were no schemes funded from borrowing proposed as part of 2017/18 budget process this indicator is still nil. However, the Council has subsequently approved further schemes funded from borrowing which do have an ongoing revenue cost. On the assumption that the interest and MRP costs are 5% per annum of the capital expenditure then £12m of spend will cost £600k per annum which equals 1% extra on council tax, which is £13.77 for a band D property. Therefore if in 2017/18 and future years another £236m of borrowing is incurred this would increase Council tax by 20%. However this calculation does not include any income stream associated with the new assets.

Limits on Borrowing and Long-Term Liabilities

The Operational Boundary

This is the limit beyond which external borrowing and long-term liabilities are not normally expected to exceed. In most cases, this would be linked to the CFR, but may be lower or higher depending on the levels of actual borrowing.

Operational boundary	£m	2016/17 Final	2017/18 Revised	2018/19 Estimate	2019/20 Estimate
Borrowing		148	290	430	430
Long term liabilities		40	20	20	20
Total		188	310	450	450

The Authorised Limit for external borrowing and long-term liabilities.

A further key prudential indicator represents a control on the maximum level of borrowing. This represents a limit beyond which external borrowing is prohibited, and this limit needs to be set or revised by the full Council. It reflects the level of external borrowing which, while not desired, could be afforded in the short term, but is not sustainable in the longer term.

This is the statutory limit determined under section 3 (1) of the Local Government Act 2003. The Government retains an option to control either the total of all councils' plans, or those of a specific council, although this power has not yet been exercised.

Authorised limit	£m	2016/17 Final	2017/18 Revised	2018/19 Estimate	2019/20 Estimate
Borrowing		167	310	450	450
Other long term liabilities		40	20	20	20
Total		207	330	470	470

Limits on Activity

There are three debt related treasury activity limits. The purpose of these are to restrain the activity of the treasury function within certain limits, thereby managing risk and reducing the impact of any adverse movement in interest rates. However, if these are set to be too restrictive they will impair the opportunities to reduce costs/improve performance. The indicators are:

Upper limits on variable interest rate exposure.

This identifies a maximum limit for variable interest rates based upon the debt position net of investments

Upper limits on fixed interest rate exposure.

This is similar to the previous indicator and covers a maximum limit on fixed interest rates;

Maturity structure of borrowing

These gross limits are set to reduce the Council's exposure to large fixed rate sums falling due for refinancing and are required for upper and lower limits

Interest rate Exposures				
	2016/17 Upper %	2017/18 Upper %	2018/19 Upper %	2019/20 Upper %
Limits on fixed interest rates:				
• Debt	100	100	100	100
• Investments	80	80	80	80
Limits on variable interest rates:				
• Debt	30	30	30	30
• Investments	85	85	85	85

Maturity Structure of fixed interest rate borrowing 2017/18			
	Lower	Upper	Projected 31/03/2018
Up to 10 years	5%	50%	20%
10 to 20 years	5%	50%	20%
20 to 30 years	5%	60%	15%
30 to 40 years	10%	50%	20%
Over 40 years	0%	50%	25%

Investment Treasury Indicator and Limit

Total principal funds invested for greater than 364 days. These limits are set with regard to the Council's liquidity requirements and to reduce the need for early sale of an investment, and are based on the availability of funds after each year-end.

Maximum principal sums invested for over 364 days			
£m	2017/18	2018/19	2019/20
Principal sums invested > 364 days	35	25	25

Appendix 2

Policy on Minimum Revenue Provision for 2017/18

The Minimum Revenue Provision is a statutory charge that the Council is required to make from its revenue budget. This provision enables the Council to generate cash resources for the repayment of borrowing.

The basis for the calculation of the provision is prescribed by legislation (Local Authorities (Capital Finance and Accounting (England) (Amendment) Regulations 2012, which states that Councils are required to “determine for the current financial year an amount of MRP that it considers to be prudent” and prepare an annual statement on their MRP calculation to their full Council.

One of the aims of this legislation is to ensure that the repayment of principal owed for capital expenditure is charged on a prudent basis. Central Government guidance says:

“the broad aim of prudent provision is to ensure that debt is repaid over a period that is either reasonably commensurate with that over which the capital expenditure provides benefits, or, in the case of borrowing supported by Government Revenue Support Grant, reasonably commensurate with the period implicit in the determination of that grant.”

For Supported Borrowing, (borrowing funded by central government), the Council will charge MRP at 2% of the balance as at 31 March after the deduction of the value of adjustment A (a set value in 2004), fixed at the same cash value of that the whole debt is repaid after 50 years.

The Council will charge a VRP for the supported borrowing within the adjustment A value that is outstanding as at 31 March relating to transferred debt from Devon County Council fixed at the same cash value of that the whole debt is repaid after 50 years (which is similar to the supported borrowing calculation).

For capital expenditure funded from unsupported borrowing, less any repayment to date, the Council will make a provision based on the cumulative expenditure incurred on each asset in the previous financial years using a prudent asset life, which reflects the estimated usable life of that asset. (See table below).

The MRP for each asset will be calculated using the asset life method using an annuity calculation. An adjustment to the MRP calculation will be made where there is expenditure in the previous financial year, but the asset is not yet operational. MRP will be calculated on the total expenditure on that asset in the year after the asset becomes operational.

The Council will continue to charge services for their use of unsupported borrowing using a prudent asset life (or a shorter period) on an annuity calculation (or a straight line basis if asset if no MRP). Where possible the same asset life and borrowing interest rate will be used for both the charge to services and the calculation of the MRP.

To mitigate any negative impact from the changes in accounting for leases and PFI schemes the Council will include in the annual MRP charge an amount equal to the amount that has been taken to the balance sheet to reduce the balance sheet liability for a PFI scheme or a finance lease. The calculation will be based on the annuity method using the Internal Rate of Return (IRR) implicit in the PFI or lease agreement.

Where loans are given for capital purposes they come within the scope of the prudential controls established by the Local Government Act 2003 and the Local Authorities (Capital Finance and Accounting) (England) Regulations 2008.

If a loan agreement does not include contractual commitments that the funds be put towards capital expenditure no MRP will be made, if however capital contract commitments are included then an MRP will be made on a prudent basis using Asset Life Method linked to the life of the asset being funded.

The Capital Financing Requirement (CFR) will increase by the amount of the loan. Once the funds are returned to the local authority, the returned funds are classed as a capital receipt with those receipts being earmarked specifically to that loan, and the CFR and loan will reduce accordingly. If the expectation is that funds will be repaid in full at some point in the future, there is no requirement to set aside prudent provision to repay the debt liability in the interim period, so there is no MRP application. The position of each loan will be reviewed on an annual basis by Chief Finance Officer.

Where expenditure is on an Investment Property a MRP may not be applied where there is a clear decision or realistic expectation that an asset purchased as an investment property will be sold in the future where the capital receipts from that sale will be set aside to enable repayment of the borrowing associated with the asset. These assets will be reviewed each year to assess any reduction in value including acquisition costs. If any reduction in value has occurred then an MRP will be charged to recover the loss in the medium term, such as over five to ten years.

Where relevant, the suggested asset lives for certain types of capitalised expenditure as detailed in the MRP guidance issued by DCLG will be used.

Each asset life will be considered in relation the asset being constructed by the Chief Finance Officer; however as a guide the following are typical asset lives that will be used.

Asset Type	Asset Life
Freehold Land (specified in DCLG statutory guidance)	50 years
Buildings	40 years
Investment Properties	40 years
Software	10 years
Vehicles & Equipment	7 years
Highway Network	40 years
Structural Enhancements	25 years
Infrastructure	40 years

For capital expenditure where land and buildings are not separately identified a blended asset life can be used (e.g. an assumption that 30% of the value is land results in an asset life of 43 years).

Appendix 3

Economic Commentary (Capita Treasury Services – July 2017)

The UK GDP annual growth rates in each calendar year 2013 – 2016 of 1.9%, 3.1%, 2.2% and 1.8%, have all been the top rate, or near top rate, of any of the G7 countries in every year. It is particularly notable that the UK performance was repeated in 2016, a year in which the Bank of England had forecast in August 2016 that growth would be near to zero in the second half of the year due to the economic shock it expected from the result of the Brexit referendum in June. However, it has had to change its mind and in its February and May 2017 Inflation Reports, the Bank upgraded its forecasts for growth (May Report - 2017 1.9%, 2018 and 2019 1.9%). However over these years, it also expects inflation to accelerate towards nearly 3% as increases in costs as a result of the fall in the value of sterling since the referendum, gradually feeds through into the economy, though it should fall back to 2.2% in 2019. Provided those cost pressures do not feed through into significantly higher domestically generated inflation within the UK, the MPC is expected to 'look through' this one off blip upwards in inflation. Wage inflation, which is a key driver of domestically generated price pressures, is currently subdued. There is, though, a potential risk that the MPC might muster a majority to reverse the emergency 0.25% rate cut before embarking on a progressive trend of increases in Bank Rate at a later time.

GDP growth in the US has been highly volatile in 2016 but overall mediocre, at an average of 1.6% for the year. Quarter 1 in 2017 has also been mediocre at 1.4% but current indications are that growth could rebound strongly in quarter 2. The disappointment so far has been the lack of decisive action from President Trump to make progress with his promised fiscal stimulus package. The Fed has, therefore, started on the upswing in rates now that the economy is at or around "full employment" and inflationary pressures have been building to exceed its 2% target. It has, therefore, raised rates four times, with the last three following quickly on one another in December 2016 and March and June 2017. One or two more increases are expected in 2017 and possibly four in 2018.

Growth in the EU improved in 2016, to 1.7%, after the ECB cut rates into negative territory and embarked on massive quantitative easing during the year. The ECB is now forecasting growth of 1.9% in 2017, 1.8% in 2018 and 1.7% in 2019. It has committed to continuing major monthly quantitative easing purchases of debt instruments, though in April 2017 it reduced the rate from €80bn per month to €60bn, to continue until the end of 2017, in order to stimulate growth and to get inflation up to its 2% target.

There are major concerns about various stresses within the EU; these could even have the potential to call into question the EU project. The Dutch and French elections passed off without creating any waves for the EU but we still have a national election in Germany on 22 October; this is not currently expected to cause any significant change. What could be more problematic is the general election in Austria on 15 October where a major front runner is the Freedom Party which is strongly anti-immigration and anti EU. There is also a risk of a snap general election in Italy before the final end possible date of 20 May 2018. A continuing major stress point is dealing with the unsustainable level of national debt in Greece in the face of implacable opposition from Germany to any further bail out. High levels of unemployment in some EU countries and the free movement of people within the EU, together with the EU's fraught relationship with Turkey in controlling such people movements, are also major stress issues. On top of which the EU also now has to deal with Brexit negotiations with the UK.

China is expected to continue with reasonably strong growth, (by Chinese standards), of 6.5% in 2017. However, medium term risks are increasing. Japan has only achieved 1% growth in 2016 and is struggling to get inflation to move from around 0%, despite massive fiscal stimulus and monetary policy action by the Bank of Japan.

Appendix 4

Creditworthiness Policy

This Council applies the creditworthiness service provided by Capita Asset Services. This service employs a sophisticated modelling approach utilising credit ratings from the three main credit rating agencies - Fitch, Moody's and Standard and Poor's. The credit ratings of counterparties are supplemented with the following overlays:

- credit watches and credit outlooks from credit rating agencies;
- CDS spreads to give early warning of likely changes in credit ratings;
- sovereign ratings to select counterparties from only the most creditworthy countries.

This modelling approach combines credit ratings, credit Watches and credit Outlooks in a weighted scoring system which is then combined with an overlay of CDS spreads for which the end product is a series of colour coded bands, illustrated below, which indicate the relative creditworthiness of counterparties. The Chief Finance Officer applies and reviews suitable financial and durational bands to each of these bands.

Y	Pi1	Pi2	P	B	O	R	G	N/C
1	1.25	1.5	2	3	4	5	6	7
up to 5yrs	up to 5yrs	up to 5yrs	up to 2yrs	up to 2yrs	up to 1yr	up to 6mths	up to 100days	no colour

The Capita Asset Services' creditworthiness service uses a wider array of information than just primary ratings. Furthermore, by using a risk weighted scoring system, it does not give undue preponderance to just one agency's ratings.

All credit ratings will be monitored on a monthly basis and for each investment transaction. The Council is alerted to changes to ratings of all three agencies through its use of the Capita Asset Services' creditworthiness service.

- if a downgrade results in the counterparty / investment scheme no longer meeting the Council's minimum criteria, its further use as a new investment will be withdrawn immediately.
- in addition to the use of credit ratings the Council will be advised of information in movements in credit default swap spreads against the iTraxx benchmark and other market data on a daily basis via its Passport website, provided exclusively to it by Capita Asset Services. Extreme market movements may result in downgrade of an institution or removal from the Council's lending list.

Sole reliance will not be placed on the use of this external service. In addition the CFO will also use market data and market information, information on any external support for banks to help support its decision making process.

The Council has determined that it will only use approved counterparties from countries with a minimum sovereign credit rating of AA+ and also have banks operating in sterling markets. The exception to this is the United Kingdom which has been exempted from the rating criteria to ensure cash services can continue to operate following a downgrade to AA.

The list of countries that qualify using this credit criteria as at the date of this report (based on the lowest available rating) are shown below and this list will be added to, or deducted from, by officers should ratings change in accordance with this policy.

AAA		AA+
Australia	Netherlands	Finland Hong Kong U.S.A.
Canada	Norway	
Denmark	Singapore	
Germany	Sweden	
Luxembourg	Switzerland	
Exempted from Sovereign Rating Criteria		
United Kingdom		

Appendix 5

Approved Investment Instruments: Specified and Non-Specified

The criteria, time limits and monetary limits applying to institutions or investment vehicles are:

Specified Investments

All such investments will be sterling denominated, with **maturities up to maximum of 1 year**, meeting the minimum 'high' rating criteria where applicable.

Investment Type	* Minimum 'High' Credit Criteria
Debt Management Agency Deposit Facility	--
Term deposits – local authorities	LAs and other public bodies classified as colour band "Yellow"
Term deposits – banks and building societies	Creditworthiness system colour band "Green" and above
UK part nationalised banks	Creditworthiness system colour band blue
Banks part nationalised by high credit rated (sovereign rating) countries – non UK	Sovereign rating AA+
1. Government Liquidity Funds	* MMF rating AAA
2. Money Market Funds	* MMF rating AAA
3. Enhanced Money Market Funds with a credit score of 1.25	* MMF/bond fund rating AAA
4. Enhanced Money Market Funds with a credit score of 1.5	* MMF/bond fund rating AAA
5. Bond Funds	* bond fund rating AAA
6. Gilt Funds	* bond fund rating AAA

Non-Specified Investments

These are any investments which do not meet the Specified Investment criteria. A variety of investment instruments will be used, subject to the credit quality of the institution, and depending on the type of investment made it will fall into one of the above categories.

The maturity limits recommended will not be exceeded. Under the delegated powers the Chief Finance Officer can set limits that are lower based on the latest economic conditions and credit ratings.

Investment Type	Minimum Credit Criteria	Max investment or % of total investments	Max. maturity period *
UK nationalised/part-nationalised banks (maturities over one year)	Creditworthiness system colour band "Blue"	50%	2 years
Term deposits (over one year) – local authorities and other public sector bodies	LAs and other public bodies classified as colour band "Yellow"	50%	5 years
Term deposits (over one year) – banks and building societies	Creditworthiness system colour band "Purple"	75%	2 years
Certificates of deposits issued by banks and building societies (maturities under one year)	Creditworthiness system colour band "Green" and above	50%	1 year
Certificates of deposits issued by banks and building societies (maturities over one year)	Creditworthiness system colour band "Purple"	50%	1 year
UK Government Gilts/Treasury Bills	Sovereign rating AA+	100%	5 years
Bonds issued by multilateral development banks	AA+	50%	5 years
Sovereign bond issues (other than the UK govt)	Sovereign rating AA+	50%	5 years
Structured Deposits	Creditworthiness system colour band "Orange" <1 year "Purple" >1 year	25%	2 years
Commercial paper issuance by UK banks covered by UK Government guarantee	Sovereign rating AA+	35%	5 years
Commercial paper other	Creditworthiness system colour band "Red" and above	35%	5 years
Floating Rate Notes	Long-term AA	35%	5 years
Property Fund: <i>the use of these investments would normally constitute capital expenditure</i>	--	£10million	5 years
Property Fund: <i>not classified as capital expenditure</i>	--	£10million	5 years
Collective Investment Schemes structured as Open Ended Investment Companies (OEICs):- 1.Bond Funds 2.Gilt Funds	AAA	35%	5 years
Corporate Bonds	AA	35%	5 years
Other debt issuance by UK Banks covered by UK Government guarantee	Sovereign rating AA+	35%	5 years
Peer to Peer Lending	Funding Circle rating B or equivalent	£500,000 Individual loan - £2,000	5 years



Meeting: Council

Date: 19 October 2017

Wards Affected: Goodrington with Roselands

Report Title: Claylands – Project Update

Is the decision a key decision? Yes

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Mayor Gordon Oliver, Executive Lead for Finance and Regeneration. Phone number 01803 207 001 (Ext. 7001) and email mayor@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat, Executive Head of Business Services. Kevin.mowat@torbay.gov.uk / Alan Denby, Director of Economic Strategy TDA, alan.denby@tedcltd.com

1. Proposal and Introduction

- 1.1 At the Council meeting of 10th December 2015 the Council committed to invest up to £7.5m to promote the development of Council owned land known as ‘Claylands’ for employment use in support of the regeneration and growth of the local economy.
- 1.2 The site is situated on the Brixham Road (near Tweenaway Cross) in Paignton. The decision was made subject to certain conditions and final approval was delegated to officers.
- 1.3 The approval was conditional (on among other things), securing £2.5M of grant from the Heart of the South West Local Enterprise Partnership (HoSW LEP) to pay for site remediation, to stabilise slopes within the site and to pay for the installation of road and service infrastructure.
- 1.4 The decision to commit the funds was made subject to resolving five conditions that were set out in the Appendix I of the December 2015 Council Report with final approval to implement the agreed decision delegated to the Mayor, the Council’s Chief Executive and S151 Officer. Both the 2015 report and also its associated appendix are appended here at Appendix 1 to this report.
- 1.5 A development programme was set out in the 2015 Council report. The programme has however been subject to delay due to unforeseen and unavoidable technical reasons and consequently is currently some twelve months behind schedule. This report will address and explain the cause for the delay that has occurred.

- 1.6 At the Council meeting of 23rd February 2017 Council requested that the Chief Executive and Mayor review the project and make recommendations to Council for further consideration.
- 1.7 There has been a need to make adequate progress on addressing the ground condition issue (which was one of the five conditions) prior to bringing the matter back to Council for informed consideration.
- 1.8 The proposition in this report is that the Council should borrow up to £7.9 million for Claylands to deliver the site servicing and the first employment building. The project is forecast to cost £10.4 million including fees and contingency. This will result in the development of the first phase (5,574 sq. metres) together with the infrastructure package and as originally planned, Council approval is sought subject to obtaining a pre-let for the entirety of the first phase.
- 1.9 In addition to Council borrowing, funding for the remaining cost is proposed to be met from the Heart of the South West Local Enterprise Partnership and regeneration funds. Officers will continue to pursue alternative sources of capital funding including section 106 payments and highways capital grants to reduce the Council's overall borrowing requirement.

2. Reason for Proposal

- 2.1 The reasons to support the proposals remain the same as those that were set out in the Council report of 10th December 2015, namely that bringing forward the site for employment use supports economic growth within Torbay. This project will support a local business in creating more jobs and meets a clear gap in the local commercial property market.
- 2.2 An offer for the entirety of the first phase has been received since Council took the decision in December 2015.
- 2.3 The proposal is consistent with the Corporate Plan and Economic Strategy.

3. Recommendation(s) / Proposed Decision

- 3.1 That, the Council agree to invest up to £7.9m, using prudential borrowing, to deliver the first phase of the "Claylands Cross" employment scheme, specifically the initial development of circa 5,500 sq. metres of employment development and the associated package of infrastructure works.
- 3.2 That, progress of the scheme is subject to a satisfactory conclusion of the ground investigation work and appropriate sign off by the Environment Agency.
- 3.3 That, the decision to commit to the scheme is conditional on:
 - (a) The scheme being pre-let on acceptable terms.
 - (b) That the prevailing ground conditions will not present an unacceptable ongoing risk to the Council that would be exacerbated by undertaking the proposed development.
 - (c) Funding from the other sources identified is secured.

- (d) Obtaining all necessary statutory approvals and permissions.
- 3.4 That, the decision to approve whether the conditions precedent have been satisfied, be delegated to the Chief Executive in consultation with the Mayor and Group Leaders.
- 3.5 That, the Agreed Heads of Terms set out in the exempt Appendix 1 be approved, with the agreement of final lease terms being delegated to the Assistant Director of Corporate and Business Services in consultation with the Chief Executive.
- 3.6 That, a report on the results of the ground testing be produced and that Members be briefed on such results, when they are known, along with any comments from the Environment Agency.

Appendices / Background Documents

Background Documents: Claylands Report to Council - 10th December 2015 & Appendices.

<http://www.torbay.gov.uk/DemocraticServices/ieIssueDetails.aspx?IId=21640&PlanId=0&Opt=3#A118053>

Appendix 1: Agreed Heads of Terms (Exempt)

Section 1: Background Information

1	<p>What is the current situation?</p> <p>1.1. Ground Conditions & Delay to Programme</p> <p>1.1.1. As reported in 2015 Claylands is a former waste transfer site that should only have accepted and processed inert construction site waste for onward re-cycling and re-use elsewhere. When Torbay Council (TC) ceased to use Claylands for waste processing in circa 2005 the Environment Agency required TC to undertake an environmental monitoring regime within an agreed 'closure plan' before allowing the Council to surrender the site's waste management licence and before the Agency would allow the site to be 'closed'.</p> <p>1.1.2. The Environment Agency (in January 2015) advised TC at a meeting in the Agency's offices at Manley House, Exeter that the Agency was content that the evidence being collected supported the likelihood that formal closure in accord with the previously agreed site closure programme could imminently be expected. Environment Agency officers further advised TC/TDA at the same meeting that they saw no reason why the Agency would oppose a planning application for employment development.</p> <p>1.1.3. The Environment Agency subsequently however advised that further ground testing would be required before the site licence could be surrendered. The Agency further advised it would object to the Council's planning application. The Agency cited a stricter and more correct interpretation of existing regulations as the reason for the change in position however other circumstances subsequently came to light that gave the Agency additional and compelling reasons to request further testing and monitoring, which has caused delays (see also comment at 1.1.9).</p> <p>1.1.4. The program set out in the Council Paper in December 2015 was predicated on the basis of the Environment Agency's advice from that meeting. Ongoing liaison during 2015 indicated no change in the Agency's position. The project was therefore progressing in accord with the approved programme until the Environment Agency changed its policy position in mid-2016.</p> <p>1.1.5. The change in position occurred shortly before TC's planning application was due to be submitted. The application was delayed whilst the nature of the objection was investigated and a method statement for a prospective solution was agreed. The application finally being submitted in October 2016.</p> <p>1.1.6. TC's Development Management Committee resolved on January 9th 2017 to approve the Claylands Planning Application subject to TC's planning officers being satisfied (under delegated authority) that further ground testing would be undertaken to evidence to the Environment Agency's satisfaction that the ground did not present a contamination risk.</p>
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	<p>1.1.7. Whilst negotiations were ongoing with the Environment Agency an unexpected and anomalous 'rogue' environmental reading taken in 2016 from one of the site's boreholes showed a reading indicating the presence of hydro-carbons & methane at a level that the Agency deemed unacceptable. The reading gave the Agency additional cause to require TC to undertake the further tests that it had previously said it required.</p> <p>1.1.8. The measures needed to resolve the environmental objection required further 'soil investigation' tests to be done. These test have so far caused a delay in the approved programme that equates to some 12 months. Ground testing concluded earlier in October with the full results are expected in November 2017.</p> <p>1.1.9. Preliminary feedback indicates that the eastern half of the site is likely to require further monitoring and remediation to allow development to proceed.</p> <p>1.1.10. A meeting with the Environment Agency to discuss the feedback has been arranged to allow for the Environment Agency to understand the issues and to allow for agreement on any monitoring and closure processes that may be required.</p> <p>1.1.11. The full feedback from the ground investigations will also better inform foundation design and give additional confidence on the cost projections set out in this report.</p> <p>1.1.12. Ground testing for cost verification reasons was envisaged in the 2015 report although for cash-flow reasons the original programme presumed that the foundation design checks would be done post planning / pre tender rather than pre-planning.</p> <p>1.1.13. The final results of those additional ground surveys required will not be received until mid-October, however, the TDA are already receiving information on the depth and nature of the fill and this information is indicative of the likely outcome of the surveys and this report has therefore made an assumption on the associated cost implications.</p> <p>1.2. Ecology Issues that compounded the programme delay</p> <p>1.2.1. The soil investigation work that is needed to satisfy the Environment Agency was unavoidably delayed by a requirement to relocate slow worms (which are a legally protected species of reptiles) to a receptor site away from Claylands. This had to be done prior to TC's consulting engineers and drilling contractors starting the soil survey work. This was due to the very extensive use of heavy earth moving, drilling and excavation plant that would have harmed the protected reptiles.</p> <p>1.2.2. Unfortunately, the slow worm translocation could only be done once the reptiles' hibernation period ended. TC has been obliged to collect slow worms for a <u>minimum</u> of 60 days commencing from the date when the reptiles became active. This required TC to wait until this summer before being able to move the slowworms. Doing otherwise could have resulted in a criminal prosecution. In excess of four hundred slow worms have so far been collected and relocated to an approved site.</p> <p>1.2.3. The expedited reptile translocation is nearing completion. TC's environmental consultants sub divided the site with reptile</p>
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	<p>barriers to allow ground testing to be undertaken in the cleared areas as they became clear. The relocation is complete over much of the site, allowing survey work on the cleared areas to commence.</p> <p>1.2.4. The Environment Agency requires ongoing ground monitoring to continue with additional data from the monitoring points being conducted for a further 2 years. Discussions with the Environment Agency suggest (depending on the outcome of the current tests) that the testing and monitoring would not be likely to cause a delay in implementing a planning consent.</p> <p>1.3. Sulphates</p> <p>1.3.1. For clarification purposes Members are advised, that environmental readings for high 'sulphate' levels exist across the Claylands site. This is to be expected and it has been known for a number of years as the presence of sulphates was revealed in TC's original ground testing.</p> <p>1.3.2. Sulphates are a pollutant that can be harmful to human health when they are present at unacceptable levels and when they are dissolved in drinking water. Sulphates can be harmful to wildlife when safe levels are exceeded in water courses in the natural environment.</p> <p>1.3.3. Sulphates have been found at Claylands because sulphates are a constituent that is used in many construction materials that contain Gypsum. Gypsum itself is a natural material that occurs in particular types of geology.</p> <p>1.3.4. TC's engineering consultants will address, in conjunction with the Environment Agency, how water soluble sulphates are best kept out of any surrounding water courses post construction. In this instance all water courses possibly affected are firmly believed to be non-potable. To date reassuringly the unmitigated mass of sulphates that already exist in the site is not currently causing an environmental nuisance in the Clennon Valley stream which is the water course below Claylands. It is therefore hoped and expected that this will not be a future problem. The scheme, will provide a waterproof cap of tarmac, concrete and steel roofs. These construction benefits in conjunction with the surrounding mass of low permeable Clay present in the surrounding ground, should in combination have a positive mitigating effect. Further advice will however follow (see 1.4).</p> <p>1.4. It is proposed that a report on the results of the ground testing be produced and that Members be briefed once the final results of the ground test are known and the Environment Agency's comments have been received.</p>
<p>2. Section 2 Key Issues</p>	
	<p>2.1. Pre let Phase 1 – Offer from local business</p> <p>2.1.1. TDA has identified through its aftercare programme a suitable local business and has negotiated terms to lease the entirety of</p>

the first phase of construction. The firm is a manufacturing business whose client base include many household name firms.

- 2.1.2. The firm has outgrown their existing premises and they wish to expand into a single more modern and efficient production premises that will allow their continued growth. This expansion will also free up premises for other firms to occupy and grow into which will create additional indirect benefits of the scheme. The Heads of Terms are in line with the expectations set out in the December 2015 report and they are set out in the exempt Appendix 1.

2.2. Construction Cost Estimates:

- 2.2.1. Cost consultants employed by TC have produced a detailed cost plan for the proposed development. The production of the cost plan has followed the outcome of a number of value engineering exercises. Officers have sought and obtained informal cost advice from Kier that endorses the information contained in the previous and current cost advice.
- 2.2.2. This cost advice remains subject to the outcome of the ground surveys that are currently being undertaken. The cost therefore remains a provisional estimate but one that represents a fully thought through cost plan that is can be considered to be a reliable estimate, which is the best that is possible on the basis of the information that is currently available. The final pre-tender cost estimate will not be available until Mid-October.

2.3. Cost Variations since December 2015

- 2.3.1. The cost of the slope stabilisation, drainage solutions and internal site infrastructure are marginally higher than was envisaged in the 2015 Council Report. The December 2015 Council Report did stress (as one of the five conditions in the report) that further cost analysis and scheme development was required and that this would follow the 2015 Council Report. The current cost plan is therefore now the result of considerable the further design work and many additional technical investigations.
- 2.3.2. As a result of those cost investigations, officers and TC's external advisors have explored the option of developing a smaller (7,000 sq. mtr) single phase development that would obviate the need for internal estate road and simplify drainage solutions. The benefits and drawbacks of this options are explored in the Alternative Options Section of this report at paragraph 4.0

2.4. LEP Funding

- 2.4.1. The December 2015 Paper reported that TC funding was conditional on securing LEP Funding and the paper assumed the grant of £2.5m of funds.
- 2.4.2. TC's bid of £2.5m to the Heart of the South West Local Enterprise Partnership was successful but the fund was over bid resulting in a reduced sum of £2.0m being offered, which

means that there is a £500K reduction in the amount of funding available.

2.5 Revised Programme

Complete Ground Investigation Works	September 2017
Obtain ground survey results and liaise with the Environment Agency	September – December 2017
Approval for project to proceed	October 2017
Agree Pre-let contracts for Phase 1	October to December 2017
Prepare contract documents	October 2017 – Feb 2018
Submit reserved Planning matters	December 2017
Procure design and build contractor	March 2018
Refine design	April 2018
Secure Planning consent	May 2018
Start on site	August 2018
Handover phase 1	July 2019

Section 3: Financial Information

3.1 Whole Scheme Costs

The costs for the scheme are estimated at Total scheme costs: £10,405,096

Phase 1 Build	£6,171,000
Spine Road	£1,991,896
Highways	£255,200
Fees	£1,137,000
Contingency	£850,000
Total	£10,405,096

Following receipt of the confirmed ground investigation report there is likely to be some variation to the individual cost lines set out above and the scheme has not yet been tendered, however the advice received from the TDA is that the scheme is deliverable within this funding envelope.

3.2 Funding of full scheme

It is proposed the costs will be funded from the following:

Local Growth Deal Grant	£2,000,000
Regeneration reserve funds	£500,000
Council borrowing investment	£7,900,000
Total	£10,400,000

This project is not being brought forward as an investment proposition but it does provide the Council with an income over the term of the lease.

The borrowing has been split over two elements of the scheme, as set out in the table below.

Scheme Element	Borrowing	Cost Years 1 to 3 (interest only)	Cost Year 3 + (principal & interest)
Land & Servicing	£3.4m over 40 years	£102k pa	£147k pa
Buildings	£4.5m over 25 years	£135k pa	£258k pa

In the first five years the Council will benefit from income, net of borrowing costs, estimated at £230,000 and exclusive of any benefit from business rate income. Business rates are forecast to be circa £100,000 for the scheme.

As set out at 2.1 above, the Agreed Heads of Terms, have a rent increase built in which allows the Council to pay down the debt over the life of the asset.

4.0 Section 4 - What options have been considered?

Options considered have been;

4.1 To abort the project – Discounted as there is sustained demand in the local area for employment uses such as those that will be delivered by this scheme. Having secured Local Growth Deal funding through the Local Enterprise Partnership not to proceed would be damaging to the Council’s reputation and limit ability to access future grant funding opportunities. The proposal evidences that the cost of borrowing can sustainably be recovered from the rent and NNDR income that is projected. The project continues to break even in event only the first phase progresses thus minimising risk to TC.

4.2 To financially commit to the full scheme. While desirable from an economic growth and regeneration perspective the uncertainty created by the ground investigations in the eastern portion of the site and the requirement for further engagement with the Environment Agency means that this is impractical at this time. The recommendation from this report would allow the design and installation of the key infrastructure needed to allow the whole site in the future.

4. How does this proposal support the ambitions, principles and delivery of the Corporate Plan?

Torbay Council’s Corporate Plan refers to ‘**A prosperous Torbay**’ and says: *“The Council’s Economic Strategy 2013-2018 and the new Local Plan sets out the need to create more employment in Torbay and this means we need to continue to secure investment in support of as well as sites and premises”*

Torbay Council’s Corporate Plan refers to ‘**Thinking for the Future**’ and says:

“we need to look at new ways to generate income using our current resources” and speaks of “attracting new investment (and) benefit our communities and key business sectors”

	<p>The Torbay Economic Strategy 2013 – 2018 says:</p> <p><i>“Claylands – One of the sites identified as a potential enterprise area is Claylands. Closely linked to the existing industrial areas in Paignton there has been a great deal of interest from businesses in the site. However, the challenging rental market in Torbay means the cost of servicing the site makes development prohibitively expensive. By putting the servicing in place the site will be opened up for employment use and job creation.”</i> (Priority 1 on Page 13)</p> <p><i>“Ensuring that the right land, buildings and infrastructure are in place to support business growth:</i></p> <p>.....</p> <ul style="list-style-type: none"> • Bring forward the Claylands site in Paignton for an employment scheme ” (Executive Summary on Page 7)
<p>5.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <ol style="list-style-type: none"> 1. Local Residents 2. Other neighbouring occupiers – (not directly by the proposal but rather any resultant development). 3. Community Representative Groups (not directly by the proposal but rather any resultant development). 4. Local Businesses <p>It is believed the majority of the Public Interest in Claylands will relate to subsequent development management issues. The report before Council does not relate to these issues. Public interest / concern relating to the Council’s consideration of participating in direct development at Claylands will relate to budgetary and financial issues.</p>
<p>6.</p>	<p>How will you propose to consult?</p> <p>The following was set out in the December 2015 report:-</p> <p>Public interest/concern from Local Residents relating to an operational decision to engage in direct development at Claylands would relate to budgetary and financial issues this will be considered in response to comments made following publication of forward plan.</p> <p>Public Consultation in relation to development management issues will be considered as a part of the planning process, as follows:</p> <p><u>1. Local Residents</u></p> <p>Local residents will be consulted by public displays & meetings prior to any planning applications being submitted these will be advertised locally. The prospect of the TDA’s engaging in direct development at Claylands could be dealt with by a news release so as to make the public aware of the proposal in the context of budgetary and financial considerations.</p> <p><u>2. Other neighbouring occupiers</u></p> <p>Paignton Zoo have already been contacted as has WM Morrisons. The Zoo declined a meeting request preferring to defer consideration until proposals are more advanced. Letters will be sent to home owners whose houses abut</p>

the site and to all other neighbours prior to planning applications being submitted.

3. Community Representative Groups

The principle of Employment Use on the land has already been discussed and accepted within the Neighbourhood Forum. There was consultation in Nov/Dec 2014. Employment Use is proposed in the Neighbourhood Plan. The TDA has briefed the Chair of the NF to advise that the Council will be considering options on estates strategy. The Chair was content with the proposed approach to consultation.

4. Local Businesses

Contact will be made through the Chambers of Commerce and the TDA's weekly newsletter.

Section 2: Implications and Impact Assessment

7.	<p>What are the financial and legal implications?</p> <p>See sections 1, 2 & 3 above.</p>
8.	<p>What are the risks?</p> <p>A full risk assessment has been undertaken and a copy is available on request from Iain Masters, Senior Development Surveyor in the TDA (01803 208 975).</p>
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>The Proposal does involve the procurement of 'goods and services'. The Council's Procurement Team has been consulted/involved from the outset and the provisions of the Act have been considered.</p> <p>External architects, cost consultants, and engineers have been procured (Stage 1 costs) through the Council's Framework. There is a staged appointment agreed with the appointed professional advisors with fees and further commitment contractually reserved with dependencies being linked to key stages in the approval process.</p> <p>All professional advisors and any subsequent contractors will similarly be procured using the Council's Procurement Framework or competitively tendered where the use of the Framework is not possible/appropriate (Diminimus exceptions excepted in accord with Council Standing Orders). The Framework places duties on bidders in relation to equalities and social inclusion.</p> <p>Opportunities to require contributions to 'Social Value' will be explored during tenders and dealings wherever and whenever this is legally possible and commercially desirable for the Council. For instance the award of the construction contract would invite bidders to make a statement explaining how their firm would contribute to social value through, training and the use of local labour etc.</p>
10.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>The TDA and Torbay Council have commissioned and obtained a preliminary feasibility study, engineering advice and detailed (but at this stage preliminary) cost advice.</p> <p>The perceived requirement for the proposed scheme arises from TDA discussions with local firms. Frustration is frequently expressed by employers about the lack of suitable business premises available and the affordability of buildings via the private sector. This view is endorsed by local property consultants. The aims and observations of the Economic Strategy and information from it have been fully considered.</p>

	<p>Preliminary consultation with the Environment Agency has been undertaken. Pre-application discussions have been commenced with Torbay Council's planning officers. The Council's Highways Team have been provisionally consulted on the highways design aspects as have the TDA's drainage engineers on drainage issues. All design discussions are at preliminary stages of design evolution.</p> <p>Numerous different site surveys and technical reports have already been commissioned including topographic surveys, bore hole sampling and soils investigations, ecological surveys. Other surveys and investigation will follow with 'Stage 2' due diligence.</p> <p>Actual investment decisions and the commitment of resources will be dependant on further due diligence in 'Stage 2' prior to delegated authority being sought to proceed and commit in 'Stage 3'. Many of the technical issues will also be considered by Members as part of the planning process.</p>
<p>11.</p>	<p>What are key findings from the consultation you have carried out?</p> <p>Consultation to date has been confined to the principles of development of Employment Uses on Claylands via the Draft Local Plan and the Neighbourhood Plan. No objections have been received in relation to either.</p> <p>The Land is to be allocated in Emerging Local Plan for employment purposes subject to inclusion in the Neighbourhood Plan. At each stage of developing the Plan there has been public consultation.</p> <p>The Economic Strategy involved a consultation process the detail of which was considered prior to adoption.</p>
<p>12.</p>	<p>Amendments to Proposal / Mitigating Actions</p> <p>None</p>

Equality Impacts

13	<p>Identify the potential positive and negative impacts on specific groups</p> <p>The comments that follow largely relate to equalities impacts that would result from the development that would flow from the decision being made on the Proposal rather than from the actual investment decision in the Proposal. It is difficult to envision there being equalities issues relating to the Investment Proposal other than indirect ones arising from opportunity cost issues arising from a decision to committing capital for the project rather than spending available capital on other priorities. The investment would also have potential to impact prudential borrowing. The asset that would result will create a revenue stream that will fund future Council budgets.</p> <p>Equalities issues relating to supply chain issues are addressed in the Council's Procurement Framework.</p>		
	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	<p>Fostering growth of employment in local firms will provide employment opportunities.</p> <p>· Excellent public transport provision in close proximity</p> <p>Good communications and central location in Torbay will improve accessibility to employment.</p> <p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity</p>	None	

	suppliers. A statement of social value will be required.		
People with caring Responsibilities	<p>Good communications and central location in Torbay will improve accessibility to employment.</p> <p>Excellent public transport provision in close proximity</p> <p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.</p>	None	
People with a disability	<p>New Employment premises will be constructed in accord with DDA legislation.</p> <p>Excellent public transport provision in close proximity</p> <p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.</p>	None	
Women or men	Good communications and central location in Torbay will	None	

	<p>improve accessibility to employment.</p> <p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.</p>		
<p>People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i></p>	<p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.</p>	None	
<p>Religion or belief (including lack of belief)</p>	<p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.</p>	None	
<p>People who are lesbian, gay or bisexual</p>	<p>It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.</p>	None	
<p>People who are transgendered</p>	<p>It is and will be a condition of engagement by TC that all suppliers connected with the</p>	None	

	Project are equal opportunity suppliers. A statement of social value will be required.		
People who are in a marriage or civil partnership	It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.	None	
Women who are pregnant / on maternity leave	It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.	None	
Socio-economic impacts (Including impact on child poverty issues and deprivation)	Excellent public transport provision in close proximity will provide opportunities to access to employment for those currently excluded as a result of being a non car owner. It is and will be a condition of engagement by TC that all suppliers connected with the Project are equal opportunity suppliers. A statement of social value will be required.	None	
Public Health impacts (How will your proposal impact on the general	n/a	n/a	The proposal is not likely to have health impacts and would

	health of the population of Torbay)			therefore be a neutral consideration
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	None identified		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	None identified		



Meeting: Council

Date: 19 October 2017

Wards Affected: Shiphay with the Willows

Report Title: Edginswell Station

Is the decision a key decision? No

When does the decision need to be implemented?

Executive Lead Contact Details: Mark King, Executive Lead for Planning, Transport and Housing, Mark.King@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat

Executive Head of Business Services

☎ Telephone: 01803 292429 (Ext 2724)

✉ Email: Kevin.Mowat@torbay.gov.uk

Adam Luscombe

Team Leader, Strategy and Project Delivery

☎ Telephone: 01803 207693 (Ext 7693)

✉ Email: Adam.Luscombe@torbay.gov.uk

1. Proposal and Introduction

- 1.1 It was reported to the Council in September 2014 that the Council had been successful in its bid to the Heart of the South West Local Enterprise Partnership (as the Local Transport Board (LTB)) for Edginswell Station to be included as a major transport scheme. At that stage the Government had confirmed its funding to the LTB and (provided the scheme progressed through the LTB allocation process) it would receive funding. The contribution towards the overall scheme, via the Local Enterprise Partnership (LEP) was to be £4m and at the time the Council were to match fund with £400,000, expected to be secured from Council capital resources and Section 106 contributions.
- 1.2 It was reported to Council in December 2016, that the cost of the scheme was higher than the original LEP/LTB funding allocation and that, to meet the difference, an additional bid to central government has been submitted. The estimate for the scheme within the Capital Plan was shown to be £4.511 million, with £511,000 having already been spent on professional engineering services to progress the scheme design. This figure has since risen to £520,000.
- 1.3 The total cost of the scheme was estimated in August 2016 (when an application to the New Station Fund 2 was made) at £12.935 million with 60% of this being sought from the New Station Fund (2), 30% provided by Heart of the South West LEP Growth Deal (£4 million) and 10% by Torbay Council. The Torbay Council investment would be £1.2 million assumed to be made up of Section 106

contributions and an allocation from Torbay Council's Capital Plan, and included the £511,000 spent to that date (now £520,000).

- 1.4 Planning permission was granted for the scheme in November 2016, with Torbay Council and Network Rail being the sole landowners affected by the development.
- 1.5 The Council received notification at the end of July 2017 that the application to fund Edginswell Station through the New Stations Fund (2) was unsuccessful. The feedback was that there was a very strong strategic case but that the costs were currently too high. Council officers were recently invited to a meeting with officials from the Department for Transport and Network Rail to see how delivery of the station may be progressed. The very clear feedback from the meeting was that this scheme will happen and it isn't a matter of 'if' but 'when' it can be delivered. However, a further round of the New Stations Fund is not expected to be announced until 2020.
- 1.6 The Council, at its meeting held on 25 February 2017, approved the Capital Plan subject to the Mayor and Chief Executive reviewing this project and making recommendations to the Council. At that stage, it was also agreed that no further significant work should be undertaken until the scheme had been re-presented to Council for detailed consideration and determination as appropriate. This business case sets out the information requested by Council.
- 1.7 The Mayor and the Chief Executive have both reviewed the business case and the recommendation below is endorsed by both of them.

2. Reason for Proposal

- 2.1 Further consideration of the proposed scheme was requested by the Council at its meeting in February 2017.
- 2.2 The application to part-fund the new Edginswell Station through the New Stations Fund (2) was unsuccessful and the future funding of the overall scheme is now uncertain. However, strategic support for the project from the Department for Transport and Network Rail, remains very positive.

3. Recommendation(s) / Proposed Decision

- 3.1 That no further Council funding be committed to Edginswell Station Capital Scheme at this stage and that the scheme should be amended in the Council's Capital Plan to reflect this change.
- 3.2 That the delivery of a new railway station at Edginswell should remain a key strategic transport infrastructure objective for the Council and that the Executive Head of Business Services be asked to continue to explore options for the future delivery of the scheme with the Department for Transport and other possible sources of external funding.
- 3.3 That any further work on the business case should only be supported by external funding and/or collaborative work with partner organisations and/or transport providers.

Appendices

Appendix 1: Business Case for the Edginswell Station Capital Scheme

Background Documents

None

Section 1: Background Information

1.	What is the proposal / issue? <p>The Council was successful in its bid to the Local Transport Board for a new railway station at Edginswell to be included as a major transport scheme. On this basis, the scheme was included in the Council's Capital Plan in September 2014.</p> <p>The scheme would see the creation of two platforms connected by a footbridge with each platform having a waiting shelter, ticket vending machine and customer information/help point. Pedestrian and cycle access would be available from Newton Road, with additional pedestrian access created from Riviera Way. Car parking would continue to exist adjacent to the station along Newton Road.</p>
2.	What is the current situation? <p>The Council has, to date, spent £520,000 on professional engineering services to progress the scheme design and option selection work necessary to progress through the Network Rail approvals process (GRIP – Governance of Rail Infrastructure Projects). Planning permission was granted for the scheme in November 2016.</p> <p>The station is identified within the Local Plan (2012 - 2030), the Local Transport Plan (2011 - 2026), the Torquay Gateway Masterplan (2015), and the Torquay Neighbourhood Plan consultation (2017).</p> <p>Notification was received in July 2017 that the application to fund the station through the New Stations Fund has been unsuccessful. The feedback was that there is a strong strategic case but that the costs were currently too high.</p> <p>Council officers were recently invited to a meeting with officials from the Department for Transport and Network Rail to see how delivery of the station may be progressed. The very clear outcome from the meeting was the view that this scheme will eventually happen because there is a sound strategic business case, however, a further round of the New Stations Fund is not expected to be announced until 2020.</p>
3.	What options have been considered? <p>An assessment was carried out to ensure there was a need to invest in rail. That showed that rail and highway investment were important collectively in the Torquay Gateway area. As such this scheme was brought forward alongside the Torquay Gateway Highway Improvements (also part funded by LEP/LTB).</p> <p>A Feasibility and later Option Assessment Report were undertaken for the siting of the railway station proposal. It considered three locations, of which</p>

	the site adjacent to Newton Road was the best value for money and most deliverable solution.
4.	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>The delivery of Edginswell Railway Station is a specific action within the Corporate Plan Delivery Plans. It forms part of the targeted action of “Working towards a more prosperous Torbay” in support of the overall ambition of “A prosperous and healthy Torbay”.</p>
5.	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>The Station would be situated on Newton Road in Torquay and improve access for residents travelling to Paignton and all stops between Newton Abbot and Exeter – as well as elsewhere on the rail network. It would promote economic development by improving access to existing as well as planned employment, commercial and housing development sites in the Torquay Gateway area. This includes the key sites in Edginswell, around Broomhill Way and the Willows, as well as Torbay Hospital.</p> <p>Consultation was undertaken during the planning process. It is not proposed to carry out any further consultation at this stage.</p>
6.	<p>How will you propose to consult?</p> <p>It is not proposed that any further consultation is undertaken at this stage. Earlier consultation also took place through the Local Plan, Local Transport Plan, Masterplan, Neighbourhood Plan, Network Rail Western Route Study, and informal engagement with the Community Ward Partnership.</p>

Section 2: Implications and Impact Assessment

7.	<p>What are the financial and legal implications?</p> <p>The scheme is currently estimated to cost £12.9 million with the Council funding 10% (£1.2 million). Of that, the Council has already spent £520,000 and the source of the remaining funding is a mix of Council capital committed as part of the Local Transport Implementation Plan adopted by Council in October 2016 and S.106 contributions.</p> <p>The proposed scheme would have no revenue costs associated with it as the station would be handed to Network Rail on completion.</p> <p>At a recent feedback meeting with officials from the Department for Transport and Network Rail there was a very clear indication that this scheme will ultimately be progressed and therefore there is a very low risk that the</p>
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	<p>spending to date by the Council would be classed as abortive costs and would become a revenue budget pressure. On this basis the scheme remains in the Council's Capital Plan.</p>
8.	<p>What are the risks?</p> <p>The risks of not undertaking the scheme are:</p> <ul style="list-style-type: none"> • the detrimental impact on the proposed growth and expansion of both businesses and residential development in the Torquay Gateway area; • the lost opportunity for external funding to improve the transport network • the costs of the Council to date would be classed as abortive costs and would therefore be treated as revenue and would become a budget pressure. <p>The risk to the delivery of the scheme associated with the costs being higher than expected for a number of varying reasons as set out in the Business Case.</p>
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable at this time but in accordance with the requirements of the Public Services (Social Value) Act 2012, as part of this project we would consider whether the requirements we are procuring might improve the economic, social and environmental well-being of the area, taking into account the Council's priorities, the needs of the area and any relevant corporate plans and community strategies. We would include requirements aimed at securing any identified improvements within the tender process.</p>
10.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>A full range of research has been undertaken in progressing the scheme to its current stage, in particular the application and assessments required in relation to the New Stations Fund and Network Rail GRIP approvals processes.</p>
11.	<p>What are key findings from the consultation you have carried out?</p> <p>Feedback from the application to the New Stations Fund was that the scheme has a strong strategic case but that some of the costs are currently too high.</p> <p>There is support for the scheme from the LEP Board, Torbay Hospital, local businesses and residents.</p>
12.	<p>Amendments to Proposal / Mitigating Actions</p>

	<p>Other than modest spending, within existing approved and committed budgets, it is proposed that no further money should be spent on the Edginswell Station scheme. The Council will continue to explore options for future delivery of the scheme with the Department for Transport and other possible sources of external funding.</p>
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Equality Impacts

13	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people		Not progressing the scheme would not improve this group's access to the public transport. The group have limited private vehicle use and can rely upon public transport for their mobility	
	People with caring Responsibilities			No differential impact.
	People with a disability		Not progressing the scheme would not improve the access to the rail network for those in or accessing the local area who require step free mobility. Currently the nearest alternatives are Torquay and Newton Abbot	
	Women or men			No differential impact.
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>			No differential impact.
	Religion or belief (including lack of belief)			No differential impact.
	People who are lesbian, gay or bisexual			No differential impact.
	People who are transgendered			No differential impact.

	People who are in a marriage or civil partnership			No differential impact.
	Women who are pregnant / on maternity leave			No differential impact.
	Socio-economic impacts (Including impact on child poverty issues and deprivation)		Not progressing the scheme would mean that job seekers' access to and from the Torquay Gateway would not be improved.	
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)		Not progressing the scheme would not encourage more people to travel by public transport and to choose sustainable modes of travel, limiting the options to choose healthier modes.	
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	None		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	None		



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Capital Scheme Business Case

Edginswell Station

Version:	1
Date:	
Author:	Kate Spencer
Director/Executive Head:	Kevin Mowat
Project Manager:	Adam Luscombe
Business Unit/Service:	Business Services

1. Executive Summary

It was reported to the Council in September 2014 that the Council had been successful in its bid to the Heart of the South West Local Enterprise Partnership (as the Local Transport Board (LTB)) for Edginswell Station to be included as a major transport scheme. At that stage the Government had confirmed its funding to the LTB and (provided the scheme progressed through the LTB allocation process) it would receive funding. The contribution towards the overall scheme was £4 million with the Local Transport Board providing £3.4 million and £0.6 million being provided from the Local Growth Fund.

It was reported to Council in December 2016, that the cost of the scheme was higher than the original LEP/LTB funding allocation and that, to meet the difference, an additional bid to central government has been submitted. The estimate for the scheme within the Capital Plan was shown to be £4.511 million, with £511,000 having already been spent on professional engineering service to progress the scheme design. This figure has now risen to £520,000.

The total cost of the scheme was estimated in August 2016 (when an application to the New Station Fund 2 was made) at £12,935,000 with 60% of this being sought from the New Station Fund 2, 30% provided by Heart of the South West LEP Growth Deal (£4 million) and 10% by Torbay Council.

The Torbay Council investment would be £1.2 million assumed to be made up of Section 106 contributions and an allocation from Torbay Council's Capital Plan.

Planning permission was granted for the scheme in November 2016, with Torbay Council and Network Rail being the sole landowners affected by the development.

The Council received notification at the end of July 2017 that the application to fund Edginswell Station through the New Stations Fund was unsuccessful. The feedback was that there was a strong strategic case but that the costs were currently too high. The Council has now been invited to meet with the Department for Transport and Network Rail to see how the station may be delivered.

The Council, at its meeting held on 25 February 2017, approved the Capital Plan subject to the Mayor and Chief Executive reviewing this project and making recommendations to the Council. At that stage, it was also agreed that no further significant work should be undertaken until the scheme had been re-presented to Council for detailed consideration and determination as appropriate. This business case sets out the information requested by Council.

2. Strategic Fit

2.1 Scheme objective

A new railway station at Edginswell will complement the South Devon Highway and the Torquay Gateway Highway Improvement Scheme by providing an alternative to travel by private car to the area. In doing so, it will improve employers' access to the labour market and job seekers' access to jobs within Torquay Gateway. It will further open up alternative travel opportunities for occupiers of the new dwellings which will also be constructed in the Torquay Gateway Growth Area.

The station will have two 125 metre platforms connected by a lit footbridge, with steps and ramp. Each platform will include a waiting shelter, ticket vending machine and customer information system/help point. Access to the station will entail a car parking area adjacent to Newton Road and dedicated pedestrian and cycle access from Riviera Way in addition to the link from Newton Road.

2.2 Statutory Framework

There is no legislative requirement to undertake this scheme.

2.3 Policy Framework

The delivery of Edginswell Rail Halt is a specific action within the Corporate Plan Delivery Plans. It forms part of the targeted action of "Working towards a more prosperous Torbay" in support of the overall ambition of "A prosperous and healthy Torbay".

Edginswell Station is also identified as a project within the Council's Local Transport Plan and forms one of the Mayor's Pledges to improve transport links across Torbay ensuring a network that is effective, reliable and sustainable.

2.4 Equality, Diversity and Deprivation

The new Station will improve access to the existing Edginswell Business Park, Torbay Hospital and the Willows for those without access to a private car.

2.5 Condition of the asset

This project would see the creation of a new asset rather than improving an existing asset.

2.7 Interfaces and Critical Dependencies

The scheme is dependent on funding from Network Rail and the Local Transport Board.

2.8 Critical Success Factors

The overarching deliverables for the project are as follows:

- Provide a point of access for the public to use rail services on the Riviera Line from the north of Torquay
- Acceptance of the station asset by Network Rail and the train company when the built station is handed over for operation
- Station capable of serving local rail services that run between Paignton and Exmouth, made up of up to six car multiple units
- Station is built and delivered within the stipulated budget
- 250,000 passenger journeys will be generated per year by the station by 2023
- Station is accessible for all rail users

3. Options Appraisal

Options considered	Brief explanation of options (including justifying options exclusion where applicable)

4. Financial Aspects

4.1 Financial Investment

	Year 1 £m	Year 2	Year 3	Year 4	Year 5
Total Capital Investment	12.9				
Made up of:					
External Grant Funding (LEP)	4.0				
External Grant Funding (Network Rail)	7.7				
Capital Receipt					
Allocated Capital Grant					
Prudential Borrowing					
Council Capital contribution to date	0.511				
Additional Council contribution (to be identified)	0.689				
Ongoing Revenue Costs:					
Repairs and Maintenance	0				
Staffing	0				
Other	0				

4.2 Financial Savings

There would be no financial savings to the Council.

4.3 Ongoing financial implications

This will dependant on how the Council funds its contribution towards the scheme.

5. Outcomes, Benefits and Dis-benefits

Edginswell Station will promote economic development by improving access to existing as well as planned employment, commercial and housing development sites in the Torquay Gateway.

It will improve access for residents travelling to Paignton and all stops between Newton Abbot and Exeter. It will also be located to be integrated to the local bus network. The Station will improve journey times by public transport from Edginswell to Exeter and encourage modal shift by increasing the number of people using the railway from Edginswell.

The Station will ease the pressure on the highway network, provide an alternative option for travel and continue the current pattern of growth on the local rail network by further enhancing the connections within Torbay and between other areas of Devon and beyond. It will also reduce the demand for local car parking.

6. Risk Summary

6.1 Risk of not implementing the scheme

Risk Description	Risk Mitigation
Detrimental impact on the proposed growth and expansion of both business and residential development in the area	The proposed scheme will provide additional public transport connectivity to Torbay and, in particular, the growth area of Torquay Gateway
The opportunity for external funding to improve the transport network is lost	
The costs that the Council has spent to date (£520,000) will be classed as abortive costs and will be a revenue budget pressure.	Further work on the scheme has been paused pending a decision about whether to continue with the scheme.

6.2 Risk of delivering the scheme

Risk Description	Risk Mitigation
Tender return higher than estimates	Review Marsh Barton tender returns and engage with Network Rail early about constructability
More complex temporary works required	Continue discussions with Environment Agency and undertake further investigate the current condition of the river banks
Unknown ground conditions	Conservative designs will reduce the impact if ground conditions are not as anticipated. Further desk based studies and trial hole will also support this.
Remediation of river banks	Continue discussions with Environment Agency and undertake further investigation of the current condition of the river bank.
Unforeseen invasive and/or protected species	Continue survey work and ensure all areas are covered

6.3 Strategic Risk Register

To be reviewed if the scheme progresses.

7. Project Delivery

7.1 Project Roles

The **Project Sponsor** will be Kevin Mowat.

The **Project Manager** will be Adam Luscombe.

7.2 Milestones

Milestone	Date	Dependency/Interface
Council decision	19 October 2017	

This section will be completed if the scheme is agreed.



Meeting: Council

Date: 19 October 2017

Wards Affected: All wards

Report Title: Oxen Cove Landing Jetty

Is the decision a key decision? Yes

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Mayor Gordon Oliver, mayor@torbay.gov.uk, 01803 207001, mayor@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat, Executive Head of Business Services, 01803 292429 (Ext 2724), Kevin.Mowat@torbay.gov.uk, / Colin Peters, Senior Structural Engineer (TDA), 01803 207821 (Ext 7821), Colin.Peters@tedcltd.com

1. Proposal and Introduction

- 1.1 The Council is being asked to authorise a capital scheme at Brixham harbour.
- 1.2 A growing demand exists for new infrastructure in support of the shellfish sector of the fishing industry in Brixham. To this end the construction of a new landing jetty is required adjacent to Oxen Cove in Brixham Harbour. This scheme will need to be included in the Council's Capital Plan and an appropriate level of borrowing approved.
- 1.3 This scheme is not currently listed within the Council's agreed Capital Plan.
- 1.4 At its meeting held on 26 June 2017, the Harbour Committee agreed to support proposals for the development and future use of Oxen Cove and/or Freshwater Quarry to provide facilities connected with the shellfish industry. Furthermore the Committee authorised the Executive Head of Business Services to work up detailed proposals for a dedicated landing jetty adjacent to Oxen Cove or Freshwater Quarry.
- 1.5 The Minutes of the Harbour Committee also state that, "*subject to a viable business case, the Executive Head of Business Services is asked to submit detailed proposals in a further report to the Harbour Committee and Council, to enable development to commence.*"
- 1.7 An appropriate business case for this proposed capital project is set out in Appendix 1.

2. Reason for Proposal

- 2.1 A growing demand exists for new infrastructure in support of the shellfish sector of the fishing industry in Brixham. To this end the construction of a new landing jetty is required adjacent to Oxen Cove in Brixham Harbour. This scheme will need to be included in the Council's Capital Plan and an appropriate level of borrowing approved.
- 2.2 The future use of Oxen Cove and/or the Freshwater Quarry area of Brixham, for employment purposes, is clearly identified in a number of strategic plans. In particular the Torbay Local Plan, the Tor Bay Harbour Port Masterplan and the emerging Brixham Peninsula Neighbourhood Plan.

3. Recommendation(s) / Proposed Decision

- 3.1 That the proposal to construct a new landing jetty at Brixham harbour is approved as detailed in the business case set out in Appendix 1 to the submitted report and that the scheme be included in the Council's Capital Plan.
- 3.2 That, subject to a successful application(s) for external grant funding, an appropriate level of prudential borrowing is approved in line with the business case set out in Appendix 1 to the submitted report.
- 3.3 That authority to determine the exact level of borrowing, which is expected to be between £1m and £1.5m, be delegated to the Chief Financial Officer, in consultation with the Mayor, the Chairman of the Harbour Committee and the Executive Head of Business Services.

Appendices

- Appendix 1 Business Case for the Oxen Cove Landing Jetty (October 2017)
- Appendix 2 Offshore Shellfish Ltd – Outline Business Development Plan (May 2017)
- Appendix 3 Oxen Cove Landing Jetty - Conceptual Drawing (September 2017)

Background Documents

Report to Torbay Council's Harbour Committee - Employment Use at Oxen Cove (26th June 2017)

<http://www.torbay.gov.uk/DemocraticServices/ieListDocuments.aspx?CId=188&MId=7420&Ver=4>

Tor Bay Harbour Authority Port Masterplan – July 2013

www.tor-bay-harbour.co.uk/harbours/aboutus/portmasterplan

Torbay Local Plan 2012 ~ 2030

www.torbay.gov.uk/localplan

Brixham Peninsula Neighbourhood Plan Submission Document (August 2017)

www.brixhampeninsula.com/submission/

Section 1: Background Information

1. What is the proposal / issue?

A growing demand exists for new infrastructure in support of the shellfish sector of the fishing industry in Brixham. To this end the construction of a new landing jetty is required adjacent to Oxen Cove in Brixham Harbour. This scheme will need to be included in the Council's Capital Plan and an appropriate level of borrowing approved.

The future use of Oxen Cove and/or the Freshwater Quarry area of Brixham, for employment purposes, is clearly identified in a number of strategic plans. In particular the Torbay Local Plan, the Tor Bay Harbour Port Masterplan and the emerging Brixham Peninsula Neighbourhood Plan.

2. What is the current situation?

Brixham harbour remains the largest fishing port in England and Wales in terms of the value of the fish landed and/or sold on the market. In 2016/2017 the total value of the fish sold on Brixham fish market amounted to £35.7m with some £805k passing through the harbour account in the form of fish tolls.

A £22m regeneration scheme in 2010/11 led to the construction of a new fish market and landing facilities, which were formally opened by HRH Princess Royal in March 2011. This investment in modern and fit for purpose facilities has seen an increase in the number of vessels landing at Brixham and an associated growth in the value of fish sold on the market.

In recent years both existing and new shellfish operators have expressed an interest in developing specific facilities for the landing, handling, storage, depuration and processing of their products. The investment and regeneration of the fish market and associated facilities in 2010/11 was not particularly aimed at the shellfish sector although early proposals did see buildings designed with salt water extraction and these were to be located in Oxen Cove. However, this element of the regeneration scheme was later removed as a cost reduction measure.

One particular local company, Offshore Shellfish Ltd (OSL), have had extended discussions with the Harbour Authority and the Torbay Development Agency, regarding their desire to invest in new facilities. OSL have agreed that their Outline Business Development Plan can form part of this report and it is attached as Appendix 2. Offshore Shellfish Ltd (OSL) was established to develop the first fully offshore, large scale, suspended rope grown mussel farm in Europe. Brixham was chosen as their shore base due to the existing port services along with the future potential and ambition for additional port infrastructure, which is clearly evidenced and described in the Tor Bay Harbour Port Masterplan. The first phase of the OSL mussel farm began build-out in 2016 and approximately 150 headlines are currently in place and these are expected to produce a harvest in 2017 of around 1,000

tonnes. Additional headlines will be added over the next few years, which will steadily increase production capacity to around 10,000 tonnes per year. Over the next five years, the staged development will see the company increase the total annual production of farmed mussels in the UK by 40% and generate a first sale value of £10m ~ £15m. Assuming that these values can be achieved a new revenue stream of between £250,000 and £375,000 per year could be generated based on landing fees of 2.5%. However, new landing fee income for the first year after construction of the jetty (2019/20) is expected to be between £65k and £100k. As the offshore mussel farm develops towards full production it will have the capacity to harvest and despatch 50 to 100 tonnes of high quality mussels per day in bulk.

In order to supply the market, OSL has an urgent need for a dedicated landing jetty, which needs to be separately located away from the core activity of the established catching sector, so as to avoid obvious conflict and congestion.

The expanding shellfish sector, including OSL, also have an urgent need for additional but related onshore infrastructure that will facilitate the storage of a buffer stock that will enable better continuity of supply of live mussels to customers during periods of poor weather. Such a facility will also allow the sector to rest and re-water the mussels after the stress of harvesting; this will reduce losses and improve quality and shelf life, making long distance live transport more practical. In addition to facilitating better quality product for the bulk markets, the wet storage units will feed directly into adjacent primary and secondary processing, packing and chilling facilities. Further proposals for developing these facilities, which will be a different and separate capital scheme, will come forward when a suitable business case can be made.

Predicted mussel landings from OSL during 2017/18 can be reasonably accommodated within the current infrastructure of Brixham harbour, but from 2018/19 onwards predicted volumes mean that it will be necessary to have a dedicated landing berth and OSL have indicated that it would be most practical for the jetty to be adjacent to any future wet storage and processing facility.

OSL's medium-term proposals will bring significant employment and other economic benefits to the Torbay region, as well as an economic benefit to the national economy through exports or indeed the reduction of imports. OSL currently employ 8 people and are recruiting 4 more in 2017. These are full-time salaried positions with training and long-term career possibilities in a growing and sustainable industry. The company have an existing 15m harvesting vessel and a new 24m harvesting vessel arriving this autumn. At full production OSL expect to have other additional vessels, around 20 seagoing crew, 3 maintenance yard staff, 5 administration, sales and management personnel, and 50 or more staff in the wet store and processing plant, depending on throughput and product types. In total this one employer could generate in the region of 80 jobs based in Brixham.

Oxen Cove is currently used for a variety of different purposes including car parking, coach parking, boat storage and other miscellaneous storage. Freshwater Quarry is also used for car parking and the South West Coastal Footpath runs along the seaward edge of both areas.

	<p>In the Torbay Local Plan, Policy SS5 identifies Oxen Cove & Freshwater Cove for mixed use harbourside development with a focus on marine related employment uses. Policy SDB1 sets out the growth for the Brixham Strategic Delivery Area, with a clear indication that Oxen Cove provides an opportunity for the Neighbourhood Plan to include the site as a source for employment floor space, indicating 2,000m². There are several other references within the Local Plan that suggest that Oxen Cove is allocated for employment, targeted at the maritime sector.</p> <p>The Tor Bay Harbour Port Masterplan suggests that a new reclaimed area along the south western side of the Outer Harbour should provide “<i>a berth for Pelagic fishing vessels, facilities for a hatchery and shellfish storage and depuration, a boat maintenance facility, a recreational slipway (to replace the Oxen Cove slipway), boat repair businesses, boat building & marine related retail premises, additional car parking and boat storage, a Facilities Building for a new marina and improved access to Oxen Cove</i>”. Reclaiming land may well be cost prohibitive but without additional space, the existing area of Oxen Cove is simply not large enough to accommodate all of the activities identified in the above statement. Even a smaller footprint of 1650m², set aside for employment use, will occupy the majority of the available space in Oxen Cove. The Port Masterplan goes on to say that Oxen Cove is a good site for marine related industry.</p> <p>Policy E1 within the emerging Brixham Peninsula Neighbourhood Plan sets employment land and Oxen Cove is identified, along with Freshwater, as collectively allocated for 2000m² of floor space. The draft Plan also refers to a short re-alignment of the route of the South Devon Coastal Path to accommodate the change to employment use, which is eminently sensible and for safety reasons it is entirely necessary.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>To do nothing. This option would represent a missed opportunity to diversify the fishing industry in Brixham, create new jobs and provide clear economic benefits.</p> <p>To use existing port infrastructure. This option would lead to increased congestion of the existing facilities and inevitable conflict with the already successful and expanding catching sector of the fishing industry.</p> <p>For the Council to endorse the Harbour Committee’s support of proposals for the development and future use of Oxen Cove and/or Freshwater Quarry for employment purposes so as to provide facilities connected with the shellfish industry. That the proposal to construct a new landing jetty at Brixham harbour is approved as detailed in the business case set out in Appendix 1 and that the scheme should be included in the Council’s Capital Plan. Furthermore, that the Executive Head of Business Services should commission the Torbay Development Agency (TDA) and/or other specialist professional support services to undertake additional ground investigation work, including design, cost estimates, statutory consents, tendering and project management for the construction of the new landing jetty. Also, for the TDA and Executive Head of Business Services to submit an application for external grant funding. This is the preferred and recommended option.</p>

<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015 - 19?</p> <p>This proposal supports the Council’s ambition to be a ‘Prosperous’ Torbay.</p> <p>This proposal supports the principle “Use reducing resources to best effect” by addressing “new ways to generate income using our current resources”.</p> <p>A new landing jetty at Oxen Cove, Brixham harbour, will provide additional port infrastructure in support of the shellfish industry. This proposal therefore aligns with three specific actions from ‘Targeted Action 2’ within the Corporate Plan Delivery Plans, namely;-</p> <ul style="list-style-type: none"> • Continue delivery of the Port Masterplan • Continue delivery of the Local Plan and associated growth • Deliver the Corporate Capital Plan, maximising the use of Council assets for development with the aim of increasing revenue to the Council
<p>5.</p>	<p>How does this proposal contribute towards the Council’s responsibilities as corporate parents?</p> <p>This proposal has no direct link to the Council’s responsibilities as corporate parents.</p>
<p>6.</p>	<p>How does this proposal tackle deprivation?</p> <p>This proposal will provide future employment opportunities.</p>
<p>6.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>The Torbay Local Plan, the Tor Bay Harbour Port Masterplan and the emerging Brixham Peninsula Neighbourhood Plan have all undergone extensive public consultation exercises. Furthermore the Brixham Harbour Liaison Forum is aware of proposals for the Oxen Cove area.</p> <p>As part of the ground investigation works local stakeholder groups will be contacted regarding these specific proposals, however, the allocation of space in the Oxen Cove/Freshwater Quarry area for employment related use (a departure from the existing uses) represents a policy that is well established in a range of strategic plans.</p> <p>Any construction work on or over the water will require a marine license issued by the Marine Management Organisation. Also, the development of a new jetty will require planning consent. Both of these consent processes will incorporate further public consultation.</p> <p>The fishing industry and other harbour users will be affected by this proposal. Some nearby residents and users of the SW coastal footpath may also be</p>

	affected. Consultation has been undertaken with the Harbour Committee, Brixham Harbour Liaison Forum, ward Councillors and Brixham Trawler Agents.
7.	<p>How will you propose to consult?</p> <p>Consultation has been undertaken with the Harbour Committee, Brixham Harbour Liaison Forum, ward Councillors and Brixham Trawler Agents. A number of statutory consents will be required before any work can proceed and further public consultation will be required as part of those consent processes.</p>

Section 2: Implications and Impact Assessment

8. What are the financial and legal implications?

An outline of the breakdown of the expected costs are shown in the table below and further details can be seen in the attached Appendix 1

Activity	Costs (A)	Costs (B)	Costs (C)
Construction	£1,500,000	£1,500,000	£1,500,000
Contingency (20%)	£300,000	£300,000	£300,000
TDA fees (8%)	£120,000	£120,000	£120,000
TDA fees fixed	£11,500	£11,500	£11,500
Site investigation, EIA, etc.	£25,000	£25,000	£25,000
Total	£1,956,500	£1,956,500	£1,956,500
MMO grant funding (up to 75% max £1m) **	£1,000,000	£750,000	£500,000
Balance	£956,500	£1,206,500	£1,456,500
Non-eligible costs – consent fees, etc.	£10,000	£10,000	£10,000
Borrowing Total	£966,500	£1,216,500	£1,466,500
Borrowing & capital costs pa (40 years) ***	£49,926	£62,840	£75,755
New landing income pa	£65,000 to £100,000	£65,000 to £100,000	£65,000 to £100,000

** The Marine Management Organisation (MMO) manage the European Maritime and Fisheries Fund (EMFF). The EMFF follows the European Fisheries Fund (EFF) and will run until 2020 or until all available money has been allocated. The MMO started to accept applications for EMFF funding from early 2016. The UK has €243 million (around £190 million) of the programme of which England has a split of €92.1 million. In particular the EMFF will support projects investing in

	<p>fishing ports, auction halls, landing sites and shelters. The grant rates as a percentage of eligible costs for such projects is up to 75% from the EMFF, up to a maximum value of £1m.</p> <p>Assuming that the direct sale of mussels achieve the values set out in section 2 above, a new revenue stream of between £250,000 and £375,000 per year could be generated based on landing fees of 2.5%. Given that a new landing jetty could be completed by early 2019, a more cautious figure of £65,000 to £100,000 has been assumed because the mussel farm will not have reached full production.</p> <p>*** Existing approved prudential borrowing rate of 4.30%. The Treasury Management Strategy is being reviewed and it is possible that this may translate to the rate being lowered for new schemes.</p>
<p>9.</p>	<p>What are the risks?</p> <p>A budget of approximately £160,000 will be required to undertake site investigation works, along with the scheme design, external grant funding application and various consent fees, including a planning application. There is a possibility that these proposals may not reach the construction phase and therefore the funding for this work is being undertaken at risk.</p> <p>There is a risk that marine licensing and land use planning consent is not forthcoming but this matter is mitigated by clear policy statements within a range of existing and emerging strategic plans.</p> <p>Development in Oxen Cove/Freshwater Quarry for employment use may upset local residents and ramblers using the South West Coastal Footpath. Local residents should be aware of the policies within the local strategic plans and it is an established practice to divert public footpaths around areas where the operational needs of the harbour have primacy.</p> <p>There is a risk that a significant opportunity will be missed for the local shellfish industry, as well as the local economy and local employment, if the Council do not explore further the potential for a dedicated landing jetty adjacent to Oxen Cove, along with new processing facilities, in the future.</p> <p>There is a risk that the mussel landing income is not achieved, however, this new facility can be used for a variety of different uses that can generate new income streams. e.g. boat-lifting, landing of other fish products including crabs or an additional passenger landing berth (charter boats).</p>
<p>10.</p>	<p>Public Services Value (Social Value) Act 2012</p> <p>Issues connected with Social Value will be given appropriate consideration when the contract work is procured.</p>
<p>11.</p>	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>Research has been undertaken by examining UK wide mussel landings data to determine the likely first sale value of live mussels. Also, for evidence of demand</p>

	<p>and other supporting data please refer to the full report presented to the Harbour Committee on 26th June 2017.</p> <p>http://www.torbay.gov.uk/DemocraticServices/ieListDocuments.aspx?CId=188&MId=7420&Ver=4</p>
12.	<p>What are key findings from the consultation you have carried out?</p> <p>These proposals have been discussed with the Harbour Committee, the Mayor, his Executive Group, local ward Councillors and the Brixham Harbour Liaison Forum. Following such discussions/briefings the proposals have been supported.</p>
13.	<p>Amendments to Proposal / Mitigating Actions</p> <p>The new landing jetty could be used for a variety of different uses that can potentially generate new income streams. e.g. boat-lifting, landing of other fish products including crabs or an additional passenger landing berth (charter boats). Brixham is expected to grow in popularity as a fishing port and any additional capacity would contribute to the harbour business.</p>

Equality Impacts

14.	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	People with caring Responsibilities			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	People with a disability			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	Women or men			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	Religion or belief (including lack of belief)			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	People who are lesbian, gay or bisexual			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.

	People who are transgendered			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	People who are in a marriage or civil partnership			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	Women who are pregnant / on maternity leave			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	Socio-economic impacts (Including impact on child poverty issues and deprivation)			No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)			No differential impact.
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	None		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	None		



Capital Scheme Business Case

Oxen Cove Landing Jetty

Version:	1.0
Date:	04.09.17
Author:	Kevin Mowat
Director/Executive Head:	Kevin Mowat
Project Manager:	TDA
Business Unit/Service:	Business Services

1. Executive Summary

The Council is being asked to authorise a capital scheme at Brixham harbour.

A growing demand exists for new infrastructure in support of the shellfish sector of the fishing industry in Brixham. To this end the construction of a new landing jetty is required adjacent to Oxen Cove in Brixham Harbour. This scheme will need to be included in the Council's Capital Plan and an appropriate level of borrowing approved.

This scheme is not currently listed within the Council's agreed Capital Plan.

At its meeting held on 26th June 2017, the Harbour Committee agreed to support proposals for the development and future use of Oxen Cove and/or Freshwater Quarry to provide facilities connected with the shellfish industry. Furthermore the Committee authorised the Executive Head of Business Services to work up detailed proposals for a dedicated landing jetty adjacent to Oxen Cove or Freshwater Quarry.

The Minutes of the Harbour Committee also state that, ***“subject to a viable business case, the Executive Head of Business Services is asked to submit detailed proposals in a further report to the Harbour Committee and Council, to enable development to commence.”***

2. Strategic Fit

2.1 Scheme objective

A growing demand exists for new infrastructure in support of the shellfish sector of the fishing industry in Brixham. To this end the construction of a new landing jetty is required adjacent to Oxen Cove in Brixham Harbour. This scheme will need to be included in the Council's Capital Plan and an appropriate level of borrowing approved.

The future use of Oxen Cove and/or the Freshwater Quarry area of Brixham, for employment purposes, is clearly identified in a number of strategic plans. In particular the Torbay Local Plan, the Tor Bay Harbour Port Masterplan and the emerging Brixham Peninsula Neighbourhood Plan.

2.2 Statutory Framework

Under Clause 33 of the Harbour, Docks and Piers Clauses Act 1847, Tor Bay Harbour is subject to what is called the “Open Port Duty”. This means that the harbour must be open to anyone “for the shipping and unshipping of goods and the embarking and landing of passengers”, on payment of the rates and other conditions set by the Council. A harbour authority has a duty to conserve the harbour so that it is reasonably fit for use as a port, and a duty of reasonable care to see that the harbour is in a fit condition for a vessel to use it.

2.3 Policy Framework

This proposal supports the Council's ambition to be a 'Prosperous' Torbay.

This proposal supports the principle "Use reducing resources to best effect" by addressing "new ways to generate income using our current resources".

A new landing jetty at Oxen Cove, Brixham harbour, will provide additional port infrastructure in support of the shellfish industry. This proposal therefore aligns with three specific actions from 'Targeted Action 2' within the Corporate Plan Delivery Plans, namely;-

- Continue delivery of the Port Masterplan
- Continue delivery of the Local Plan and associated growth
- Deliver the Corporate Capital Plan, maximising the use of Council assets for development with the aim of increasing revenue to the Council

2.4 Equality, Diversity and Deprivation

No differential impact - this scheme will create a landing jetty for shellfish products and will not be available for public access.

2.5 Condition of the asset

This business case supports the construction of a new asset.

2.7 Interfaces and Critical Dependencies

A new income stream from the landing of harvested mussels is critical to support the borrowing costs. The scheme is also dependent on external grant funding to help reduce the level of borrowing.

The new landing jetty will be located away from the existing public slipway in Oxen Cove to avoid conflict with existing harbour users.

A number of the smaller outer harbour swing moorings will need to be dropped to make room for the new landing jetty but in recent years these facilities have not reached full occupancy and therefore a consolidation of the moorings stock should not result in any lost income.

The structure will require ongoing maintenance and specifically the steel piles will need to be protected against accelerated low-water corrosion (ALWC).

However, a minimum asset life of 40 years can easily be expected.

If sufficient funding is available a smaller (narrow) jetty will also be constructed parallel to the main landing jetty to allow for future boat lifting activity by way of a straddle lift.

2.8 Critical Success Factors

An external grant of between £500k and £1m from the European Maritime and Fisheries Fund (EMFF) is critical to the delivery of this new infrastructure. The project will be considered a success if the new landing jetty is used for the

intended purpose and subsequently helps to deliver a new income stream that will be used to support the cost of borrowing. Further critical success factors include, completion of the works without major disruption, on time and within the forecast budget. Wider success factors will relate to the creation of new jobs, inward investment and delivery against a number of strategic objectives.

3. Options Appraisal

Options considered	Brief explanation of options (including justifying options exclusion where applicable)
Do nothing	This option would represent a missed opportunity to diversify the fishing industry in Brixham, create new jobs and provide clear economic benefits.
To use existing port infrastructure	This option would lead to increased congestion of the existing facilities and inevitable conflict with the already successful and expanding catching sector of the fishing industry.
For the Council to endorse the Harbour Committee's support of proposals for the development and future use of Oxen Cove and/or Freshwater Quarry for employment purposes so as to provide facilities connected with the shellfish industry and that the proposal to construct a new landing jetty at Brixham harbour is approved as detailed in this business case and that the scheme should be included in the Council's Capital Plan.	The Executive Head of Business Services should commission the Torbay Development Agency (TDA) and/or other specialist professional support services to undertake additional ground investigation work, including design, cost estimates, statutory consents, tendering and project management for the construction of the new landing jetty. Also, for the TDA and Executive Head of Business Services should submit an application for external grant funding. This is the preferred and recommended option.

4. Financial Aspects

4.1 Financial Investment

	Option 1	Option 2	Option 3	Years 1 ~ 3	Years 4 ~ 7
Total Capital Investment	£1,966,500	£1,966,500	£1,966,500		
Made up of:					
External Grant Funding	£1,000,000	£750,000	£500,000		
Capital Receipt					
Allocated Capital Grant					
Unringfenced Capital Grant					
Prudential Borrowing	£966,500	£1,216,500	£1,466,500		
Ongoing Revenue Costs:					
Repairs and Maintenance				Nil	£2,000
Staffing				Nil	Nil
Other (cost of borrowing)	£49,926	£62,840	£75,755		

4.2 Financial Savings

	Option 1	Option 2	Option 3	Years 1 ~ 3	Years 4 ~ 7
Savings against current costs					
Additional income	£65,000 to £100,000	£65,000 to £100,000	£65,000 to £100,000	£65,000 to £100,000	£100,000 +
Foregone income	Nil	Nil	Nil	Nil	Nil
Efficiency savings – Council	Nil	Nil	Nil	Nil	Nil
Efficiency savings – Other public sector	Nil	Nil	Nil	Nil	Nil

5. Outcomes, Benefits and Dis-benefits

The medium-term proposals put forward by Offshore Shellfish Ltd (OSL), will bring significant employment and other economic benefits to the Torbay region, as well as an economic benefit to the national economy through exports or indeed the reduction of imports. OSL currently employ 8 people and are recruiting 4 more in 2017. These are full-time salaried positions with training and long-term career possibilities in a growing and sustainable industry. The company have an existing 15m harvesting vessel and a new 24m harvesting vessel arriving this autumn. At full production OSL expect to have other additional vessels, around 20 seagoing crew, 3 maintenance yard staff, 5 administration, sales and management personnel, and 50 or more staff in the wet store and processing plant, depending on throughput and product types. In total this one employer could generate in the region of 80 jobs based in Brixham.

6. Risk Summary

6.1 Risk of not implementing the scheme

Risk Description	Risk Mitigation
A budget of approximately £240,000 will be required to undertake site investigation works, along with the scheme design, external grant funding application and various consent fees, including a planning application. There is a possibility that these proposals may not reach the construction phase and therefore the funding for this work is being undertaken at risk.	Completion of the proposed scheme.
There is a risk that a significant opportunity will be missed for the local shellfish industry, as well as the local economy and local employment, if the Council do not proceed with a dedicated landing jetty adjacent to Oxen Cove, along with new processing facilities, in the future.	Completion of the proposed scheme.

6.2 Risk of delivering the scheme

Risk Description	Risk Mitigation
The scheme costs exceed the available budget.	The project will be managed closely.
There is a risk that the mussel landing income is not achieved.	The new facility can be used for a variety of different uses that can generate new income streams. e.g. boat-lifting, landing of other fish products including crabs or an additional passenger landing berth (charter boats).

6.3 Strategic Risk Register

To be reviewed if the scheme progresses.

7. Project Delivery

7.1 Project Roles

The **Project Sponsor** will be Kevin Mowat, Executive Head – Business Services.

The **Project Manager** will be allocated by the Torbay Development Agency.

7.2 Milestones

Milestone	Date	Dependency/Interface
Council decision whether to proceed	19 th October 2017	
MMO Construction Licence	Spring 2018	Views of statutory consultees
Planning Application Approval	Early 2018	Acceptable EIA & HRA
Approval of EMF Grant Funding	Spring 2018	Business Case

This section will be completed if the scheme is agreed.

Appendix 2



LYME BAY MUSSEL FARM

OUTLINE BUSINESS DEVELOPMENT PLAN

Background

Offshore Shellfish Ltd (OSL) has been established to develop the first fully offshore, large scale, suspended rope grown mussel farm in Europe. It is a family company, managed by John and Nicki Holmyard, who have been in the industry since the late 1980s.

A feasibility study into the potential for offshore mussel culture was carried out by OSL in 2007, which identified Lyme Bay as possessing the required biological, physical and socio-economic characteristics to support such a development. Brixham was chosen as the shore base for OSL due to its existing infrastructure and the evidence shown for future potential described in the Tor Bay Harbour development plans.

A Crown Estate lease and MMO license were obtained for two areas of 600 hectares each and one area of 340 hectares, with permission granted to deploy a total of 790 headlines once a 3-year pilot study had provided proof that mussel farming in the area could be undertaken sustainably on a commercial basis in the offshore environment.

The pilot study proved to be particularly successful in terms of growth rates and product quality, and gave the company confidence to attract significant inward investment to develop the farm to its full extent. The first phase began build-out in 2016 and approximately 150 headlines are currently in place carrying varying ages of stock. These will result in a harvest in 2017 of around 1,000 tonnes, and the equipment will be reused to provide a similar crop annually thereafter. Additional headlines will be added over the next few years, which will steadily increase production capacity to around 10,000 tonnes per year.

This ground-breaking development is in response to the growing long term demand at global, European and UK level for high quality marine protein produced in an environmentally sustainable way. Over the next five years, the staged development will see the company increase the total annual production of farmed mussels in the UK by 40%, and generate a first sale value of £10-£15 million.

As the offshore farm develops towards full production it will have the capacity to harvest and despatch 50-100 tonnes of high quality mussels per day in bulk. This will enable it to access the main Northern European processors in Holland, who handle up to 100,000 tonnes per year for onward sale to France and Belgium.

However, there is also a domestic market in the UK where per capita consumption of mussels is currently one of the lowest in Europe but is steadily growing, giving considerable scope for expansion. In the UK, we currently consume an average of about 140g per person

Appendix 2

per year, whereas the average Belgian consumes about 5kg per year. If the British were to develop a Belgian style appetite for mussels, then we would need to grow 350,000 tonnes just for the domestic market!

Onshore Facility Requirement

In order to supply the market, OSL has an urgent need for an onshore wet storage facility. This will facilitate storage of a buffer stock that will enable OSL to give better continuity of supply of live mussels to its customers during periods of poor weather. The facility will also allow the company to rest and re-water the mussels after the stress of harvesting; this will reduce losses and improve quality and shelf life, making long distance live transport more practical.

In addition to facilitating better quality product for the bulk markets, the wet storage units will feed directly into adjacent primary and secondary processing, packing and chilling facilities. These will enable the company to service major UK and European outlets such as multiple retail and food service sectors with finished, packaged value added, branded product directly instead of only bulk product via other processors.

The facility will also provide the opportunity to develop new and innovative product lines, which will help to open up new markets and encourage new consumers in the UK and abroad. Development of time stable products which can be transported long distances, will enable Offshore Shellfish Ltd mussels from Brixham to be available to a global market.

The overall requirement is for a quayside building with a ground floor area of around 2,000m² with further space needed on upper floors for offices, laboratory, development kitchen, staff facilities and storage space for packaging. It is feasible that a viewing area/product sampling area could be built in to enable visitors to tour the facility and educational groups to be accommodated.

Landing Jetty

Predicted landings during 2017 can be reasonably accommodated within the current infrastructure of Brixham Harbour, but from 2018 onwards predicted volumes mean that it will be necessary to have a dedicated landing berth. It would be most practical for the jetty to be adjacent to the wet storage and processing facility.

Economic benefits

OSL's proposed development will bring significant employment and other economic benefits to the Torbay region, and an economic benefit to the national economy through exports or the reduction of imports.

OSL currently employs 8 people and is recruiting 4 more in 2017. These are full time salaried positions with training and long-term career possibilities in a growing and sustainable industry

We have a new 24m harvesting vessel arriving this summer, and at full production, we expect to have additional vessels, around 20 seagoing crew, 3 maintenance yard staff, 5 admin, sales and management personnel, and 50 or more staff in the wet store and processing plant, depending on throughput and product types. These positions will include

Appendix 2

process line workers, forklift drivers, scientific and analytical staff, quality controllers, product developers, maintenance engineers and a range of other roles.

Support industries such as transport, engineering, chandlery and fuel supply will also benefit from the proposed development and Brixham harbour itself will benefit from the major increase in landing fees.

We believe that the established reputation of Brixham for high quality seafood will be further enhanced by also gaining a reputation as the UK centre of high quality mussel production. We intend to make full use of the image and reputation of Brixham and the South West in branding and promotion of our mussels. We further believe that we will be able to integrate with other marine business who are looking for facilities within the Brixham harbour development project, and that we can become a critical part of the Brixham seafood hub that drives much of the economy in the region.

We have seen the evidence of this in several other parts of the world where major mussel farming development has become an important part of the economy and the local way of life. Havelock, a small town on the Marlborough Sounds in New Zealand for example, has been transformed in recent years by growth of the mussel industry. This has come about by investment in land reclamation for processing plants, harbour facilities and local infrastructure. Much of the country's mussel production is now processed there, with the vast majority going for export. Tourism there has integrated well with the mussel industry, with farm and factory tours, mussel festivals, a famous mussel restaurant, a mussel wine, and a general pride in what they are doing.

One of two mussel processing plants in Havelock, New Zealand



Appendix 2

The town is proud of its mussel industry

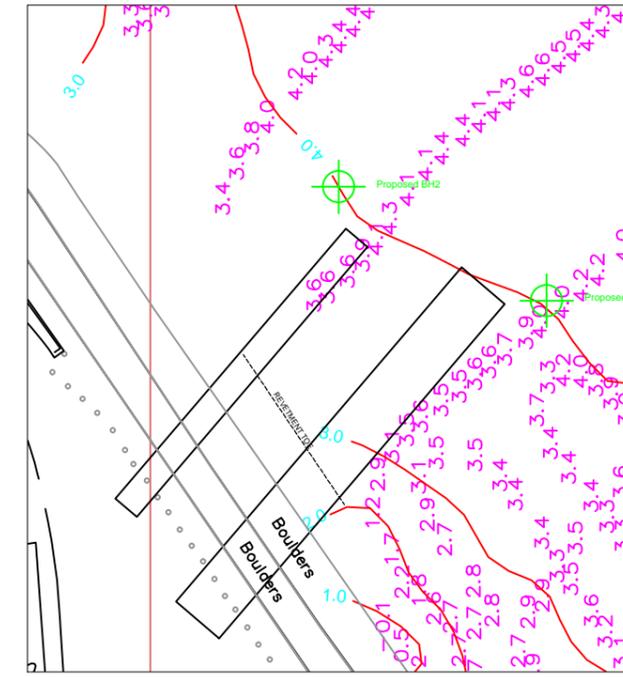
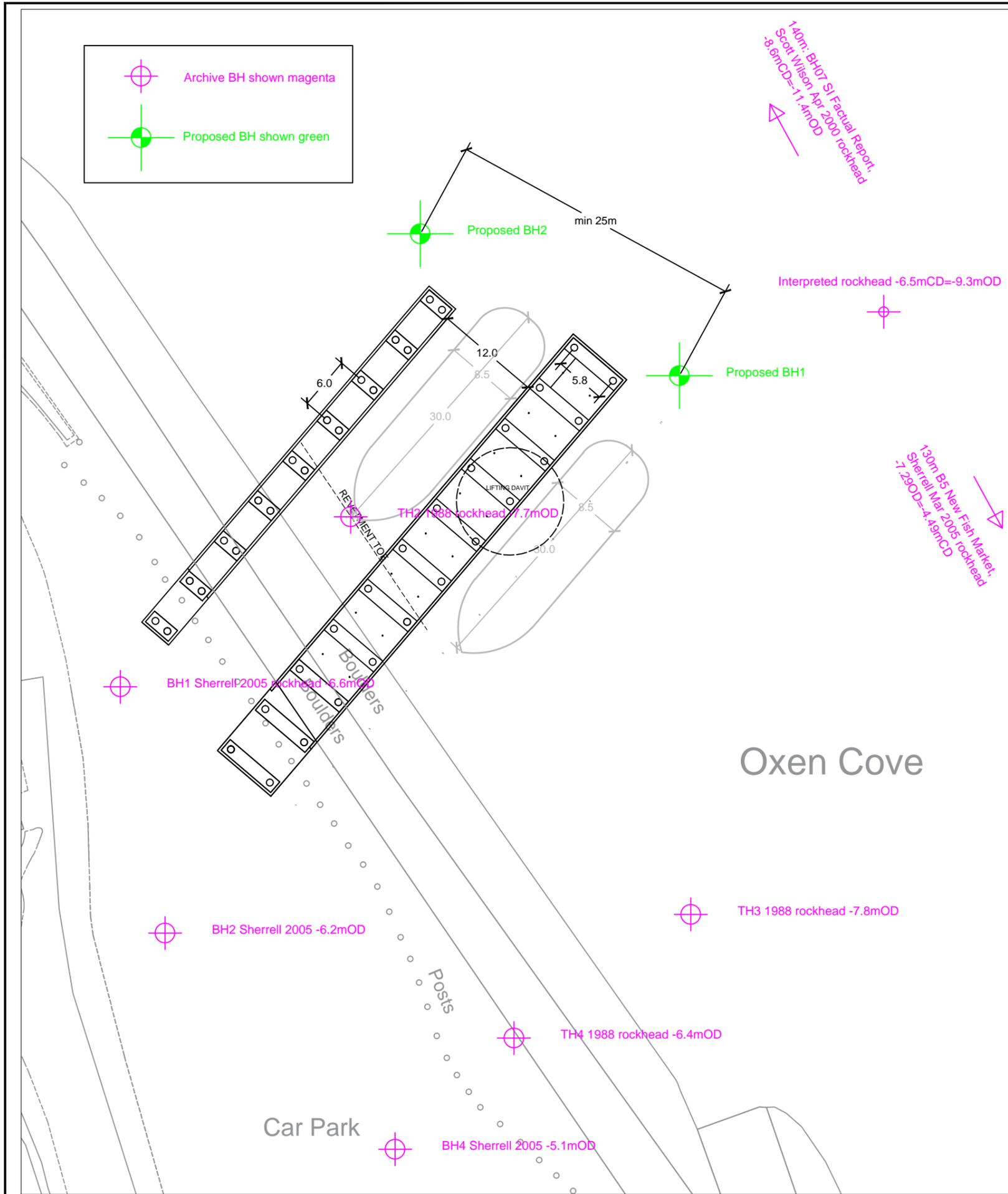


Which provides considerable and varied employment opportunities



OSL believes that with the creation of the proposed infrastructure and processing unit, we can create a similarly positive impact for Torbay.

*John and Nicki Holmyard
May 2017*



Bathymetry at Proposed Borehole Locations
1:1000

Archive and Proposed Borehole Locations
1:500

REVISIONS				
no.	date	By	Checked	details

NOTES	
no.	details

drawn	TR	scale(s)	As Shown @ A3
checked		date	19/09/2017



SCHEME TITLE
Oxen Cove
Proposed Jetty and
Straddle Boat
Lift Facility

DRAWING TITLE
Proposed Borehole
Locations

drawing number	10/6/7/8 - 03	rev.	-
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Notice of Motion – “Access All Areas”

19 October 2017

This Council notes:

- That a Guide Dogs’ survey found that 42% of assistance dog owners were refused by a taxi or Private Hire Vehicle (PHV) driver over a one-year period despite this being a criminal offence under the Equality Act 2010;
- The significant impact such refusals can have on assistance dog owners’ lives, leading to feelings of embarrassment and anger as well as to a loss of independence, mobility and an associated detrimental impact on mental health;
- That disability equality training for taxi and PHV drivers has helped to reduce the number of access refusals; and

This Council believes:

- That as a local authority, we are responsible for ensuring that taxis and PHVs are safe to travel on and that drivers provide good service and do not discriminate against disabled people, including those with assistance dogs; and
- that disability equality training should be a priority amongst plans to improve local taxi and PHV services.

This Council resolves:

- to review its Hackney Carriage (Taxi) and Private Hire Policy and introduce a provision for all drivers to undertake disability equality training when obtaining their Torbay Council drivers licence and at regular intervals.
- To only issue a medical exemption certificate when it is evidenced by a medical practitioner and accompanied by medical evidence, for example a blood test, a skin prick test or clinical history.
- To investigate all reported access refusals with a view to pursuing a conviction under the Equality Act 2010, and ensuring appropriate penalties are imposed in line with the distressing impact a refusal can have on an assistance dog owner.
- To undertake periodic test purchasing on licenced vehicles to ensure that licensing requirements are being complied with.

Proposer: Councillor Darling (M)

Secunder: Councillor Doggett

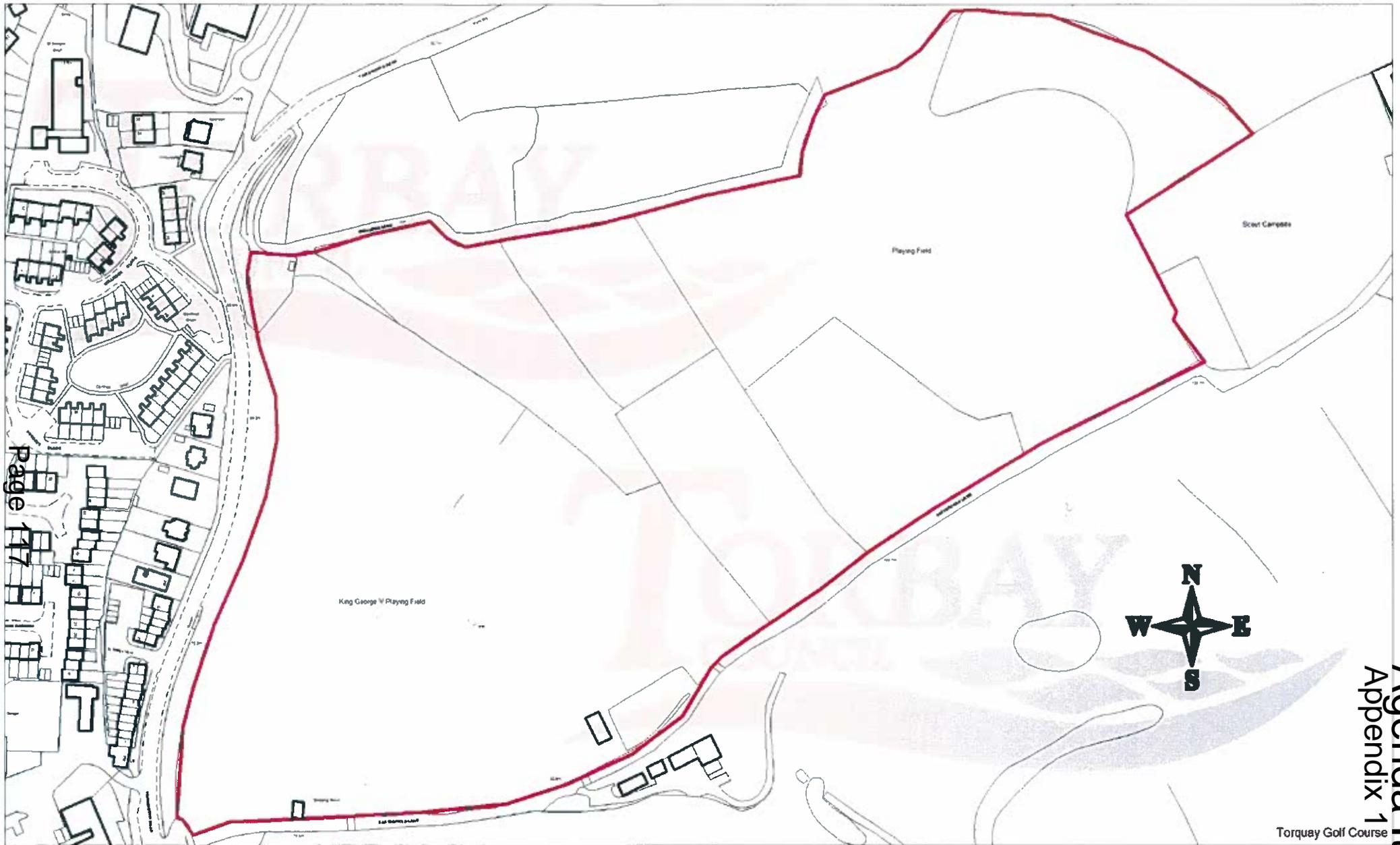
Notice of Motion – Dedication of King George V Playing Field and Easterfield Lane

Council 19 October 2017

Further to the Council's decision made on 2 February 2017, to register King George V Playing Fields with the National Memorial Scheme, the Council agrees to extend the registration to include the area commonly known as the BMX track and Easterfield Lane as set out in the attached map.

Proposer: Councillor Darling (S)

Seconder: Roger Stringer



King George V Playing Fields, Teignmouth Road, Torquay.

Scale- 1:2500

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Torquay Golf Course

Notice of Motion – Council 19 October 2017

Crisis in front line Policing in Torbay

Torbay Council is extremely alarmed that under the watch of the current Police and Crime Commissioner, Alison Hernandez, there has been a drastic reduction in the number of PCSOs, the eyes and ears of the force in Torbay.

Torquay town centre has just come through a summer season that was marred by anti-social behaviour, drug and alcohol abuse and intimidation of the public. The cuts to our PCSOs have exacerbated these problems.

An overwhelming majority of respondents to a crime survey conducted by the Torbay Liberal Democrats said that they did not think there was enough police on patrol in Torquay.

Additionally there is a general concern that the Police and Crime Commissioner is unfit and unsuitable for her job after making tactless comments about being “really interested” in licensed firearm owners being allowed to act during terrorist incidents. We endorse Deputy Chief Constable Paul Netherton’s view that “Under no circumstances would we want members of the public to arm themselves with firearms”.

In October 2016 the Police and Crime Commissioner was heavily criticised for taking ‘selfies’ whilst a huge fire ripped through one of Britain’s oldest buildings.

This Council believes that the Police and Crime Commissioner is wrong to propose reductions in Neighbourhood Policing, that proposals to utilise domestically owned firearms is a crass and inadequate response to mounting concerns about police cuts and that her proposal to appoint a Deputy Police and Crime Commissioner is an appointment that is just not needed in these cash-strapped times.

We therefore request the Chief Executive to contact the Home Secretary requesting she use whatever powers may be available to remove Ms Hernandez from office allowing Devon and Cornwall Police to continue the fight against crime at all levels and that Members of Torbay Council show their lack of support for the Police and Crime Commissioner by voting “No Confidence” in her office.

Proposer: Councillor Pentney

Seconder: Councillor Stocks

Notice of Motion – Council 19 October 2017

Vote of No Confidence in TOR2

This Council notes:

- the failure of TOR2 to present a specific business case to improve recycling levels in Torbay; and
- the chaotic management of waste management by TOR2 in Torbay, thereby bringing Torbay Council and its parent company Kier, into disrepute.

In light of this we wish to seek a vote of 'no confidence' in TOR2.

Proposer: Councillor Stocks
Secunder: Councillor Carter

Petition for Debate - To place a Covenant on Torquay harbourside and sea-front.

Council Meeting 19 October 2017

1,038 paper signatures

We the undersigned call upon the Mayor and Torbay Full Council to place a COVENANT on Torquay harbourside and sea-front, namely: Beacon Cove, The Harbourside, Cary Green, Princess Gardens, The Sunken Gardens, Abbey Green, Torre Abbey Meadow, Kings Gardens and Corbyn Head. To save these green areas and public spaces for future generations.

Submitted by Mr Alan Griffey

Council Meeting 19 October 2017

Public Questions

<p>Question (1) from Mr David Carpenter to the Executive Lead for Community Safety (Councillor Excell)</p>	<p>The proposed refurbishments at Clennon valley sound very encouraging, however the current astro turf at Clennon Valley Leisure Centre is a sand based Hockey compliant surface that can accommodate a wide range of sports, football training and small sided leagues.</p> <p>Why is the council considering replacing the Hockey surface with a Football specific 3G surface that will have a detrimental impact in hockey in the Bay goes directly against the instructions of the Torbay Playing Pitch Strategy, which is the blueprint for grass pitch sports in Torbay until 2021. The Playing Pitch Strategy was supported by the four grass sport NGB's (The FA, RFU, EH and ECB) and Sport England who are central to achieving future capital funding in Torbay and currently this decision is objected by Rob Loxton, Chair of Sport Torbay, Stephen Criddle, Principal South Devon College, Stephen Kings, CEO Bay Education Trust, Jay Carter, Paignton Academy Community use Manager, Barbara Reynolds, England Hockey, John Julyan, Torbay Hockey Club and most importantly Chris French, County Development Manager for Devon FA. All of these organisations oppose the resurface of the sand based surface to a Football specific 3G and if this decision was taken Torbay would see the two other 3G facilities cease to be commercially viable in the future and close, ultimately leading to a reduction in community facilities, undermining future sporting opportunities in Torbay and the activity levels of residents of Torbay.</p>
<p>Question (2) from Ms Nicci Tucker to the Executive Lead for Community Safety (Councillor Excell)</p>	<p>What evidence, data or research is there of a need for a third football 3G in Paignton?</p>
<p>Question (3) from Mr Mark Faulkner to the Executive Lead for Planning, Transport and Housing (Councillor King)</p>	<p>Is planning permission required to change the surface of Astro to 3g pitch surface?</p>
<p>Question (4) from Mr Robert Loxton to the Executive Lead for Community Safety (Councillor Excell)</p>	<p>Why did Torbay Council, officers of Torbay Council, Sport Torbay, local Sports Clubs and the people of Torbay spend over 2 years and £30,000, investing in a playing pitch and Sports Strategy in partnership with Sport England (who provided a grant to assist in the sports</p>

	<p>Strategy) to take us to 2021 and then within a year or two Torbay Council, decide to go against the recommendations of the Devon FA and Sport England and other Sporting National governing bodies, to retain a sand based astro turf at Clennon Valley, which if this scheme (3G Pitch) went ahead Torbay may not have support on future sports developments.</p> <p>(the true cost of Torbay Sports Playing Pitch and Sports Facilities Strategies Torbay Council Officers of Torbay Council Sport Torbay Sport England Sport's National Governing Bodies volunteers, meeting rooms, visiting clubs, club representatives going to various meeting £250,000 to £300,000)</p>
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Meeting: Council Meeting

Date: 19 October 2017

Wards Affected: All Wards

Report Title: Review of Sports Pitch Surface at Clennon Valley Leisure Centre

Is the decision a key decision? No

When does the decision need to be implemented? As soon as possible

Executive Lead Contact Details: Councillor Robert Excell, Executive Lead for Community Services

Supporting Officer Contact Details: Fran Hughes, Assistant Director (Community & Customer Services) and email address; ext 8002; email frances.hughes@torbay.gov.uk

1. Proposal and Introduction

1.1 At June's Council Meeting, Elected Members agreed to enter into a new lease for Torbay Leisure Centre to include the adjacent Velopark for an additional 10-year period. Since that time Officers have been negotiating the terms of the agreement to reach a satisfactory conclusion. The report details two matters which are different to the terms originally set out.

2. Reason for Proposal

2.1 The two matters which are different to the original proposal have an implication on the financial savings and usage of the Leisure Centre facilities.

3. Recommendation(s) / Proposed Decision

3.1 That Elected Members note that the extensions of the lease to 12 years is from the end of the current agreement expiring in 2019, to 2031.

3.2 That the current sand-dressed football/hockey pitch be upgraded with a surface which is cost neutral to the Council.

Appendices

Appendix 1: Supporting Information and Impact Assessment

Appendix 2: Option Appraisal and Financial Information

Supporting Information and Impact Assessment

Service / Policy:	Review of Sports Pitch Surface at Clennon Valley Leisure Centre
Executive Lead:	Councillor Robert Excell
Director / Assistant Director:	Fran Hughes

Version:		Date:		Author:	Fran Hughes
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Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>Overall, in order to manage the financial model to the benefit of all parties, the term of the lease should be extended until 2031. This provides the optimum funding solution within the terms of the original proposal on cost savings.</p> <p>That the upgrade to the current all-weather pitch be amended to ensure that the proposal remains commercially viable and limits the risk to Parkwood and the Council.</p>
2.	<p>What is the current situation?</p> <p>In the original proposal from Parkwood there were plans to improve the external sand-dressed football/hockey pitch with a 3G pitch which was compliant with current Sport England guidance and the International Hockey Federation standards. However, subsequent conversations with Sport England and sports governing bodies locally have since determined that the proposed 3G surface will not meet England Hockey's requirements for matches but will meet hockey's needs at development level.</p> <p>A series of meetings has since occurred with Sport England, Torbay Sport, governing body representatives and Parkwood Leisure to try and identify a solution which both meets the needs of local sport and remains commercially viable.</p> <p>Torbay's declared vision for sport is</p> <p style="text-align: center;"><i>The future for sport 2013-2021 is that Torbay will be an area where:</i></p> <ul style="list-style-type: none"> • <i>Accessible, affordable and high quality opportunities are provided for all ages and abilities to develop a sporting habit for life;</i> • <i>sports is recognized and makes its contribution to addressing health inequalities;</i> • <i>sport contributes positively to the economy of the area, raising the profile of the area as a destination for sport; and</i>

- *sports facilities are well maintained and managed and are viable and sustainable.*

The Sports Pitch Strategy states:

3.1 It seeks to deliver on the aspirations of the local sporting community and to respond to the issues identified through the assessment of local playing pitch provision. As such, it is focused around the following principles;

- **Quality of facilities is as important as the amount of provision** – the strategy seeks to ensure that Torbay contains the right amount of facilities, of the right quality and in the right place. It promotes the protection of existing provision, but also recognises the need to improve the quality of existing facilities and the impact that qualitative improvements can have on capacity.
- **Pitch provision will be delivered in partnership.** The strategy seeks to bring together key partners in the delivery of playing fields and to ensure that roles and responsibilities are clearly defined and effectively aligned to maximise the value of assets to the community. Strategic sites and areas of search will be identified in the new Torbay Local plan and Neighbourhood Plans.
- **Investment will focus upon interventions that will have the greatest impact** – the strategy seeks to prioritise investment into sites where the highest impact will be felt and where high numbers of users will benefit. It will seek to increase participation in sport and activity in terms of both numbers and standards.
- **The strategy will seek to maximise sustainability** – it will seek to build relationships between sports, promote good practice and deliver sustainable solutions for sport and recreation across Torbay.

Torbay Council's Playing Pitch Strategy is worded as follows:

“Protect and restore existing sand based astro turf to suit hockey needs. Also priority site for new IRB22/FIFA 1 star 3G pitch to meet the requirements of other sports and clubs, subject to planning. Investigate funding opportunities and review the floodlighting as it is the seat of many complaints, when restoring the existing carpet and developing a 3G should seek funding for alternative floodlighting to give a longer day use.”

Whilst it is not the intention of any new arrangement to design out existing users from Clennon Valley, there is a commercial reality to any proposal to both Parkwood and the Council. Currently, local hockey clubs only use the Clennon Valley pitch for 12 sessions a year and for their annual hockey festival in April. The remainder of the time they use the pitches at Torquay Girls Grammar School. A growth in hockey is anticipated but not at significant rates and there is no firm commitment for hockey to increase their usage at Clennon Valley currently. Torbay's Strategies in relation to hockey state that:

2.1 All three clubs play their matches at the TGGGS pitch, as the pitch at Torbay Leisure Centre is no longer appropriate for match play. Matches are played on Saturdays and the TGGGS pitch is approaching capacity for match-play at this time.

2.2 Population changes to 2021 show no changes in numbers of teams. However, initiatives such as 'Back to Hockey' and 'Rush Hockey' may

	<p>encourage new participants, particularly among the dominant market segments in Torbay (over 50s)</p> <p>However, the Clennon Valley pitches are well used by football and an improved playing surface would further enhance its use.</p> <p>As part of the exploration around pitch surfaces, we are also aware that there is a currently unmet need for artificial pitches for rugby training. This is an area where there is strong potential for growth in the market.</p> <p>A further level of complexity is the emergence of a new 3G pitch at White Rock, which has been part-funded by Sport England but is outside of Torbay’s agreed Playing Pitch Strategy. This facility is in competition for football clubs with Clennon Valley, yet has had a significant financial contribution.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>Based on the discussions to date, Parkwood have remodelled their offer to the Council based on the level of risk they believe is attached in deviating from the original business model. The impact in financial terms to Parkwood and the Council on an annual basis is shown in Appendix 2.</p> <p>Option 0 – 3G surface which is suitable for football and hockey at a foundation level as per the original business case</p> <p>Option 1 – 3G surface which is suitable for football and hockey at a foundation level but assumes no hockey usage or income.</p> <p>Option 2 – Sand dressed astro which can be used by hockey and football</p> <p>Option 3 – 3G surface which is rugby and football compliant.</p> <p>The most commercially viable option is option 0 or 3 which has no risk to either the Council or Parkwood.</p> <p>The option with the most risk is option 2 which creates an annual budget pressure of £46,000 to the Council (£552,000 over the life of the contract).</p> <p>There is also another option which remains uncoded, which would be for the Council to fund a small 7-a-side 3G pitch in the surplus space adjacent to the sand based pitch. This would require adequate lighting, fencing and drainage as well as appropriate planning permission. It is not possible to progress this within the timescales already agreed by Council with Parkwood which is to commence the new lease from 1st November 2017. This clearly places additional cost, officer resource and process on the Council without any guarantee of a successful outcome.</p>

4.	<p>How does this proposal support the ambitions and principles of the Corporate Plan 2015-19?</p> <ul style="list-style-type: none"> • Using resources to best effect
5.	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>Consultation has been undertaken with:</p> <p>Parkwood Leisure Sport Torbay Hockey Football Rugby Sport England</p> <p>Although not directly related to the above, the Council has also received letters of objection to the potential lack of hockey facilities in response to the Public Notice to dispose of the land. The reasons for the objections are not in relation to the disposal but the type of surface which are not valid in terms of this particular piece of legislation. However, the responses demonstrate a strength of feeling from hockey users.</p>
6.	<p>How will you propose to consult?</p> <p>Informal consultation has already taken place.</p>

Section 2: Implications and Impact Assessment

7.	<p>What are the financial and legal implications?</p> <p>In the original report to Council in June 2017, the final terms of the lease and loan arrangements are delegated to the Assistant Director (Communities and Customer Services) in consultation with the Executive Lead for Community Services and the Section 151 Officer.</p> <p>For clarity, the financial model has been amended to extend the lease until 2031 to facilitate the model, and Elected Members are being advised of this amendment through this report. Therefore the length of lease agreed with Parkwood Leisure will be extended from the end of the existing term (2019) to 12 years until 2031.</p> <p>In terms of the financial agreement the original proposals achieved a saving of £286,000 per annum to the Council. This assumed that the proposal for a 3G pitch was acceptable. However, if the 3G pitch is no longer acceptable, then there is an additional risk introduced which will have a £46,000 annual impact to the Council which will reduce the annual saving to £236k. This equates to £600,000 additional cost over the life of the agreement.</p>
8.	<p>What are the risks?</p> <p>There are a number of risks:</p> <p>There is a significant financial risk to the Council of not pursuing the original proposal for a 3G pitch. This risk can be mitigated by changing the proposals to a pitch which is both football and rugby complaint surface, for which there is a stronger business model. However, this proposal will still not allow for the continuance of hockey at Clennon Valley for hockey matches.</p> <p>If the Council which to maintain the provision for hockey matches at Clennon Valley then the risks and cost the council are outlined in section 7 of this report.</p>
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable</p>
10.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>See below.</p>

11.

What are key findings from the consultation you have carried out?

It should be noted that it is for Council to determine the most appropriate way forward taking account of the potential revenue benefits and level of demands and risk when reaching their decision.

Sport England's view is as follows:

Sport England is a non-departmental public body and the National Lottery distributor responsible for the development of community sport. Sport England is also a statutory consultee on all planning applications affecting playing fields. In discharging these roles Sport England assists local authorities to develop sustainable strategies for sport and recreation to meet locally identified need. In recent years Sport England's local team has supported Torbay Council to develop:

- a Vision for Sport in Torbay
- Torbay Sports Facilities Strategy
- Torbay Playing Pitch Strategy

These documents state why Torbay Council supports sport and provide action plans to **protect, enhance** and **provide** facilities. Sport England has also supported Torbay Council to undertake an appraisal of the various management options to secure sustainable ongoing sports provision.

Sport England's view on the four options proposed

Following consultation with local sports clubs and representatives of national governing bodies of sport, Torbay Council's Playing Pitch Strategy for 2014 – 2021 identifies the need to retain the sand-dressed AGP for hockey at Clennon Valley and a strategic need for an additional AGP that would be rugby (World Cup Reg 22) / football (FIFA) compliant. Following recent discussions, colleagues from hockey, football and rugby have confirmed their continued support for this approach and are willing to discuss how this aspiration may be realised.

Sport England's view on the options proposed is therefore as follows:

1. *The original option from Parkwood, which introduces 3G, but this would mean that the surface is not suitable for hockey;*

This option is not consistent with the agreed Playing Pitch Strategy and Sport England could and would not therefore support this;

2. *To replace with a like for like sand dressed pitch, and retain both sports;*

Depending on the specification and agreement from England Hockey, this option is consistent with the agreed Playing Pitch Strategy and Sport England would support this approach;

3. *To replace with a surface which is both football and rugby compliant and look to relocate the hockey elsewhere*

Sport England is unaware of any suitable site to relocate hockey and would not therefore support this approach as it is not consistent with the Playing Pitch

	<p>Strategy.</p> <p>4. <i>To consider a smaller 3G pitch for 7 aside in the immediate vicinity, subject to planning permission etc. being sought.</i></p> <p>Provided the sand-dressed pitch remains and is improved Sport England would be willing to explore how a smaller 3G pitch for 9v9 match play (dimensions to be agreed with the FA and RFU) might be achieved with Torbay Council and partners. We are aware that the RFU and Parkwood have corresponded regarding the potential for a rugby compliant AGP at Clennon Valley. We understand that Football Foundation investment into the White Rock site is currently not confirmed. The FA should be included in any discussion regarding technical compliance and funding. We strongly recommend a small meeting with key partners including England Hockey, the FA and RFU to pursue Option 4.</p>
<p>12.</p>	<p>Amendments to Proposal / Mitigating Actions</p> <p>Based on the consultation undertaken to date the only option which the sports governing bodies are prepared to discuss are detailed in the summary note from Sport England above. However, in order to progress these, none of the sports governing bodies or representative have given any form of financial commitment to the Council to assist in achieving a compromise.</p> <p>The Council will need to balance the financial imperative to achieve financial savings to protect a wider range of council services, against the needs of individual sports clubs who use the facilities at Clennon Valley.</p>

Equality Impacts

13	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	Investment in an improved facility at Clennon Valley	Displacement of existing hockey users	
	People with caring Responsibilities			N/A
	People with a disability			N/A
	Women or men	Investment in an improved facility at Clennon Valley	Displacement of existing hockey users	
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>			N/A
	Religion or belief (including lack of belief)			N/A
	People who are lesbian, gay or bisexual			N/A
	People who are transgendered			N/A
	People who are in a marriage or civil partnership			N/A
	Women who are pregnant / on maternity leave			N/A

	Socio-economic impacts (Including impact on child poverty issues and deprivation)	Investment in an improved facility at Clennon Valley		
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Investment in an improved facility at Clennon Valley		
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	None known		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	None known		

Option Appraisal and Financial Implications

	Original Business Plan	Option 1	Option 2	Option 3
Surface Type	3G	3G	Astro Sand based	3G
Specification	Football & Hockey	Hockey & Football	Hockey	Rugby & Football
Projected Income	£66,000	£63,000	£20,000	71,000
Risk Profile	Low ¹	Low ²	High ³	Low ⁴
Annual Impact on Business Case	£0	-£3000	-£46,000	+£4000
Impact on business case over the 12 year lease	£0	-£36,000	-£552,000	+£48,000

Preference from consultation with Sports representatives: Option 2 for an Astro Sand based pitch

Preference from Officers in terms of limiting financial risk to the Council: Option 1 and Option 3.

¹ Business Plan Income

² Assumes no hockey use or income

³ Assumes current level of use and increased use from Hockey £8000 per annum

⁴ Changes specification to rugby & football use and increases likely revenue meeting stated need for rugby training facilities but removing hockey



Meeting: Policy Development and Decision Group (Joint Operations Team)/ Council

Date: 9 October 2017/ 19 October 2017

Wards Affected: All Wards

Report Title: Torbay Economic Strategy 2017-2022

Is the decision a key decision? Yes

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Mayor and Executive Lead for Finance, Governance, and Regeneration. Phone number 01803 207 001 (Ext. 7001) and email mayor@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat, Executive Head of Business Services, 01803 208428, kevin.mowat@torbay.gov.uk/ Alan Denby, TDA Director of Economic Strategy and Performance, Phone number (01803) 208671, alan.denby@tedcltd.com

1. Proposal and Introduction

- 1.1 TDA was instructed by Torbay Council to revise the current Economic Strategy.
- 1.2 The revised Economic Strategy provides a five year plan for growing the economy centred on sustainable productive growth. It sets out the objectives and actions for the growth of the Torbay economy, drawing upon its strengths and builds upon core strengths and emerging opportunities.
- 1.3 The revised Economic Strategy will support Torbay to build on its strengths to deliver economic growth, tackle inequality and create change in the area that benefits everyone who lives here. This Economic Strategy plays a key role in helping Torbay achieve its vision. We will enhance the strengths in the Bay and capitalise on the opportunities whilst addressing some of the key challenges facing our coastal economy.

To achieve this vision, the Strategy has the following four objectives:

- a Deliver a successful town centre regeneration programme.
- b Continue to create an environment in which businesses and jobs can grow.
- c Accelerate the development of employment space geared towards business needs.
- d Raise skills levels and broaden the skills base within the workforce.

- 1.4 The actions in the strategy are set out under 3 core themes. These core themes align with those of the Heart of the South West Local Enterprise Partnership (LEP) enabling easy synergy between local and regional strategies. Torbay's core themes are:
 - a. Business and enterprise
 - b. People and skills
 - c. Place and infrastructure
- 1.5 The Strategy has been developed from a robust evidence base. This includes evidence from the aftercare programme where we get detailed feedback from key circa 30 strategic businesses on an annual basis, the business barometer and regional and national datasets.
- 1.6 The Economic Strategy forms part of the Council's Policy Framework but also needs to act as a standalone document that provides an overview to external stakeholders (not least investors) of what the Council is aiming to achieve for the economy of Torbay. The Policy Framework element of the document is from page 10 onwards.
- 1.7 Following approval of the Strategy, project briefs for all the actions will be developed which will provide a better understanding of the resources required to deliver them. The Council will then be asked agreed an updated Economic Strategy including prioritised actions.

2. Reason for Proposal

- 2.1. The current Economic Strategy is nearing the end of its delivery period. Furthermore, recent government elections and new policy as well as big issues such as Brexit have necessitated the need to review and revise the existing strategy.
- 2.2. The TDA will lead on the development and delivery of the actions set out in the strategy. Where necessary the TDA will commission out certain services whereby other organisations are best placed to deliver and bring added funding ensuring sustainable and long term delivery.
- 2.3. The Economic Strategy forms part of the Council's Policy Framework and was subject to a five week consultation. As part of the consultation we directly contacted the main stakeholders likely to play a part in delivering the strategy. The response was supportive of the strategy and feedback has been considered which has led to the strategy being reworked resulting in a more visually appealing strategy.
- 2.4. Delivery of the strategy will require resources and investment for both revenue and capital costs. Reducing Torbay's commitment to the economic growth and regeneration agenda will limit the ability to deliver the actions set out in the strategy and the outcomes that are envisaged. While every effort will be made to secure external funding it is clear that in the post Brexit environment there remain questions over the scope, nature and delivery mechanisms for growth funding for instance the proposed UK Shared Prosperity Fund. Torbay should be advocating to Government for the very clear need for investment and other interventions to be shaped not only towards cities but also to coastal areas such as Torbay to complement local resources. Additionally and subject to discussion and agreement

with colleagues and members further investment to create a funding source for growth projects over and above what can be secured externally is an option which may be explored further.

3. Recommendation(s) / Proposed Decision

That the Mayor be recommended:

- 3.1. That the Council be recommended that the Torbay Economic Strategy 2017-2022, as set out in Appendix 2 to the submitted report be approved, noting that the Policy Framework element of the Strategy starts at Page 10.

Appendices

Appendix 1: Supporting Information and Impact Assessment

Appendix 2: Draft Economic Strategy, 2017-2022

Appendix 3: Torbay Economic Strategy, 2017-2022, Evidence Base

Supporting Information and Impact Assessment

Service / Policy:	Economic Strategy 2017-2022
Executive Lead:	Mayor Gordon Oliver
Director / Assistant Director:	Kevin Mowat

										Author: Carl Wyard
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Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>It is proposed that the Economic Strategy 2017-2022 is adopted by Council to replace the Economic Strategy 2013-2018.</p> <p>The adoption of the new Economic Strategy is essential for the future growth of Torbay's economy. The revised Economic Strategy provides a 5 year plan for growing the area's economy with a clear action plan focussing on sustainable productive growth. This plan also informs the community and partners including the Heart of the SW LEP of the ambitions and opportunities within Torbay.</p> <p>Delivery of the plan will support the Council's corporate plan creating new jobs, investing in the infrastructure of the Torbay, improving the productivity of the local authority and supporting the Council by providing new assets which will generate new rental and business rate income.</p>
2.	<p>What is the current situation?</p> <p>Torbay's economy</p> <p>Economy</p> <ul style="list-style-type: none"> • Gross Value Added (GVA) in Torbay was £2.08B in 2015. It has grown on average 1.2% per year over the past 10 years. • In 2015 GVA per head in Torbay was £15,600, 38.5% lower than the UK average. The gap in GVA per head across Torbay compared to the UK has widened over the past 10 years; however GVA per worker is over £40,000 and puts Torbay ahead of its neighbours. • Gross Domestic Household Income (GDHI) in Torbay was £16,525 in 2014, around 92% of the UK average. <p>Business and Enterprise</p> <ul style="list-style-type: none"> • In 2015, the number of active businesses in Torbay was 4,010, up 9% compared to 5 years ago.

	<ul style="list-style-type: none"> • Survival rates of businesses in Torbay exceed the national average over the first 2 years of trading; however survival rates drop below the national average in the third year indicating greater business intervention is required to support businesses medium term growth. • Overseas tourist's figures have been steadily rising, up 11.1% from 2010. • Torbay has seen a 40.7% decline in public sector employment over the past 5 years. • Health, finance and hi-tech are growing sectors with emerging opportunities for growth and collaboration. <p>People & Communities</p> <ul style="list-style-type: none"> • Torbay's demographic is 'greying'. The change in Torbay's demography shows greatest decline in 30-44 year olds, while the proportion of the population aged 65-79 is increasing. • Full time average weekly resident earnings (£443.30) are higher in Torbay compared to workplace earnings (£421.80) indicating that some residents working outside the Bay are realising higher wages. . • Torbay is a net contributor of labour to the wider regional economy with over 4,386 workers migrating out of Torbay for employment in 2011. <p>Housing Stock</p> <ul style="list-style-type: none"> • Since 2012, 1,459 new houses have been built in Torbay and the Council has an aspiration to accelerate the rate of delivery through the Local Plan and emerging proposals for a Housing Development Company. <p>Commercial Property Prices</p> <ul style="list-style-type: none"> • Office and industrial property prices are notably higher in both Exeter and Plymouth compared to Torbay, partly due to the lack of new commercial property stock being developed in Torbay.
<p>3.</p>	<p>What options have been considered?</p> <p>The only option which has been considered is the revision of the Economic Strategy, at Torbay Council's request.</p>

<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>The revised Economic Strategy explicitly supports the delivery of a prosperous economy as stated within the Corporate Plan. The Strategy specifically seeks to:</p> <ol style="list-style-type: none"> 1. Continue to create the environment to grow businesses and jobs 2. Accelerate the development of employment space 3. Raise skills levels within the workforce 4. Deliver the town centre regeneration programme 5. Support the Council in its role as corporate parent
<p>5.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>A clear economic strategy setting out the economic regeneration aims of Torbay will improve the economic performance of the area and benefit all groups within the Bay. This will build upon some of our recent successes including:</p> <ul style="list-style-type: none"> • Secured £8m funding from LEP, EU Funding and Coastal Communities Funding for the Electronics & Photonics Innovation Centre • Secured £2m funding from the LEP to unlock Claylands employment site • Delivering the successful MADE pilot project supporting over 1900 students • Set up and ran the Pop-up Shop helping nearly 50 businesses to test retail as a route to market; 10 businesses subsequently went on to open their own shop <p>The strategy has been subject to a five week consultation. As part of the consultation the public, businesses, key stakeholders and members were engaged. Consultation feedback has been incorporated into the current version.</p> <p>It was a recommendation from Overview and Scrutiny that the strategy removed reference to the Helipad. Following the recent MEG meeting, the action has been amended setting out that the project will remain in the strategy but will be delivered by the private sector, with no input/resources from the Council.</p>
<p>5.</p>	<p>How does this proposal contribute towards the Council's responsibilities as corporate parents?</p> <p>The Strategy recognises that there are increasing opportunities in Torbay, and across the South West, to access higher learning and associated employment opportunities. The Strategy supports the Council's commitment to developing a robust education/employment pathway to maximise those opportunities for our young people. Within this, care leavers and children in our care will be a particular priority.</p>

	<p>There is a specific action in the Strategy to prioritise our looked after children and care leavers within the activities under the people and skills theme such as:</p> <ul style="list-style-type: none"> • Commissioning a Ready for Work training scheme which will be targeted towards our deprived areas and our care leavers • Organise a minimum of 1 Jobs Fair a year to help match young people, unemployed and underemployed with live vacancies • Use National Apprenticeship Week as a signature event to bring together employers, schools, education providers and young people together • Deliver a business start-up programme targeted at those most in need including care leavers and unemployed
<p>6.</p>	<p>How does this proposal tackle deprivation?</p> <p>The Strategy will build upon Torbay’s strengths to deliver economic growth, tackle inequality and create change in the area that benefits everyone who lives here.</p> <p>It recognises Torbay has areas of real deprivation and action is needed to address this. Some of these actions can be seen in section 5.</p>

Section 2: Implications and Impact Assessment

7. What are the financial and legal implications?

The strategy assumes that TDA will directly deliver (or commission where other organisations are able to deliver them more efficiently or effectively) the activities identified within the Economic Strategy, as per the commissioning agreement between Torbay Council and TDA.

The strategy proposes a range of capital and revenue projects, where capital investment is sought from Torbay Council that will be subject to specific business cases. Delivery of the strategy will require the Council to prioritise bids to appropriate grant funding sources for both capital and revenue projects to support achievement of the outcomes.

Successful delivery will require continuation of funding for the TDA's economic development team to provide the necessary capacity to be able to deliver the actions, work with partners and attract grant funding.

8. What are the risks?

The revised Economic Strategy will set out Torbay Council's key priorities and objectives for growing and developing the local economy over the next 5 years.

Risk description	Result	Impact	Mitigation
Insufficient budget	Insufficient budget to deliver all actions	Failure to deliver the full scope/ all actions within the Economic Strategy	Cost profile out each action, seek external funding, prioritise actions
Lack of expertise/ skills in specific activities	Require greater resource to deliver some actions	Lead to under delivery of actions	Monitor delivery of actions, commission certain actions which can be delivered more effectively by a third party
Under delivery of Economic Strategy	Fail to deliver upon the objectives identified within the	Fail to improve Torbay's economy and deliver upon Torbay Council's Corporate Plan.	Close partnership working and monitoring of actions.

		Economic Strategy			
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>The TDA has an established and successful track record of delivering economic development activities on behalf of Torbay Council. (see attached recent case studies)</p>				
10.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>In-depth desktop and primary research has taken place to build a robust evidence base, in order to help shape the actions and priorities within the revised Economic Strategy, these include:</p> <ul style="list-style-type: none"> • Official national and local statistics • Industry surveys • Aftercare company visits <p>This information has been captured in an Evidence Base document appended with this report. Additional qualitative input from local strategic companies, and consultation of the strategy have helped shape the proposal.</p>				
11.	<p>What are key findings from the consultation you have carried out?</p> <p>Qualitative intelligence through Aftercare meetings with strategic companies across Torbay has been used to help shape the draft Economic Strategy and develop the action plan.</p> <p>Feedback from the consultation highlighted the need for a greater focus on place based regeneration, ambition, greater links to the Council's corporate parenting role, and need to be more visually appealing.</p> <p>The consultation showed strong support for the objectives set out in the strategy:</p> <ul style="list-style-type: none"> • Deliver a successful town centre regeneration programme • Continue to create an environment in which businesses and jobs can grow • Accelerate the development of employment space geared to business needs • Raise the skills level and broaden the skills base within the workforce <p>More specifically:</p> <ul style="list-style-type: none"> • Our businesses are looking to grow and need more space to grow into • Schools want to see better connection with businesses. This has started to develop with the MADE project but needs to be maintained to have the desired long term impact. • Businesses need expert business advice from business advisors to help them start up and grow. 				

	<ul style="list-style-type: none"> • Getting the right skills remains an issue for businesses • The state of our town centres not only impacts upon our visitor economy but businesses tell us it is also impacting upon their ability to recruit skilled workers.
12.	<p>Amendments to Proposal / Mitigating Actions</p> <p>N/A</p>

Equality Impacts

13	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	A key objective of the revised Economic Strategy is to improve standards of living and prosperity, by raising skills levels and creating new jobs.		
	People with caring Responsibilities	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay. It does not exclude those with care responsibilities.		
	People with a disability	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay. It does not exclude those with a disability. One of the key actions is to develop a work programme to encourage those furthest from the labour market.		
	Women or men	The revised Economic Strategy focuses on the growth and development of the local		

	economy, by providing equal opportunities for both men and women.		
People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay. The draft Economic Strategy does not exclude individuals based on their ethnic background. The Strategy encourages equal opportunities, by raising skill levels and improving standards of living.		
Religion or belief (including lack of belief)	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay. The draft economic strategy does not exclude individuals or members of the community based on their beliefs or lack of beliefs.		
People who are lesbian, gay or bisexual	The aims and objectives of the revised Economic Strategy apply across the board and is not prejudice to sexual orientation.		

People who are transgendered	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay, they do not differentiate between transgender and non-transgender individuals.		
People who are in a marriage or civil partnership	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay. They apply equally to individuals who are married, in a civil partnership or single.		
Women who are pregnant / on maternity leave	The aims and objectives of the revised Economic Strategy apply across the whole of the community within Torbay. They apply equally to individuals who are pregnant, on maternity or paternity leave, along with those who are not.		
Socio-economic impacts (Including impact on child poverty issues and deprivation)	The core objectives of the revised Economic Strategy are to improve living standards and improve prosperity. The Economic Strategy aims to achieve this by creating more jobs and raising skills levels, in turn reducing deprivation.		

	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	The Economic Strategy has a specific action to help those furthest from the labour market to develop the skills to get back into work.		
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	The revised Economic Strategy forms part of Torbay Council’s Policy Document Framework. The Strategy aligns with the corporate priorities.		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	The Economic Strategy embraces and complements corporate priorities. It is not expected that there will be negative impacts upon current services.		

TDA business

Award Winning Economic Development

Spring 2017

Supporting your local business community

Delivering the Council's Economic Strategy is at the heart of what the TDA does. Below are just a few examples of how TDA is helping local businesses to start, grow and create jobs.

Free Jobs Fair matched would-be employees with local companies



South Devon employers who were actively recruiting exhibited at the event, with over 460 jobs on offer from 55 employers.

Employers saw 658 candidates throughout the day with high levels of interest shown in vacancies with many applications received and more to be expected.

A high standard of candidates and CVs led to many people being invited to interviews, and a diverse range of people attended, from the unemployed to people in work looking for a change of profession or route to progress their career in a chosen field.

The Jobs Fair was delivered by TDA on behalf of Torbay Council and in partnership with Jobcentre Plus.

From Pop Up Shop to thriving Craft Centre

Mark set up the business in 2015 after a long term woodworking hobby in his shed evolved into a potential commercial opportunity.

Local wood crafting business Takahashi-McGil, a former Pop up the High Street tenant, is now part of the thriving, creative business community at Cockington Court Craft Centre and has recently moved into a larger unit at the Cockington Sea Change studios.

Throughout their journey TDA Business Advisors have been on hand to support Takahashi McGil with their business plan, looking at how they can grow their business and maximise its potential. TDA will continue to work with Mark to help develop their business.



Offices enable X4 to connect with new clients and candidates



X4's ambition to grow is centred on having hubs in the major cities and regions around the UK. Finding the right premises, in the right location to suit the business needs and facilitate this growth was essential. Offices at Lymington Road Business Centre give them a regional presence, increasing their hands-on reach and a focus on connecting with new clients and candidates.

Doug, one of X4's senior consultants, said: "It was fantastic to see that the office set up in such a short space of time. X4 is an extremely ambitious and motivated recruitment agency and by having such a swift turnaround it enabled me to be able to focus on fulfilling my role immediately. Being based in offices where there are networking opportunities and meeting room space is a real plus for me. It is important to be able to meet with my target clients in a professional environment and showcase our services."

Since being in the offices in Torquay, Doug has been working hard on his primary targets, increasing clients and candidates. Doug has recognised the significance of the technology and engineering sectors in Torbay and South Devon and will be keeping an eye on the latest developments of EPIC, Torbay's Electronics and Photonics Innovation Centre.

Virgin Start Up Ambassador locates in Brixham

Artificial reef construction company, Arc Marine, has chosen Brixham Labs as a base to continue their ocean conservation work.



Tom Birbeck, Co-founder, said: "Our plan is to create substantial reef sites throughout South Devon. We want to recruit from local areas and as the business grows, use local suppliers for materials wherever possible. Securing offices and a production facility in Brixham has allowed us to remain a local business."

Frank Roberts, Site Manager at Brixham Laboratory, said: "Like so many of the companies here, ARC Marine will be working collaboratively with Plymouth University to deliver their projects, which will bring so much to South Devon.

"It is with thanks to the TDA that ARC Marine was connected with Brixham Laboratory to make this possible. The space is ideal for their operation and the site is ideally equipped to facilitate exciting, new businesses like ARC Marine."



Business Centre gives Great Rads the capacity to grow



Like many start ups, Great Rads Ltd started as a home business. After sourcing a product range and developing a website, it soon became critically apparent to Wayne that he needed to find a professional office base for his company to realise its potential and facilitate growth.

Local to Torbay and South Devon, Wayne investigated the Business Centre at Lymington Road, and found it perfect for his needs.



Wayne said: "The offices here are exactly what I needed; a cost-effective and professional environment that gives me the capacity to see the business grow. Thanks to the supportive staff here, I have been able to easily move from my initial office here to a larger one, which has enabled me to accommodate new employees and focus my time on the direction of the business and engage with more manufacturers."

TDA Business Advisors have introduced Wayne to the types of grants that are available to his business through the Get Set for Growth programme. Since operating out of Lymington Road Business Centre, Great Rads Ltd have experienced a growth which has seen them receive double the amount of orders per month and exceed their forecasted turnover.

Torbay Economic Strategy

2017 - 2022





Mayoral Foreword

A healthy and prosperous Torbay is at the core of my manifesto as Elected Mayor of Torbay.

Regeneration and revitalisation of our town centres is a critical part of continual improvement to Torbay's economy. The Council's Transformation Strategy for Torbay's Town Centres, which was agreed in April 2017, provides clarity, certainty and confidence for business, investors and the community.

We are a place with great economic potential. This is evident with the major investments and delivery in key infrastructure such as the opening of the £110M South Devon Highway, securing over £8M for the delivery of the Electronics and Photonics Innovation Centre to support the growth of hi-tech industries, major foreign direct and indigenous investment in our hotel and leisure stock along with new inward investment such as Graphic Controls at White Rock Business Park. Our unemployment remains at its lowest levels for over 34 years, the provision of business support continues to help our businesses to develop and grow, and the delivery of the South Devon Jobs Fair continues to help create new jobs and provide local people with employment opportunities.

The revised Economic Strategy sets out a clear plan for improving productivity, raising employment, increasing training and apprenticeship opportunities, and addressing worklessness and deprivation, to ensure the long term sustainable growth of Torbay's economy.

Looking ahead there is a pipeline of exciting projects such as a new multimillion pound Business Park at Claylands Cross and early developments in the first phase of town centre regeneration. Our commitment and investment in these projects is testament to our determination to create a vibrant and prosperous place for everyone to live and work.

Gordon Oliver
Elected Mayor of Torbay

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Vision

'An unrivalled quality of life in one of the UK's most beautiful destinations; where connectivity, culture, and ambition are growing fast, creating opportunities for everyone who lives, works and enjoys being here'

Torbay will build on its strengths to deliver economic growth, tackle inequality and create change in the area that benefits everyone who lives here. Central to this vision is to ensure Torbay is:

- A great place to do business
- A great place to thrive
- A vibrant community

This Economic Strategy plays a key role in helping Torbay achieve its vision. We will enhance the strengths in the Bay and capitalise on the opportunities whilst addressing some of the key challenges facing our coastal economy.

The objectives set out in the strategy are to:

1. Deliver a successful town centre regeneration programme
2. Continue to create an environment in which businesses and jobs can grow
3. Accelerate the development of employment space, geared to business needs
4. Raise skills levels and broaden the skills base within the workforce

This five year strategy will drive sustainable growth centred on our people, our businesses and our infrastructure. We will work in partnership with a wide range of stakeholders from private, public and voluntary sectors to ensure our businesses and our people flourish.



About Torbay

OUR PLACE

- Torbay covers an area of over 24 square miles, located in South Devon, known as the 'English Riviera'.
- It comprises of over 20 beaches and secluded coves along 22 miles of coastline located around the east-facing natural harbour of Tor Bay.
- One of the country's top 10 visitor destinations, welcoming over 4.5 million visitors every year.
- In 2007, Torbay was endorsed by UNESCO as a Global Geopark in recognition of our rich geological, historical and cultural heritage.
- Torbay has a strong reputation at the heart of England's Seafood Coast.
- Torbay is developing a transformational £130M Town Centre Regeneration Programme across Torquay, Paignton and Brixham.
- National and international markets can easily be reached; Exeter Airport in 30 mins, Bristol Airport in 1 hr 30 mins, Plymouth Port in 1 hr and London Paddington in 2 hrs 30 mins.

DEMOGRAPHICS

- Torbay is made up of the 3 towns of Torquay, Paignton and Brixham.
- It has a population of 133,373 – the second largest urban area within the Heart of the South West.
- Torbay's population is projected to grow around 9.6% over the next 20 years.
- Torbay has one of the highest proportions of over 65's in the South West – accounting for around 25.7% of Torbay's total population.
- Torbay has a primary retail catchment of around 256,000 people within a 15 mile radius providing annual spend of over £250M on comparison and core convenience goods.



ECONOMY

- A strong entrepreneurial culture.
- Torbay is home to multi-national blue chip companies, within the area's growing photonics and electronics cluster – which are internationally recognised for their specialisms and capabilities in world leading R&D and innovation.
- Torbay's economy grew out of fishing and agriculture. Today, the fishing industry remains strong with Brixham landing the highest value catch of any English port.
- Strong tourism and hospitality sector, recognised as the leading UK seaside resort attracting over 4.5M visitors a year with an annual visitor spend of over £435M.

EDUCATION

- Home to a number of leading international language schools.
- Home of South Devon College – recognised as an outstanding educational establishment and national award winning institute for employer engagement.
- Outstanding educational provision with the choice of a top 100 performing state school, three grammar schools, independent institutes and community colleges.
- The percentage of the working population with NVQ levels 2 and 3 in Torbay are above the national and regional averages.

OUR HISTORY

- Earliest traces of settlements in Torbay date back to the Palaeolithic times. There is also evidence that Roman Soldiers visited Kents Cavern.
- During the 19th Century, Torbay came to prominence as a popular seaside resort attracting well-heeled Victorian visitors.
- It is well known that Agatha Christie lived in Torbay, but other famous residents include Peter Cook, Isambard Kingdom Brunel and Rudyard Kipling.
- In 1948 Torbay hosted the Olympic sailing events.

OUR CULTURE

- Valued local heritage assets, some with national and international significance including; Torre Abbey, Oldway Mansion, Lupton House, Cockington Court, and Shoalstone Lido.
- Home to Agatha Christie, the renowned English crime novelist, short storywriter and playwright.
- Home to Europe's oldest surviving purpose-built cinema – Paignton Picturehouse.
- Designated a UNESCO Geopark.
- Traditional craftsmanship and contemporary design at Cockington Craft Centre.
- More visitor attractions than any other seaside resort in the UK.





Our Journey So Far

Torbay has and continues to face a number of structural economic challenges. Our economy is dominated by sectors renowned for low paid, seasonal employment, such as tourism and hospitality and health and social care. However, a number of key transformational projects have been delivered achieving significant outcomes including:

- Completion of the new £110 million South Devon Highway infrastructure work
- Securing more than £8 million of funding for the development of the Electronics and Photonics Innovation Centre
- Helping more than 2,000 people back into work
- Creating and safeguarding around 250 local jobs through the Torbay Growth Fund
- Delivering four successful jobs fairs
- Engaging more than 1,900 local students with industry
- Advising and supporting more than 1,200 businesses
- Delivering a number of award winning business support programmes
- Supporting more than 350 people to set up their own business



Torbay has a lot to offer...

STRENGTHS

Strong entrepreneurial culture	Active and supportive business community	Good connectivity and access to markets
Attractive location	Outstanding educational establishments	A leading electronics and photonics cluster
Strong fishing sector	High value manufacturing base	Improving skills levels, particularly at NVQ levels 2 and 3
Active voluntary and community sector	Officially England's leading seaside resort	UNESCO Global Geopark status



OPPORTUNITIES

Town Centre Regeneration	Growing cultural offer	Strong investment in educational facilities
Development of an Electronics and Photonics Innovation Centre, as a centre of excellence	Significant local investment programme	Working with the Heart of the South West Local Enterprise Partnership to build our relationship with Government
Increasing demand from local expanding businesses	The Apprenticeship Levy	International Trade to open up new markets





Our Future Projects

TOWN CENTRE REGENERATION

The Council has agreed a ten year strategy for the transformation of Torbay's town centres. The first phase of this transformation, over the next three years, will see development of a range of Council owned assets and delivery of a number of public realm improvements.

This phase 1 activity will, where possible, be funded by the Council to bring pace, as well as scale, to town centre regeneration. Phase 1 delivery, which includes the projects outlined below, has a development value of around £130M, will generate greater investor confidence and will improve town centre performance:

Upton Place – behind the Town Hall, Torquay

Located close to the High Street, provides an opportunity for a range of developments.

The Council's preferred solution is student accommodation, which will bring significant benefits to the town centre as well as supporting the delivery of other projects.

Paignton Harbour

The scheme will enhance the harbour's character, ensure it becomes more of a destination and will help fund other town centre regeneration projects.

Harbour View - between The Terrace and Museum Road, Torquay

This site, with views across Torbay, may accommodate commercial and / or residential development.

Lower Union Lane and linkage to Union Street, Torquay

Refurbishment of Lower Union Lane Multi Storey Car Park will improve visitor experience and will support the regeneration of the upper end of Union Street, encouraging business relocation, new homes and growth.





EPIC

Paignton Civic Hub – Bus/Rail Stations

Redevelopment of land around Paignton Library, the bus and rail stations will bring a new civic heart to Paignton. It will include a repositioned bus station, refurbished rail station, new commercial and residential space. This new space, plus high quality public realm, will boost town centre performance and give a much clearer identity to this part of town.

Victoria Centre, Paignton

This site, located just off the High Street, provides a range of development opportunities, including residential, retail and commercial space. This will bring more footfall and spend in the town centre.

Brixham Town Centre

Located right in the heart of town, close to the harbour and the High Street, this site will accommodate a hotel, retail, housing, new public space, improved car parking and a range of other facilities.

Electronics and Photonics Innovation Centre (EPIC), White Rock Business Park, Paignton

An £8M project comprising of a 3,800m² state of the art hi-tech facility designed to support innovation in the electronics and photonics industries. The development will act as a regional centre of excellence for the sector, providing dedicated lab, cleanroom, office and meeting space.

CLAYLANDS BUSINESS PARK

Claylands Business Park, Brixham Road

Claylands Cross, just off Brixham Road in Paignton, is a seven acre brownfield development site.

Planning permission has been secured for the development for a new Business Park comprising of over 10,200m² of high quality employment space, suitable for growing manufacturers, warehouse and distribution operations. The site will act as a hub to support the growth of local expanding companies, and accommodate new inward investment.





SOUTH DEVON HI-TECH AND DIGITAL SKILLS CENTRE

South Devon College's Hi-Tech and Digital Skills Centre will be a state of the art £17M facility located on White Rock Business Park, next to the College's main campus.

It will provide individuals with the skills that employers need to support their growth in a range of important local hi-tech businesses such as; electronics, lasers, fibre optics, satellite and communications, aerospace, marine, medical and data analysis of 'Big Data'.



TORBAY BUSINESS CENTRE, PHASE 2

Potential £2M development to complement the existing Torbay Business Centre at Lymington Road. Proposals are being explored for around 1,200m² of new employment space to support business growth.



TORQUAY GATEWAY

Situated on the edge of Torquay next to the South Devon Highway, Torquay Gateway is a strategic employment site which offers the opportunity for expansion of the existing Edginswell Business Park, which provides high quality office space.





The Strategy

Central to this Strategy is to support an unrivalled quality of life in one of the UK's most beautiful destinations; where connectivity, culture and ambition are growing fast, creating opportunities for everyone who lives, works and enjoys being here. Torbay will build on its strengths to deliver economic growth, tackle inequality and create change in the area that benefits everyone who lives here. Central to this vision is to ensure Torbay is:

- A great place to do business
- A great place to thrive
- A vibrant community

This Strategy sets out the opportunities and actions for raising productivity and setting in place the foundations for long term sustainable economic growth.

In common with other coastal resorts, despite a strong entrepreneurial culture demonstrated by a high start-up rate, we see a higher than average number of business failures after 3 years. This points to a need for additional business support to help businesses overcome the different challenges they face as they grow.

Like many areas, Torbay has a blend of affluent and deprived areas. To really effect inclusive growth, this Strategy will play its part targeting support to areas that need it the most. This will complement other Council interventions designed to improve the economic and social welfare of our residents in most need.

Successful regeneration of Torbay's town centres along with developing new housing is crucial to improving the overall economic performance of Torbay's economy, and in driving future investment and development in Torbay.

The success of our schools and colleges lead many onto further education, often outside of Torbay, with few returning until later in life. This outward migration of young people is further exacerbated by an ageing workforce.



Demand for 'good quality' employment space of the right type and size remains strong in Torbay. However, the lack of new commercial space being developed continues to be a barrier to attracting new inward investment and limits the growth of Torbay's successful and aspirational businesses.

Even with Torbay being one of the largest urban areas in the South West, its coastal geography significantly shapes the economy. The tourism and hospitality sector remains important to the local economy and delivery of the Destination Management Plan will support the growth and development of the sector.

Productivity levels in Torbay remain amongst some of the lowest in the country, mainly due to the high levels of low paid employment in the tourism and health/social care industries, along with a relatively small workforce compared to the population.

We recognise that there are increasing opportunities in Torbay, and across the South West, to access higher learning and associated employment opportunities. We are committed to developing a robust education / employment pathway to maximise those opportunities for our young people. Within this, care leavers and children in our care will be a particular priority.

Every effort will be made to secure external funding and the Council will prioritise all bids for grant funding which supports delivery of the actions and outcomes envisaged in this strategy. This is expected to include Coastal Communities Fund, any remaining European funding and its proposed replacement, the UK Shared Prosperity Fund. Where additional Council funding is required, it will be assessed on a case-by-case basis in consultation with the Council.





Our Objectives

The Strategy forms part of the Council's policy framework alongside others set out below. The Strategy will also support the Council in fulfilling its role as corporate parent ensuring that opportunities for vulnerable young people and others in the community are embraced. Improving Torbay's long term economic prosperity will reinforce a number of Torbay Council's other key actions including:

- Working towards a more prosperous Torbay
- Promoting healthy lifestyles across Torbay
- Ensuring Torbay remains an attractive and safe place to live and visit
- Protecting and supporting vulnerable adults
- Protecting all children and giving them the best start in life

Torbay Council Corporate Plan

Torbay
Local
Transport
Plan

Torbay
Local
Plan

Torbay
Housing
Strategy

Tor Bay
Harbour-
Port
Masterplan

Torbay Economic Strategy

Town Centres
Regeneration
Programme

Destination
Management
Plan

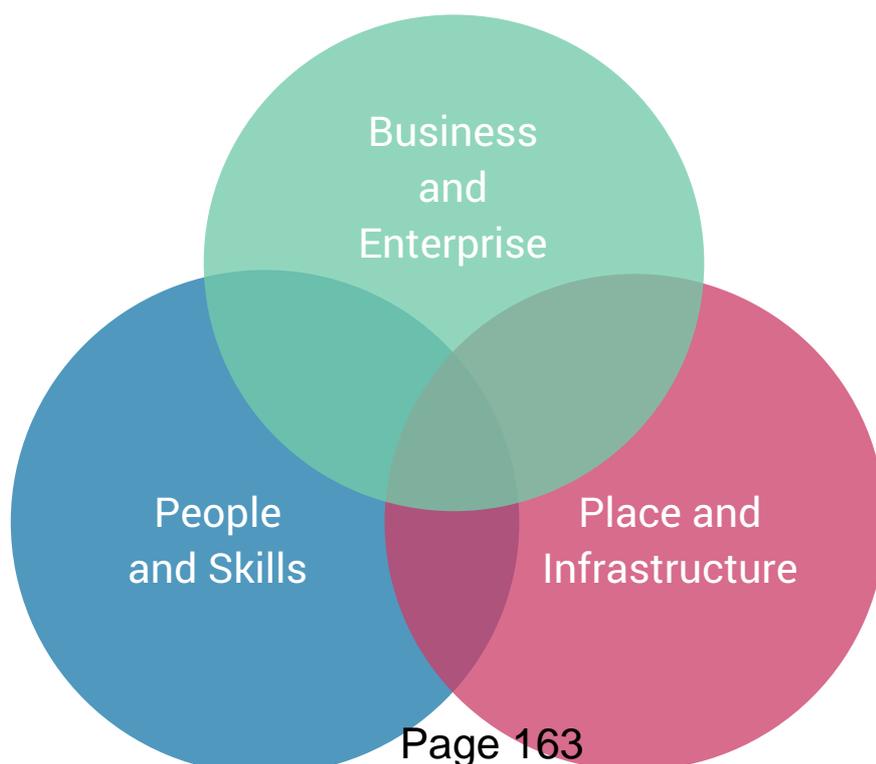
Torbay
Culture
Strategy



With a clear action plan focussing on growing the economy and creating new jobs, the Strategy draws upon Torbay's strengths and opportunities to:

- 1. Deliver a successful town centre regeneration programme*
- 2. Continue to create an environment in which businesses and jobs can grow*
- 3. Accelerate the development of employment space geared to business needs*
- 4. Raise skills levels and broaden the skills base within the workforce*

The Strategy focuses on three core themes. These reflect the need to support business, create full time jobs and raise wages, grow the economy, improve productivity, and provide the best opportunities for care leavers, along with ensuring that Torbay remains a great place to live, work and visit.





How we will get there

THEME 1 - People and Skills

1. Support South Devon College's growth into higher education opportunities offering more educational opportunities for our young people and our workforce
2. Further develop the MADE pilot project to expand engagement between business and schools and explore extending the project into other core/growth sectors, specifically in construction, tourism and other sectors subject to funding being secured
3. Commission Ready For Work training schemes in construction, care, hospitality and hi-tech sectors helping those furthest from the labour market to become employment ready. This will be targeted towards our deprived wards and our care leavers.
4. Implement construction skills and local apprenticeship/employment agreements with contractors (as well as local supply chain opportunities) through planning recommendations on new public construction contracts e.g. Town Centres Regeneration Programme
5. Organise a minimum of one Jobs Fair a year to help match young people, unemployed and under employed with current vacancies
6. Work with schools and other partners to expand the provision of information advice and guidance to young adults through the Torbay Works Programme
7. Help businesses to make the best use of the Apprenticeship Levy, and use National Apprenticeship Week as a signature event to bring together employers, schools and education providers and young people
8. Prioritise our looked after children and care leavers in the activities under the people and skills theme



THEME 2 - Business and Enterprise

1. Develop the business case for new space to support growing businesses
2. Deliver a business start up programme which is aligned and supplements the New Enterprise Allowance (NEA) and other start up programmes. This will be targeted at those most in need including care leavers and unemployed
3. Develop a business growth programme focusing on mid to long term business planning in order to stimulate growth and increase business survival rates in key sectors including retail and tourism
4. Develop a Business Accelerator programme to support the expansion of businesses with high growth potential, particularly in the hi-tech sector and as part of the Electronic and Photonics Innovation Centre project
5. Work with partners (LEP wide) to develop an International Trade Programme to help businesses across Torbay to access new markets and explore trade opportunities in key sectors such as food and drink, manufacturing, tourism and hi-tech industries
6. Deliver the Destination Management Plan, to grow the visitor economy and develop a Business Development Programme to support growth of the tourism businesses
7. Deliver an Aftercare programme to support Torbay's strategically important companies in order to safeguard create new jobs and secure additional investment
8. Review and refresh the Inward Investment Strategy



9. Conduct a quarterly business survey to measure business performance and outlook, and to better understand the challenges facing local businesses

10. Grow and develop Torbay's electronics and photonics cluster, through the Torbay Hi-tech Forum and development of the Electronics and Photonics Innovation Centre

THEME 3 - Place and Infrastructure

1. Deliver Torbay's Town Centre Regeneration Programme (Upton Place, Harbour View; Lower Union Lane, Paignton Harbour site, Paignton Civic Hub; and Brixham Town Centre Car Park site) and work in particular with the private sector to develop Crossways Shopping Centre

2. To support the development of Oxen Cove as a hub for fishing and aquaculture

3. Work to identify sites and partners to develop quality accommodation in line with the Destination Management Plan

4. Work with the Peninsula Rail Task Force to ensure South West rail resilience and mainline trains services into Torbay, including the development of a new station at Edginswell

5. Recognise the importance of all forms of transport connectivity and encourage development of a private sector scheme for a helipad to service Torbay



Delivery of the Economic Strategy

RESOURCES

This strategy has been produced by TDA on behalf of Torbay Council. Delivery of the strategy will require resources and investment in both revenue and capital costs. While every effort will be made to secure external funding it is clear that in the post Brexit environment there remain questions over the scope, nature and delivery mechanisms for growth funding for instance the proposed UK Shared Prosperity Fund. Where additional Council funding is required, it will be assessed on a case-by-case basis in consultation with the Council.

Delivery of the strategy will principally be through TDA, with support from Torbay Council and key private sector and third sector partners. Some projects may also be commissioned to ensure the most appropriate and effective delivery.

Every effort will be made to secure external funding and the Council will prioritise all bids for grant funding which supports delivery of the actions and outcomes envisaged in this strategy. Where additional Council funding is required, it will be assessed on a case-by-case basis in consultation with the Council.

OUTPUTS

As a minimum, the Strategy will deliver:



Create over 2,000 new jobs



Provide business support to 650 businesses



Engage with over 2000 students



Enable or create over 335,000 square feet of new employment space to meet known and forecast demand



Help over 100 businesses to

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Assist 300 unemployed people into work



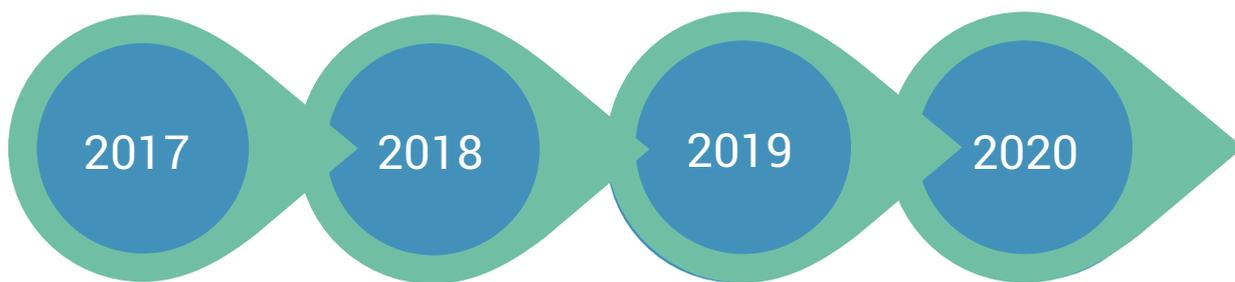
Programme

This strategy will be delivered over a five year period. A significant amount of activity will begin within the first two years including:

- MADE *Qtr 3 2018*
- Ready for Work training scheme *Qtr 2 2018*
- Business start up and growth programmes *Qtr 1 2018*
- International Trade Programme *Qtr 2 2018*
- Destination Management Plan *Qtr 2 2018*

The Strategy will be regularly assessed to ensure progress is made to deliver economic growth in Torbay.

Capital projects we expect to be delivered are set out below:



Electronics and Photonics Innovation Centre

Torbay Business Park, Phase 6 (Graphic Controls)

Torwood Street

Claylands Business Park

South Devon Hi-Tech and Digital Skills Centre

Upton Place

Paignton Harbour Pavilion

Victoria Centre

Torbay Business Centre, Phase 2

Oxen Cove

Torquay Gateway

Harbour View

Paignton Civic Hub

Brixham Town Centre Car Park



Torbay Economic Strategy 2017-2022

Evidence Base
February 2017

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Introduction

This document has been produced to inform the refreshed Torbay Economic Strategy. In 2010 the TDA produced the Torbay Economic Assessment¹ which set out in detail the local economic picture. In reviewing the Economic Strategy, 2017-2022, this evidence base provides a brief update on the latest economic data to inform the refreshed Strategy. The revision of the evidence base draws upon the latest data to provide a robust foundation and sound understanding on changing circumstances from which to make informed policies. These policies and actions will form the backbone of the revised Economic Strategy.

Headline Summary

Economy

- Gross Value Added (GVA) in Torbay was £2.08B in 2015. It has grown on average 1.2% per year over the past 10 years.
- In 2015 GVA per head in Torbay was £15,600, 38.5% lower than the UK average. The gap in GVA per head across Torbay compared to the UK has continued to widen over the past 10 years.
- Torbay's competitiveness, based on the measure of the UK Competitiveness Index has slowly been declining. In 2016 Torbay was 22.2% less competitive compared to the UK average.
- Gross Domestic Household Income (GDHI) in Torbay was £16,525 in 2014, around 92% of the UK average.

Business and Enterprise

- In 2015, the number of active businesses in Torbay was 4,010, up 9% compared to 5 years ago.
- Survival rates of businesses in Torbay exceed the national average over the first 2 years of trading; however survival rates drop below the national average in the third year indicating greater business intervention is required to support businesses medium term growth.
- Overseas tourist's figures have been steadily rising, up 11.1% from 2010.
- Torbay has seen a 40.7% decline in public sector employment over the past 5 years.
- Health, finance and hi-tech are growing sectors with emerging opportunities for growth and collaboration.

People & Communities

- Torbay's demographic is 'greying'. The change in Torbay's demography shows greatest decline in 30-44 year olds, while the proportion of the population aged 65-79 is increasing.
- Torbay's workforce has remained broadly the same over the past 5 years (while the population has increased), compared to national and regional increases in their workforce numbers.
- Full time average weekly resident earnings (£443.30) are higher in Torbay compared to workplace earnings (£421.80).

¹ <http://www.torbaydevelopmentagency.co.uk/dbimqs/torbayeconomicassessment-july2010.pdf>

- Torbay is a net contributor of labour to the wider regional economy with over 4,386 workers migrating out of Torbay for employment in 2011.

Housing Stock

- Since 2012, 1,459 new houses have been built in Torbay and the Council has an aspiration to accelerate the rate of delivery through the Local Plan and emerging proposals for a Housing Development Company.

Commercial Property Prices

- Office and industrial property prices are notably higher in both Exeter and Plymouth compared to Torbay, partly due to the lack of new commercial property stock being developed in Torbay.

Economy

As the second largest urban area in Devon, Torbay faces many similar challenges to cities. Wages and economic output in Torbay are lower compared to the national and regional averages as is household income, although to a lesser extent. Torbay has a relatively narrow industrial base with a heavy sectoral reliance on industries including tourism and hospitality, retail, and social care, which typically have a higher incidence of part-time and low wage roles, although there are emerging opportunities around the healthcare and the high technology industries.

The annual release of the Gross Value Added (GVA) data each year is an important indicator to the performance of the regional and sub-regional economies. GVA measures the contribution to the economy of each individual area, industry or sector in the United Kingdom. Figures released at the end of 2016 highlight the challenges faced by the Torbay economy. In 2015 the value of the Torbay economy was around £2.08 billion showing that it produced 0.4% less compared to the previous year.

Table 1 shows the GVA per area over the past 10 years. The Torbay economy has grown at around 1.2% per year. This is the slowest across the Heart of the South West Local Enterprise Partnership (HotSW LEP) geography, when compared to Devon, Somerset and Plymouth at 2.4%, 2.7% and 2.3% on average per year over the same period.

Table 1: GVA (£000,000,000's)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
United Kingdom	£1,241.82	£1,310.79	£1,377.73	£1,414.11	£1,382.23	£1,414.64	£1,452.08	£1,495.58	£1,551.55	£1,624.28	£1,666.34
England	£1,049.48	£1,103.18	£1,161.82	£1,192.18	£1,169.56	£1,200.00	£1,231.24	£1,274.65	£1,323.34	£1,391.83	£1,433.16
South West	£95.56	£99.68	£104.81	£107.26	£106.24	£109.37	£109.50	£112.45	£116.59	£122.46	£126.01
Somerset	£8.60	£9.12	£9.39	£9.57	£9.28	£9.55	£9.70	£9.95	£10.26	£10.89	£11.15
Plymouth	£4.14	£4.36	£4.54	£4.47	£4.31	£4.50	£4.59	£4.85	£5.07	£5.15	£5.19
Torbay	£1.87	£1.95	£1.96	£2.00	£1.87	£1.95	£1.93	£1.99	£2.04	£2.09	£2.08
Devon CC	£12.53	£13.14	£13.45	£13.74	£13.79	£14.24	£13.89	£14.16	£15.06	£15.50	£15.85

Source: ONS Regional Gross Value Added, December 2016 (2015 data is provisional)

Productivity

GVA per head is typically used for considering performance levels within a geographic area. Although there are some criticisms of this metric it has the advantage that it provides a full picture of economic performance including both productivity and employment effects.

GVA per head in Torbay ranked the lowest in the South West and the 12th lowest across the whole of the UK. In 2015 GVA per head in Torbay was £15,600, 0.8% lower compared to the previous year. Table 2 illustrates an areas economic performance relative to the rest of the UK, and over the past 10 years Torbay's productivity has fallen faster than any other area across the HotSW LEP geography. In 2015 the Torbay economy was 38.5% less productive compared to the national average.

Torbay has experienced considerable decline within the manufacturing (50.0%) and Information and Communication (33.3%) sectors over the past 10 years. It is worth noting that there was a stark decline between 2005 – 2009, however since 2009 while manufacturing has continued to decline it has been at a much slower rate. Comparing employment to output within Torbay's manufacturing sector over the past 5 years it also suggests that a lot of the decline was in low value manufacturing, and that the current manufacturing base within Torbay is of higher value per employee suggesting it is notably more productive.

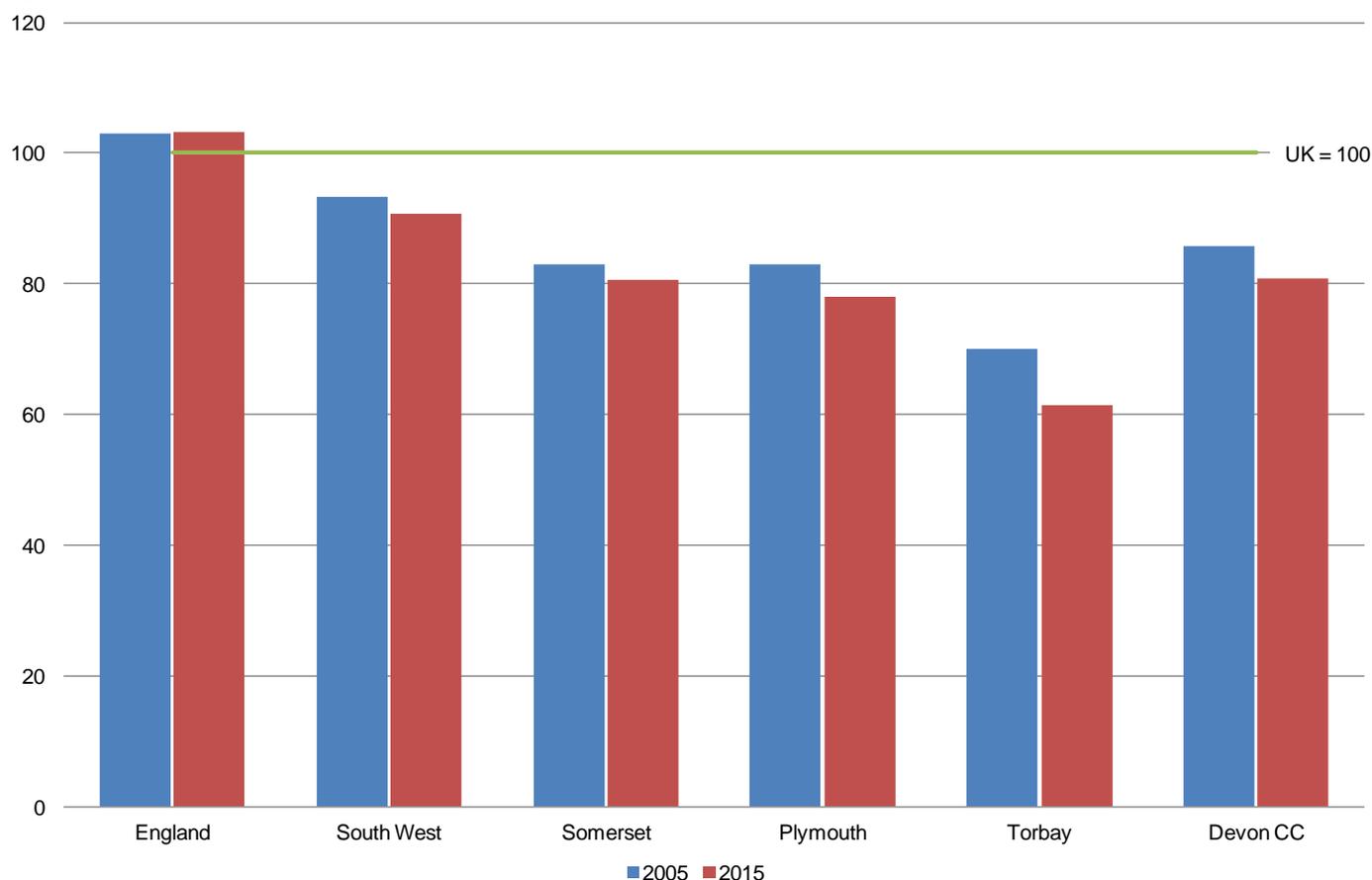
Table 2: GVA per head indices

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
United Kingdom	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
England	102.9	102.7	102.7	102.9	102.7	103.1	103.1	103.1	103.1	103.2	103.2
South West	93.2	92.4	92.1	92.2	93.1	94.0	91.8	91.2	90.9	90.9	90.8
Somerset	83.0	83.6	81.6	81.4	80.7	81.7	81.1	80.5	80.0	81.0	80.6
Plymouth	82.9	83.0	82.1	79.1	78.1	80.1	79.4	81.4	82.0	79.3	78.0
Torbay	70.1	70.2	67.2	67.6	65.1	67.1	65.3	65.3	64.8	63.3	61.5
Devon CC	85.7	85.5	83.0	83.1	85.3	86.6	82.6	81.4	83.3	81.6	80.9

Source: ONS Regional Gross Value Added, December 2016 (2015 data is provisional)

Figure 1 below shows the changes to productivity levels relative to the UK national average between 2005 and 2015. While productivity levels have fallen across the South West relative to the UK, Torbay has experienced a marked decline in productivity over the past 10 years, in part due to significant structural changes within the Torbay economy, namely the closure of Nortel in 2004, coupled with a significant increase in the proportion of the retired population within Torbay. The gap in productivity levels between Torbay and the national average continues to widen.

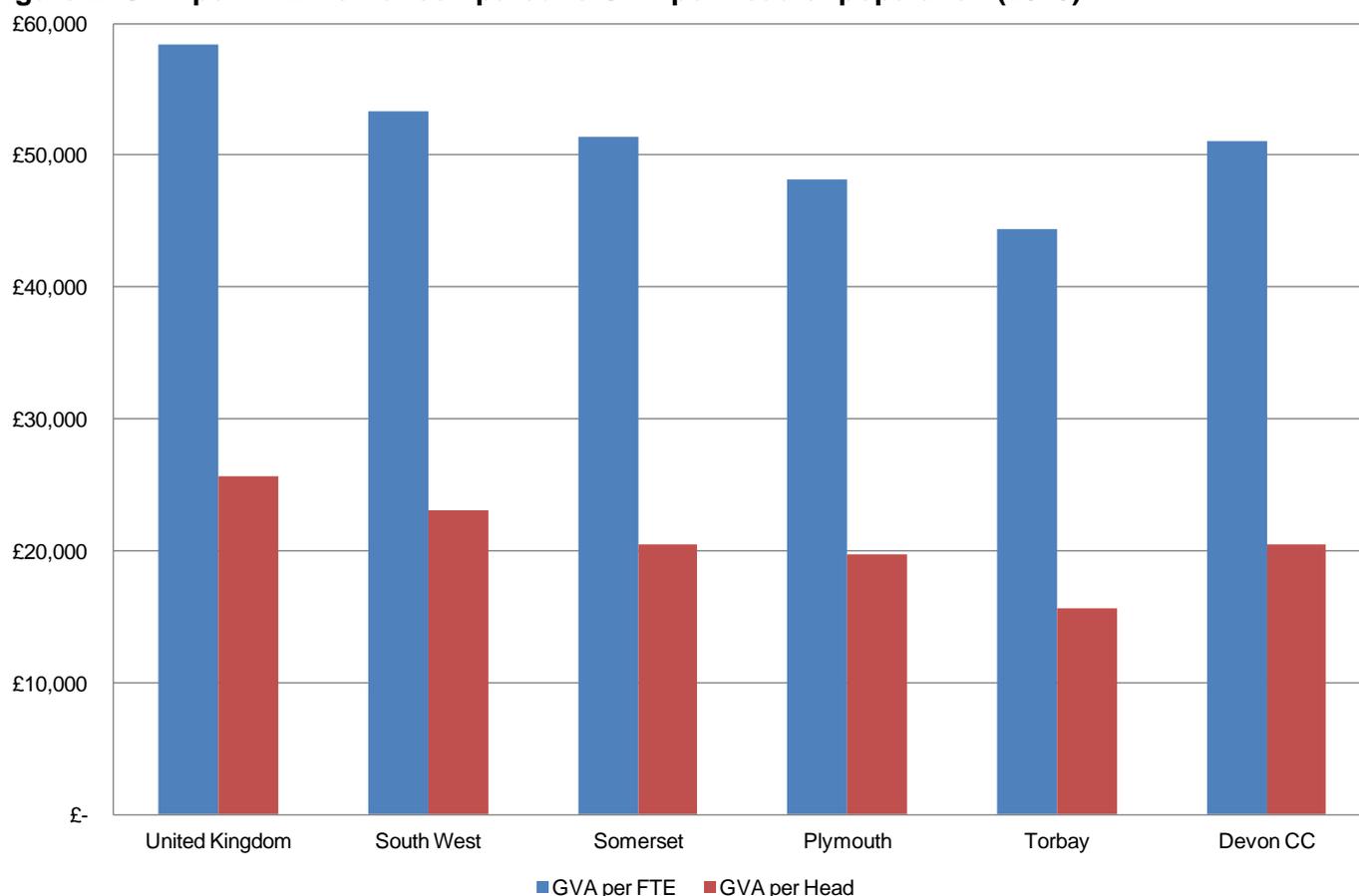
Figure 1: GVA per head indices (2005-2015)



Source: ONS Regional Gross Value Added, December 2016 (2015 data is provisional)

It is also worth noting that there has been significant revision to historical data which impacts upon previous analysis and our understanding of past economic performance – particularly at a sub-regional level.

Figure 2: GVA per FTE worker compared to GVA per head of population (2015)

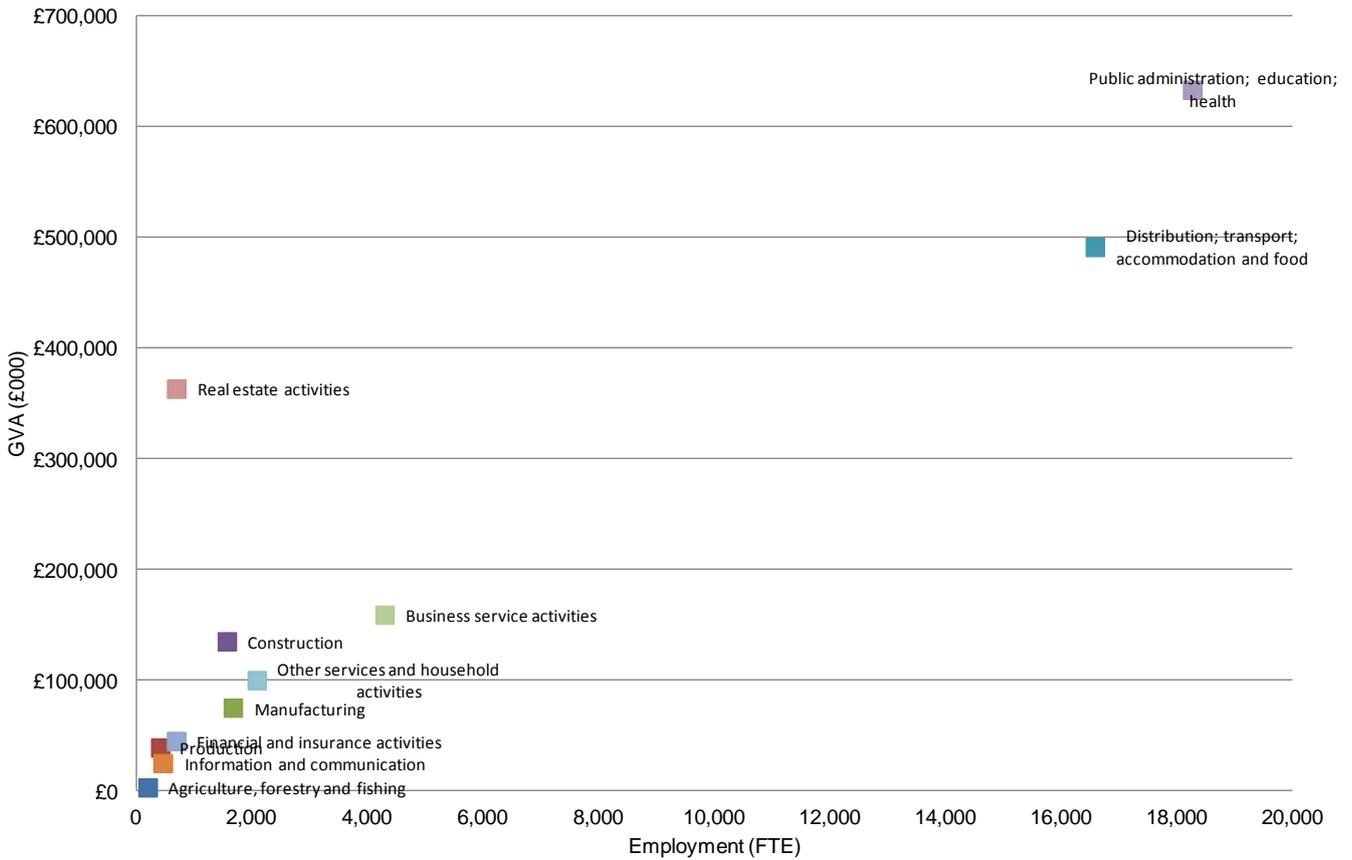


Source: ONS Regional Gross Value Added, December 2016, and NOMIS, Business Register and Employment Survey, 2016

Figure 2 compares the GVA per FTE worker to GVA per head of population. GVA per FTE worker, while not an official measure, is a more appropriate method of showing an areas economic performance and productivity. The FTE per worker measure excludes people under 16 and over 65 years of age, as well as also only calculating the economic activity generated in that area. Torbay’s GVA per head of population is relatively low for two reasons; firstly the figure includes the retired population which is disproportionately higher in Torbay compared to surrounding areas. Secondly, Torbay is a net contributor of labour, with people generating economic activity outside of Torbay. While Torbay lags behind in both measures, GVA per FTE worker shows Torbay’s economy performing slightly better when based purely on the economically active.

Figure 3 maps economic output and employment by sector. It shows the dependencies of the areas economy, particularly given that a considerable amount of the areas output and employment are focused within the public sector (public administration, health, and education) and within the distribution accommodation and food sectors (although in reality this is the tourism and hospitality sectors). It also shows that a significant amount of Torbay’s GVA comes from real estate activities, however it accounts for amongst some of the lowest employment as a sector in Torbay.

Figure 3: Sector output against employment (2015)



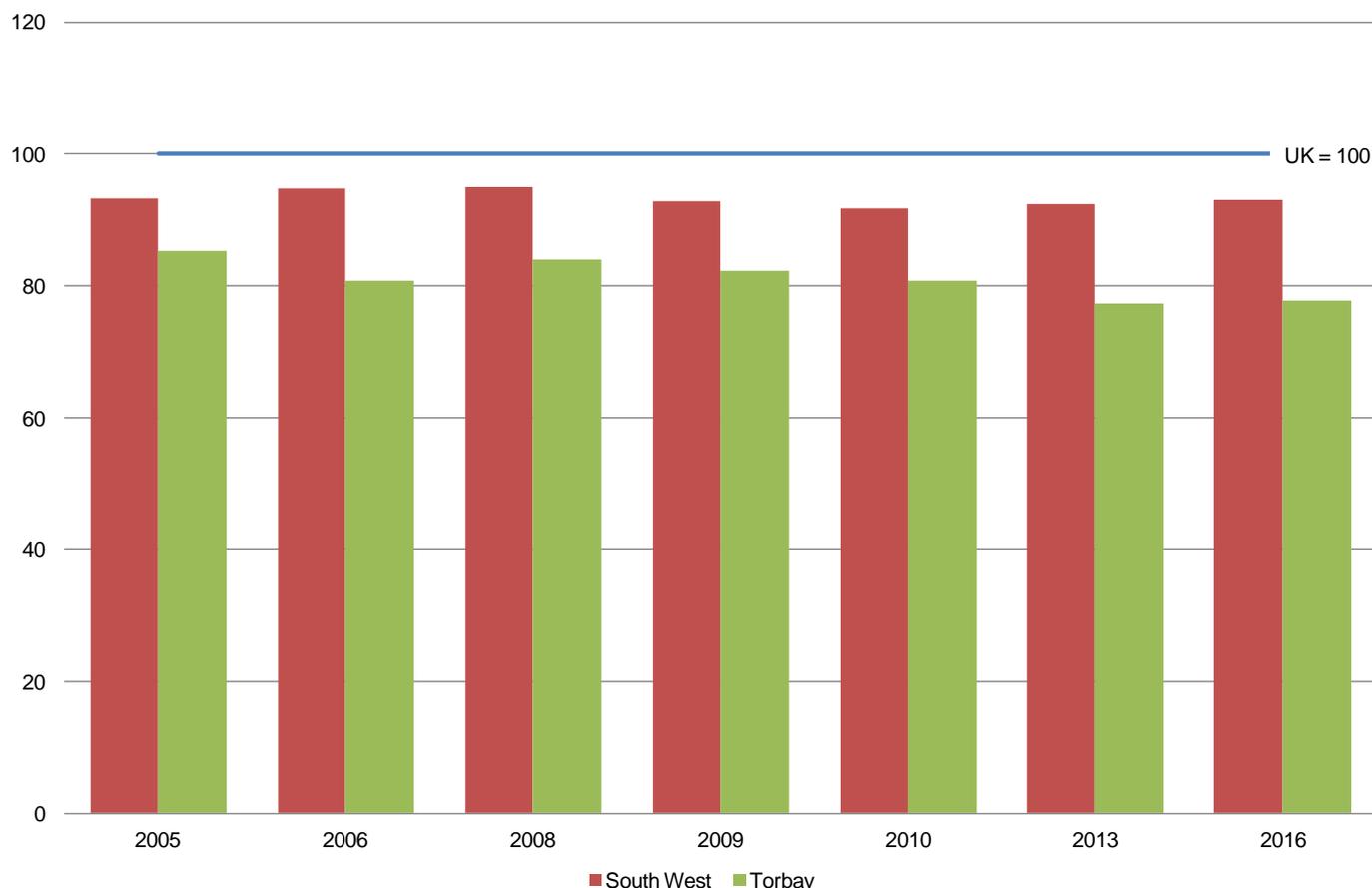
Source: ONS Regional Gross Value Added, December 2016 and NOMIS, Business Register and Employment Survey, 2016

The UK Competitiveness Index (UKCI) is another measure of an areas economic performance relative to the UK and other local areas. It provides a benchmarking of the competitiveness of the UK's localities, and it has been designed to be an integrated measure for comparing competitiveness on both the development and sustainability of businesses and the economic welfare of individuals.

The UKCI considers competitiveness to consist of the capability of an economy to attract and maintain firms with stable or rising market shares in an activity, while maintaining stable or increasing standards of living for those who participate in it. The index draws upon a basket of indices to provide comparative measures and develop a ranking.

Figure 4 illustrates how competitive Torbay is in the UK context, compared to the South West. Since 2008 the gap between Torbay's competitiveness relative to the UK's has continued to widen. In 2016 Torbay was 22.2% less competitive compared to the UK.

Figure 4: UK competitiveness indices (2005-2016)



Source: UK Competitiveness Index (2005-2016)

Income

An alternative measure of productivity is regional Gross Domestic Household Income (GDHI). This is a measure of the gross income per household after tax – it is the amount of money that individuals have available for spending or saving in their place of residence. GDHI represents the amount of money available to households once taxes, National Insurance and property costs (including interest payments) have been deducted. Table 3 shows the GDHI per head over time relative to the national average.

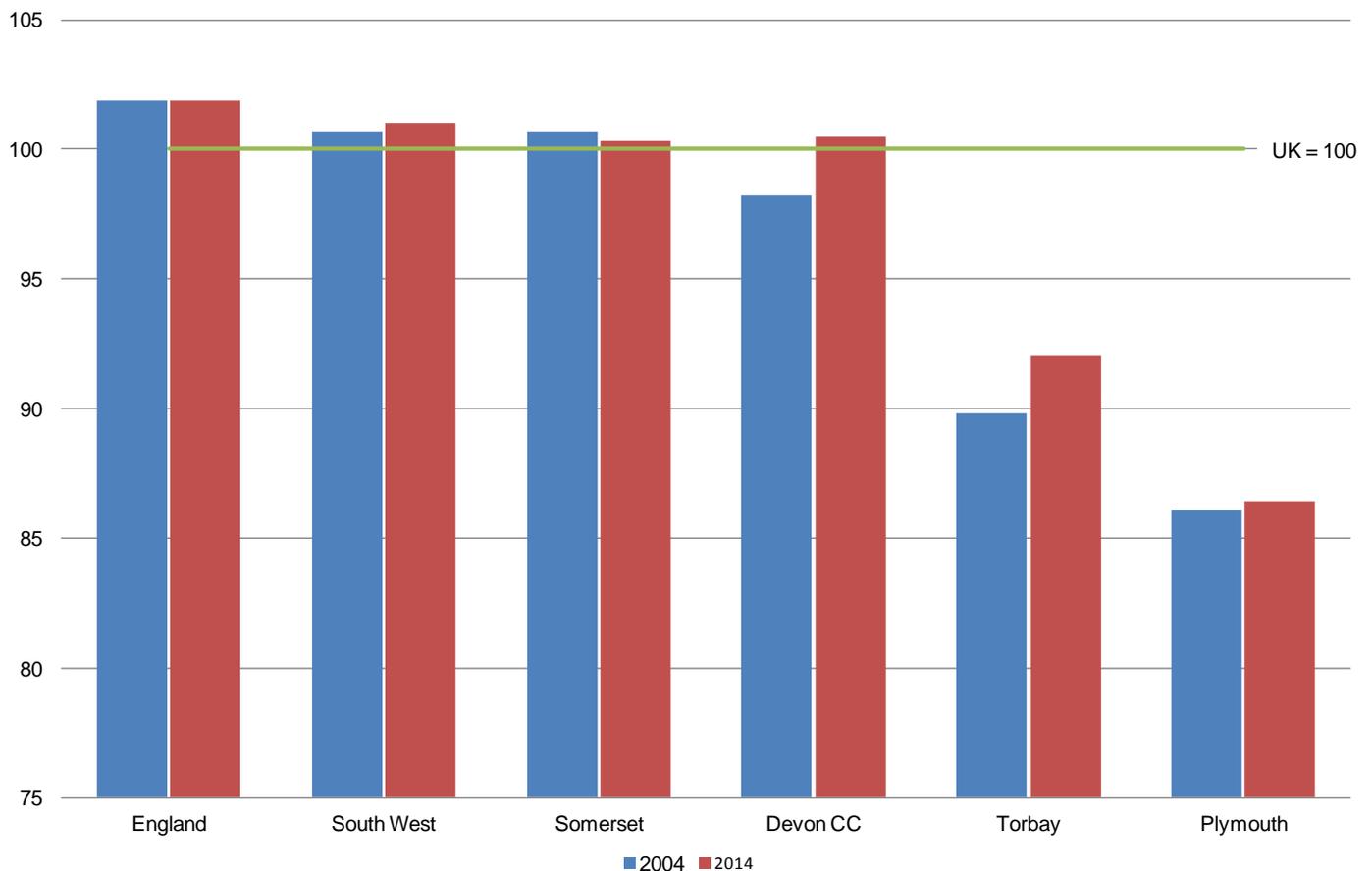
Table 3: GDHI per head indices

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
United Kingdom	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
England	101.9	101.8	101.9	101.7	101.5	101.8	101.8	101.7	101.8	101.9	101.9
South West	100.7	101.1	102.0	101.2	101.2	100.0	101.8	102.1	101.1	100.8	101.0
Somerset	100.7	101.1	102.3	101.4	101.7	99.8	102.5	103.1	101.4	100.3	100.3
Plymouth	86.1	83.9	83.6	83.6	84.0	84.5	86.8	86.8	85.1	84.4	86.4
Torbay	89.8	91.4	91.3	89.7	90.9	90.6	92.8	93.2	92.4	93.0	92.0
Devon CC	98.2	99.6	100.6	100.1	101.4	102.5	102.7	102.1	101.7	101.2	100.5

Source: ONS Regional Gross Disposable Household Income, May 2016 (2014 data is provisional)

Figure 5 shows the changes to GDHI per head over the past 10 years relative to the national average. Torbay has seen a marked increase over the past 10 years, especially compared to the South West average and Plymouth which has seen marginal increases, while Somerset has seen a minor decline.

Figure 5: GDHI per head indices (2004-2014)



Source: ONS Regional Gross Disposable Household Income, May 2016 (2014 data is provisional)

In 2004 Torbay's GDHI was 89.8% of the UK average, compared to GVA of 72%. This suggests that Torbay is relatively better off on measures of disposable income compared to measures of economic output. Torbay was ranked 99th lowest across the UK in terms of GDHI per head in 2014 – significantly above the 22nd lowest for GVA per head in 2014. The GDHI measure has also remained notably more constant than GVA when indexed against the UK average.

This can in part be attributed to Torbay households benefiting from the redistribution effects of pensions, taxes and other benefits which are not reflected in GVA. High benefit claimant levels and an above average proportion of retired residents suggest this could be the case.

In May 2016, 17.3% of Torbay's working age population was in receipt of a DWP benefit, compared to the national and regional averages of 11.5% and 10.1% respectively. This needs to be considered when looking to grow productivity levels in Torbay (i.e. flexible employment practices for parents and carers), along with the impact of changes to the benefit system.

Business & Enterprise

Business Base

The business base in Torbay has increased by 9.9% from 3,650 registered businesses in 2010 to 4,010 in 2016. The majority of businesses in Torbay are micro businesses, with 88.4% employing 9 people or less. Table 4 shows the percentage breakdown of businesses by size. The table does not capture some of the small 'under the radar' businesses locally which are not either Vat or PAYE registered. The overall number of businesses in Torbay is thought to be higher.

Table 4: Business size by number of employees (2015)

	Total	Micro (0 to 9)	Small (10 to 49)	Medium-sized (50 to 249)	Large (250+)
United Kingdom	2,554,510	89.2%	8.9%	1.6%	0.4%
England	2,213,650	89.3%	8.8%	1.6%	0.4%
South West	226,570	89.0%	9.2%	1.5%	0.3%
Somerset	24,010	89.7%	8.8%	1.3%	0.2%
Plymouth	5,690	85.3%	12.1%	2.0%	0.5%
Torbay	4,010	88.4%	9.9%	1.4%	0.4%
Devon CC	36,690	89.3%	9.1%	1.3%	0.2%

Source: NOMIS, UK Business: Count, October 2016

Table 5 shows that in 2015 the proportion of business start ups in Torbay was 12.7% of the total enterprise stock, 4.5 percentage points up from 8.2% in 2010. Business deaths have also fallen, from 10.4% to 8.9%.

Table 5: Business start up/survival rates (2015)

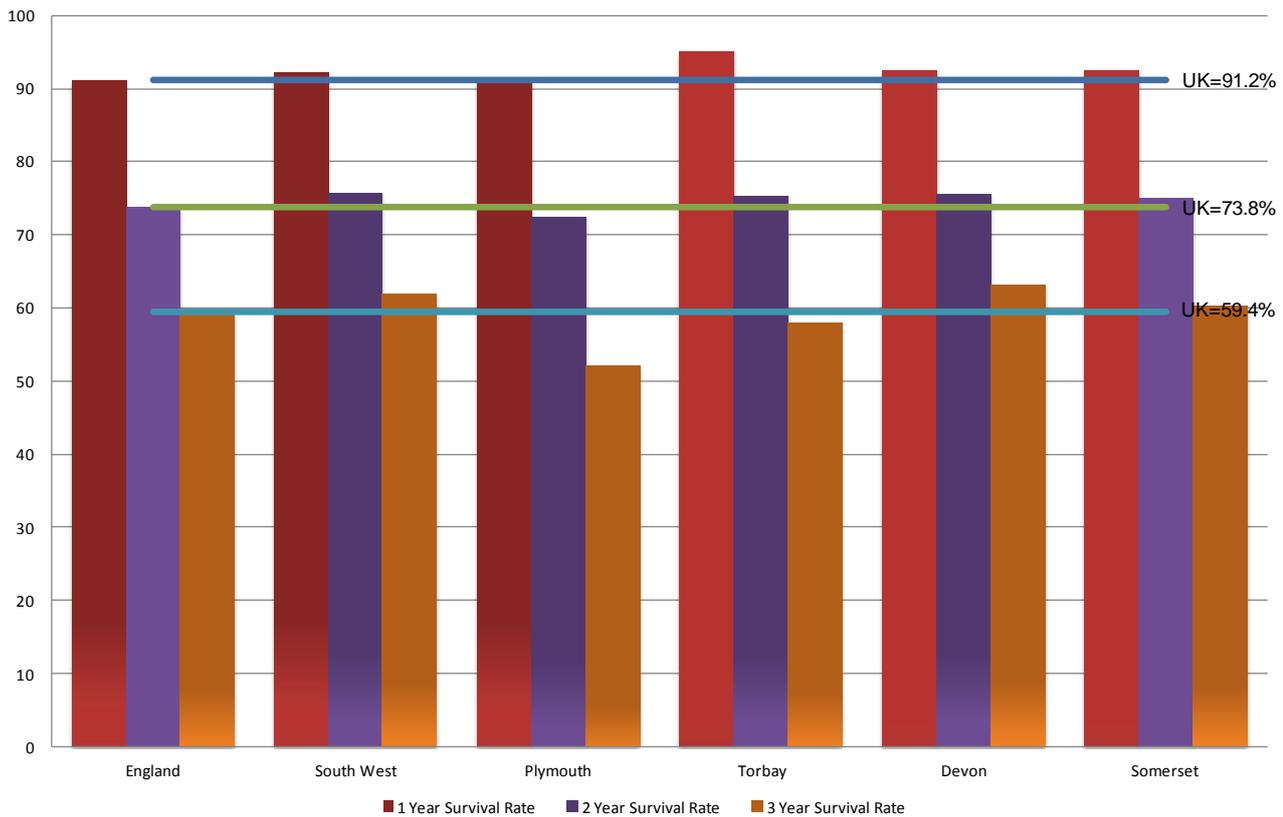
	Active Enterprises in 2015	Change in stock 2010-15 (%)	Business Starts as a percentage of total stock	Business Failures as a percentage of total stock
United Kingdom	2,672,025	13.6%	14.3%	9.4%
England	2,348,065	14.7%	14.7%	9.5%
South West	222,015	7.3%	11.8%	8.7%
Somerset	21,945	2.3%	10.8%	8.3%
Plymouth	6,470	10.6%	13.5%	12.1%
Torbay	4,340	0.2%	12.7%	8.9%
Devon CC	31,540	1.8%	10.0%	8.2%

Source: ONS Business Demography Enterprise Births, Deaths and Survivals, November 2016

Figure 6 illustrates the survival rates of businesses setup in 2012 over their first 3 years of trading relative to the national average. Survival rates for businesses in Torbay perform marginally better than the national average, especially those surviving their first year of trading. In 2012 95.1% of businesses which setup in Torbay survived (the highest across the HotSW geography), compared to only 91.2% of businesses across the UK.

Of the businesses started in 2012 only 58% were still trading in 2015, 1% below the national average and the second lowest survival rate across the HotSW geography. This suggests that businesses across Torbay require greater support in developing their growth strategy over the medium term.

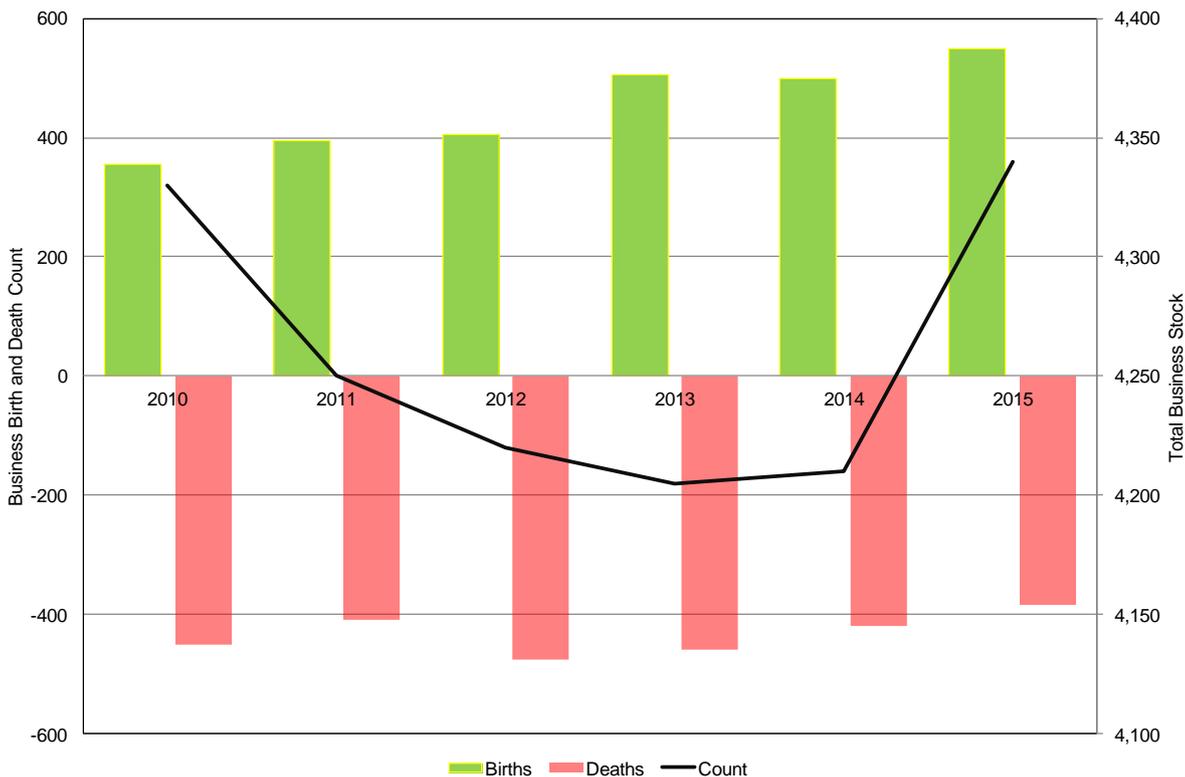
Figure 6: 3 Year Business Survival Rates (2012 Start Ups)



Source: ONS Business Demography Enterprise Births, Deaths and Survivals, November 2016

Figure 7 shows the number of business births and deaths in Torbay from 2010-2015, along with the business stock over the same time period.

Figure 7: Business births and deaths, Torbay (2010-2015)



Source: ONS Business Demography Enterprise Births, Deaths and Survivals, November 2016

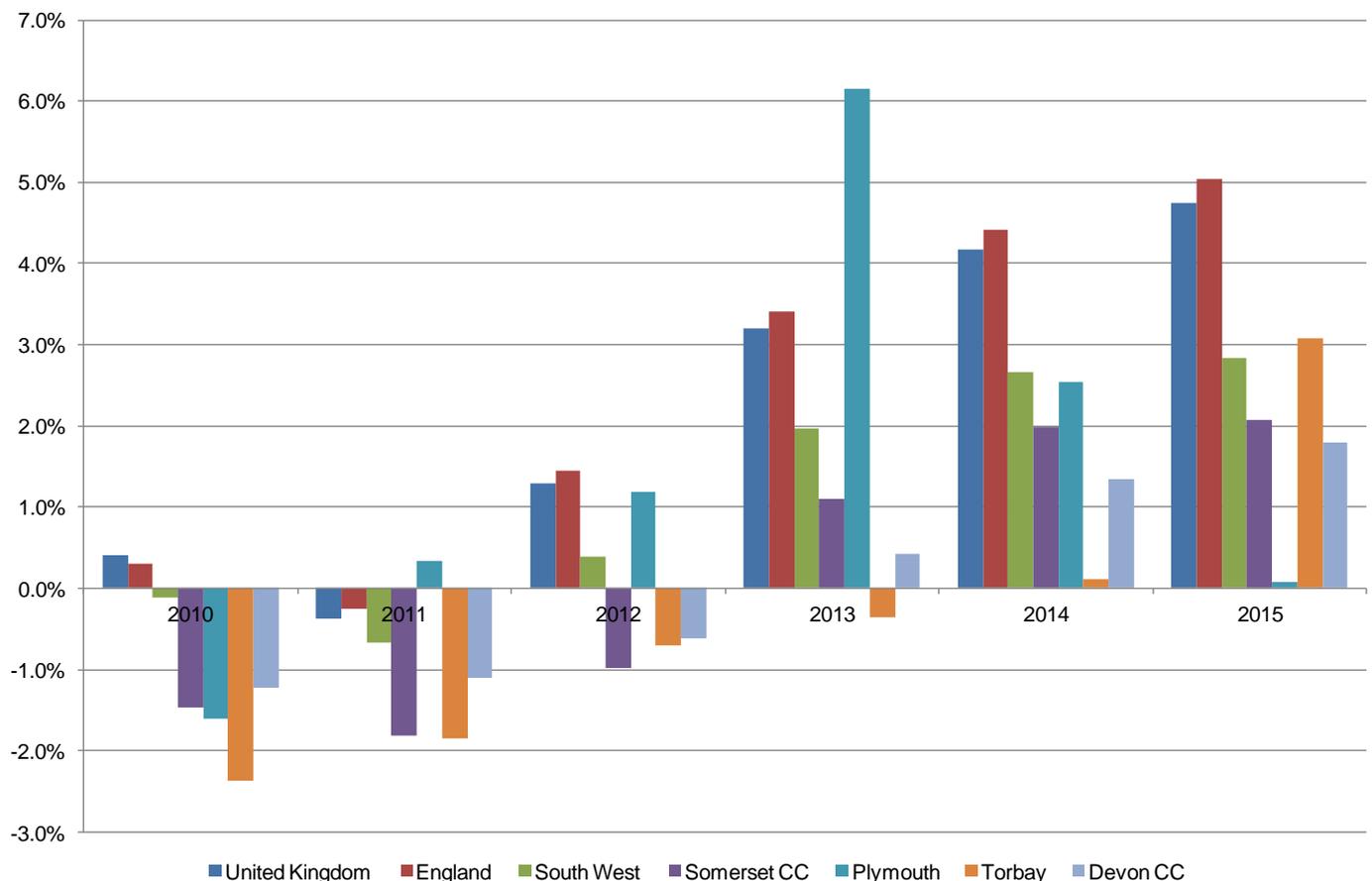
Evidence Base

From 2010-13 the number of business deaths in Torbay has been higher than births, resulting in a decline in the overall business stock. However since 2013 the number of births has been notably higher compared to business deaths resulting in Torbay's business stock returning to 2010 levels. Between 2013 and 2015 the business stock within Torbay increased 3.2% to 4,340, suggesting that people are showing a strong entrepreneurial spirit within the area, and see new business opportunities opening up.

It is worth noting that start-ups per 1,000 head of population in Torbay is strong, with 4.1 businesses starting up in 2015 per 1,000 head of population. This is notably above Plymouth and in line with Exeter at 3.3 and 4.2 businesses per 1,000 head of population. If the figures were compared against 1,000 head of working age population in order to paint a truer reflection of entrepreneurial spirit, then the figure for Torbay would be higher.

Figure 8 shows the business growth rates for each year from 2010-2015. Torbay has seen an increase in the number of business start-ups particularly in 2015, while the number of new businesses in 2015 is at similar levels to those in 2010, it does show an improving trend and increasing entrepreneurial activity. In 2015 Torbay's business stock grew by 3.1% above the regional average of 2.8%.

Figure 8: Business growth rates (2010-2015)



Source: ONS Business Demography Enterprise Births, Deaths and Survivals, November 2016

Sectoral Breakdown

Table 6 is a snapshot of the percentage of employment by broad industrial groups in 2015. It shows that over 26.3% of Torbay's workforce is within the health sector, followed by accommodation and food services, and the retail sector accounting for 14.4% and 13.4% respectively.

Health, accommodation and food services, and retail account for a disproportionately higher proportion within each sector when compared with both the national and regional averages, while education as a

proportion of employment are broadly in line with the UK average, and despite professional, scientific & technical accounting for the fourth highest sector in terms of employment within Torbay, this sector still remains significantly low relative to the national and regional averages.

Table 6: Proportion of employment by broad industrial groups (2015)

	Great Britain ²	South West	HotSW LEP	Somerset CC	Plymouth	Torbay	Devon CC
Health	13.2	14.6	16.5	15.7	18.9	26.3	14.8
Accommodation & food services	7.1	8.2	8.8	8.0	7.2	14.4	9.1
Retail	9.9	10.7	11.7	11.7	11.1	13.4	11.6
Education	9.2	8.9	9.6	9.1	11.9	9.6	9.1
Professional, scientific & technical	8.3	7.9	6.5	7.3	4.6	4.9	6.9
Arts, entertainment, recreation & other services	4.4	4.1	4.2	4.2	3.9	4.4	4.4
Business admin & support services	8.8	7.0	5.9	5.2	5.8	4.2	6.6
Manufacturing	8.2	8.8	9.8	12.8	11.8	3.6	7.9
Construction	4.5	4.9	5.2	5.4	3.9	3.3	5.9
Public admin & defence	4.4	4.1	4.3	3.2	5.5	3.0	4.9
Transport & storage	4.6	4.4	4.6	4.7	5.4	2.7	4.5
Wholesale	4.0	3.8	3.5	3.5	1.9	2.6	4.2
Motor trades	1.8	2.5	2.8	3.1	2.4	2.2	2.8
Financial & insurance	3.5	3.3	1.4	1.2	1.7	1.5	1.4
Property	1.7	1.6	1.6	1.2	1.7	1.5	1.8
Information & communications	4.2	2.9	2.1	1.8	1.6	1.0	2.7
Mining, quarrying & utilities	1.3	1.2	1.2	1.5	0.7	0.9	1.1
Agriculture, forestry & fishing	0.7	1.2	0.3	0.3	0.1	0.4	0.3
Column Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: NOMIS, Business Register and Employment Survey, 2016

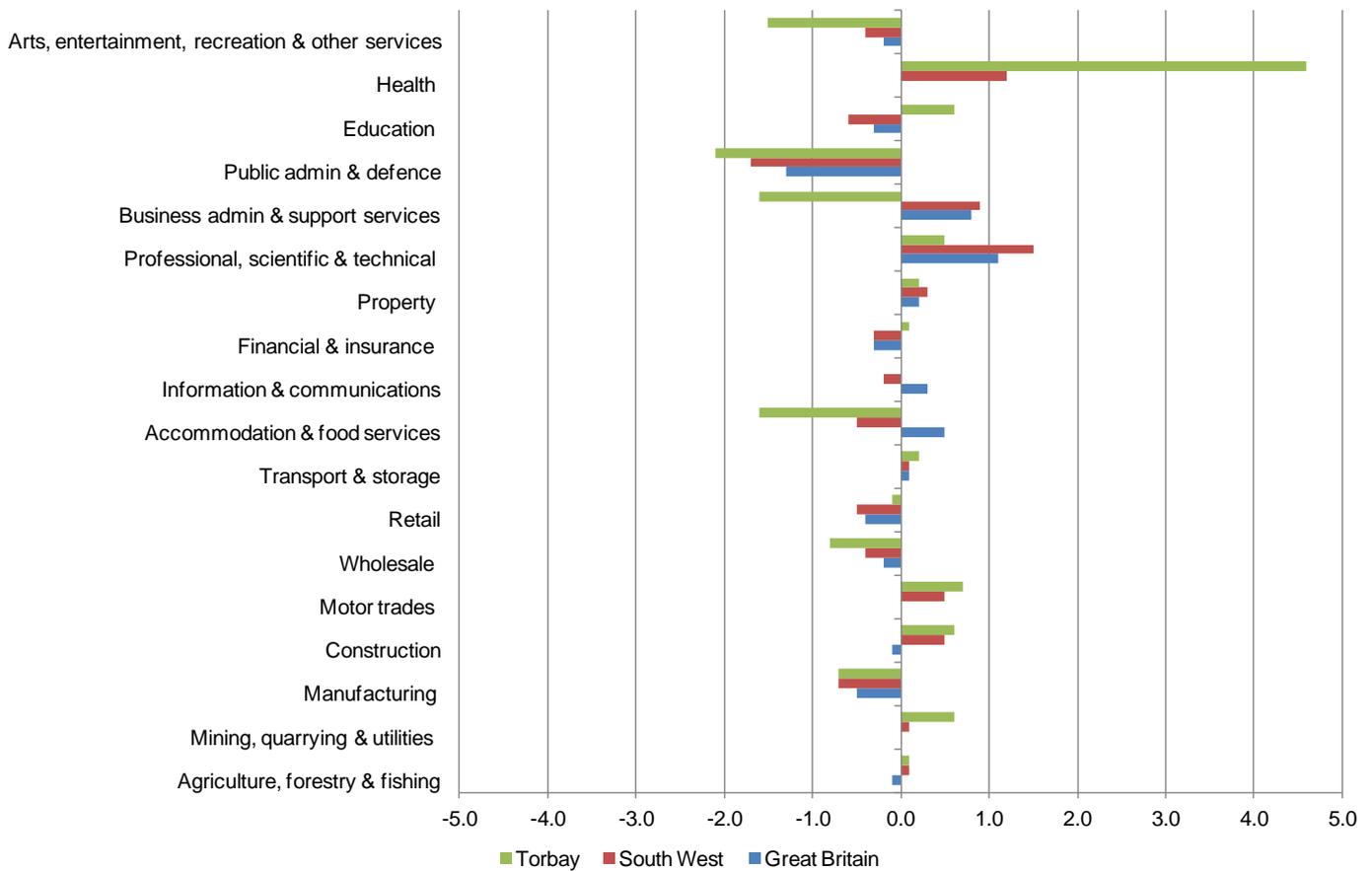
Figure 9 illustrates the change in the distribution of employment over the past 5 years, relative to Great Britain and the South West. Over the past 5 years Torbay has seen a 4.6% increase in employment in the health sector – far greater when compared to the national average which has seen no increase, and the regional average which has seen a 1.2% increase.

Torbay has bucked the national and regional trends with increased proportion of the workforce in the education, and financial & insurance sectors – again showing emerging growth sectors. While they have decreased as a proportion of total employment nationally and regionally they have both increased in Torbay, with the numbers in both sectors growing at 1.2% and 6.1% respectively. Additionally, professional, scientific and technical services have shown growth over the past 5 years, but to a lesser extent when compared nationally and regionally.

On the other hand Torbay has seen a decline in the proportion of its workforce in the business administration and support service; while there have been increases both nationally and regionally.

² Data not available for the United Kingdom

Figure 9: Percentage point change in employment by sector (2010-2015)



Source: NOMIS, Business Register and Employment Survey, 2016

It is also worth comparing the changes in employment to the changes in GVA over the last 5 years. Most notably while financial and insurance services have seen a minor increase in the proportion of employment, it has seen a decline of 19.3% in GVA of which most was attributed to 2015. Equally the value of manufacturing in Torbay has declined 6.3% over the past 5 years whilst employment has declined by 16.8%, suggesting that while the manufacturing base in Torbay has been in steady decline the remaining base is producing higher value products, and improving productivity within the sector.

Growth Sectors

By reviewing employment data over a period of time it is possible to see in which sectors the Torbay job growth is outperforming the national average and which are declining. Between 2010-15 the workforce employed in Torbay remained broadly unchanged, decreasing by 0.3% from 47,043 to 46,922. Nationally and regionally employment increased 7.3% and 3.5% over the same period.

Table 7 shows the changes in employment numbers by broad industry group, relative to the regional and national levels. Mining, quarrying & utilities, motor trades, and agriculture, forestry & fishing have seen the most significant increases in employment within Torbay, although it must be noted that these are from relatively low basis and a relatively small change to the employment numbers can have a magnified impact in percentage terms.

The data shows a dichotomy in the rebalancing of Torbay's economy (in employment terms) relative to that nationally and regionally. In particular Torbay has seen a marked decrease in employment in business administration & support services, compared to the region and nationally which have both seen significant increases. Additionally manufacturing and wholesale activity have seen marked decreases in Torbay, while

the region has only experienced marginal falls in employment. Nationally both sectors saw increases between 2010 and 2015.

Most significantly are the cuts in public sector spending over the past 5 years, which have had a notable impact upon Torbay's public sector employment figures, and demonstrates the area's relatively high reliance on this sector, especially when compared to the regional and national averages. While the austerity measures have rebalanced the distribution between public and private sector employment, and Torbay's unemployment figures have remained broadly unaffected (suggesting a flexible labour market) cuts will adversely impact upon Torbay's average wage levels, as public sector salaries tend to be broadly in line across the country and typically of higher value.

Table 7: Percentage change in employment by broad industry group (2010-2015)

	Torbay	South West	Great Britain
Top 5 Percentage Increases			
Mining, quarrying & utilities	169.3%	8.3%	10.2%
Motor trades	48.5%	32.2%	9.3%
Agriculture, forestry & fishing	43.8%	9.5%	4.8%
Construction	24.8%	16.9%	5.3%
Health	20.9%	13.3%	7.9%
Top 5 Percentage Decreases			
Public administration & defence	-40.7%	-27.2%	-16.6%
Business administration & support services	-26.8%	19.3%	18.1%
Arts, entertainment, recreation & other services	-24.5%	-6.1%	2.5%
Wholesale	-24.1%	-8.0%	3.3%
Manufacturing	-16.8%	-3.8%	1.2%

Source: NOMIS, Business Register and Employment Survey, 2016

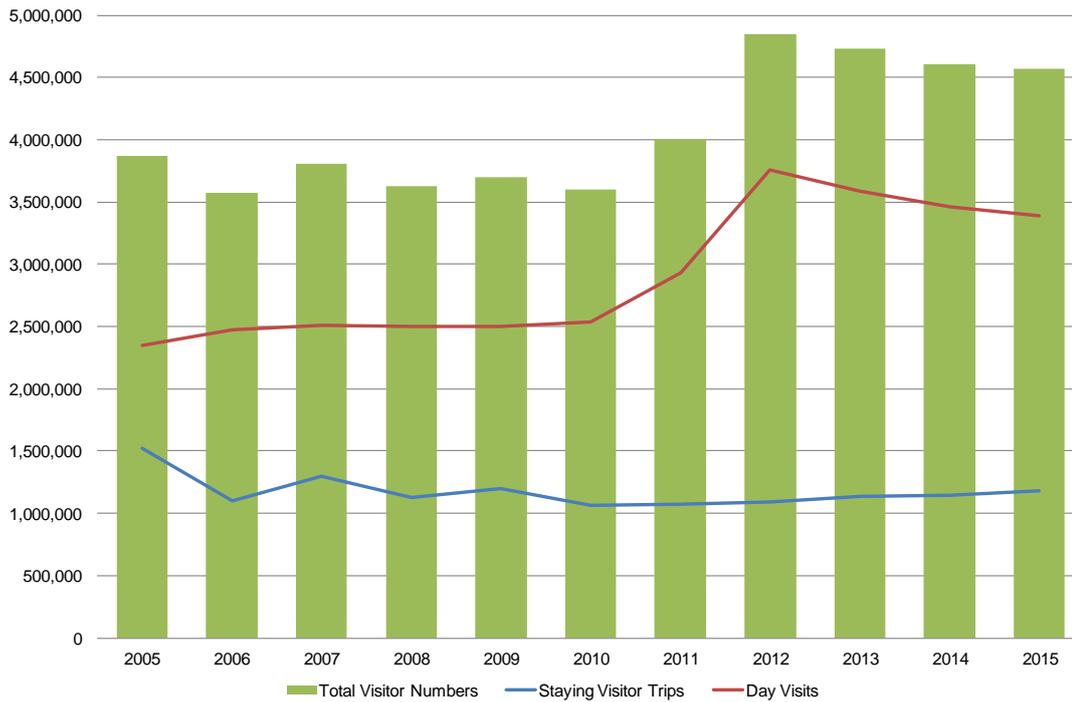
It is also worth noting with reference to Torbay's hi-tech sector that employment within professional, scientific & technical industries has been the seventh fastest growing sector in Torbay at 11.3% over the past 5 years, however lower than the regional and national averages of 25.2% and 27.7% respectively.

Sectoral Reliance

Given that the coastal nature of Torbay's economy, both tourism and fishing are significant contributors to the local economy. The impact of these is examined in more detail below.

In 2015 visitor spend in Torbay was estimated to be £419 million, up 18.6% compared with 2011 at £353 million, which can be largely attributed to the steady increase in overseas visitors. Figure 9 illustrates the total number of visitors to Torbay from 2005-2015, broken down by staying visitors and day visitors. Figure 9 shows that the number of tourists visiting Torbay has remained broadly constant between 2005 and 2010 at around 3.5 million per year, however 2011 and 2012 saw marked increases in visitors predominantly attributed to an increase in day visitors. Total visitor numbers have since proceeded to fall by 5.8% from 2012–2015, however marginal year on year increases in staying visitors from 2010 onwards have increased by 11.1%, helping to dampen the total rate of decline.

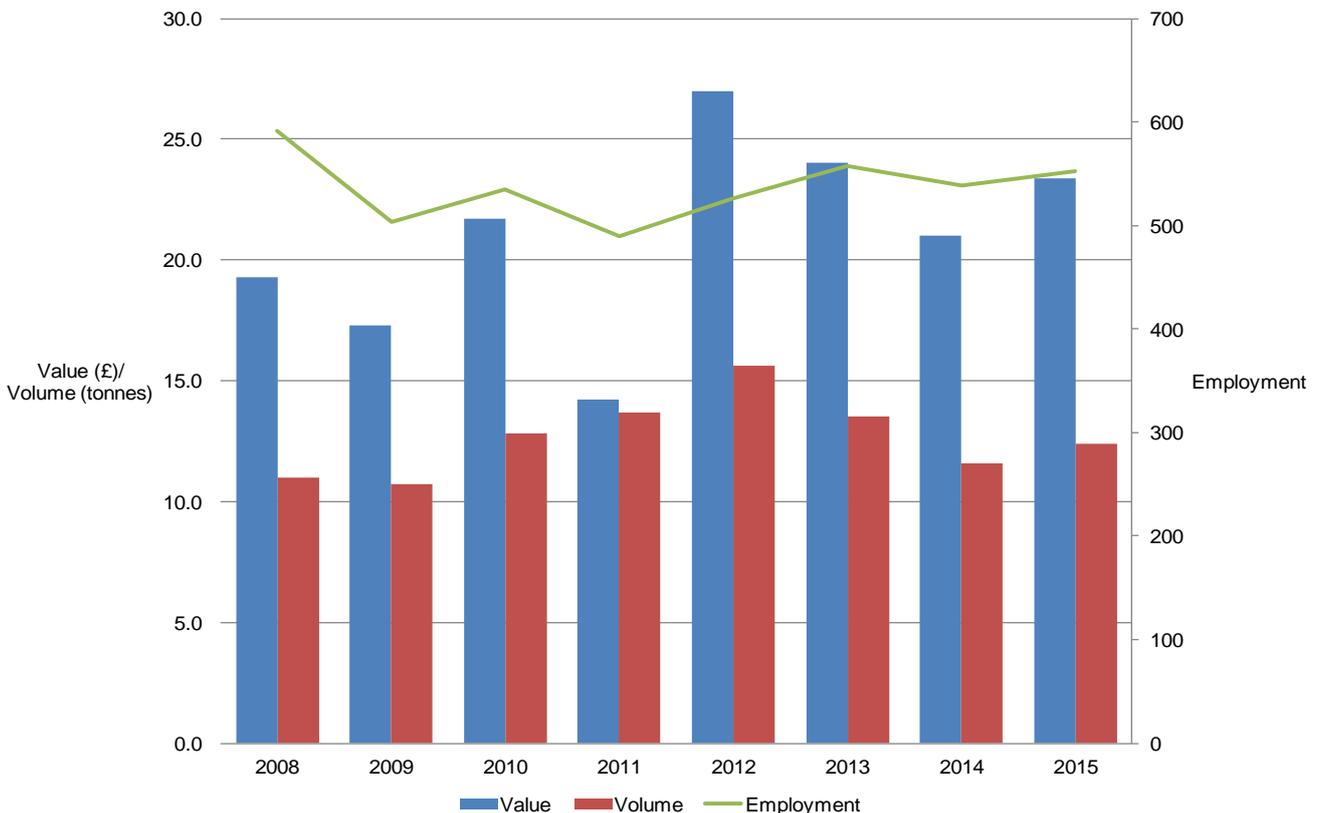
Figure 10: Torbay visitor numbers (2005-2015)



Source: South West Tourism Alliance, Value of Tourism 2006 - 2015

Figure 11 gives an overview of the areas fishing sector by looking at the volume, value and employment metrics. Torbay continues to land the highest value of catch in England, mainly due to the fact that the catch it lands (e.g. Cuttlefish, Dover Sole) demands a higher value. Since 2009 direct employment has remained broadly steady within the sector varying in line with the fluctuations in value of catch. The fluctuating prices can have a big impact upon GVA figures for Torbay in the agriculture and fishing sector.

Figure 11: Fishing sector, value, volume and employment



Source: Marine Management Organization, UK Sea Fisheries Annual Statistics

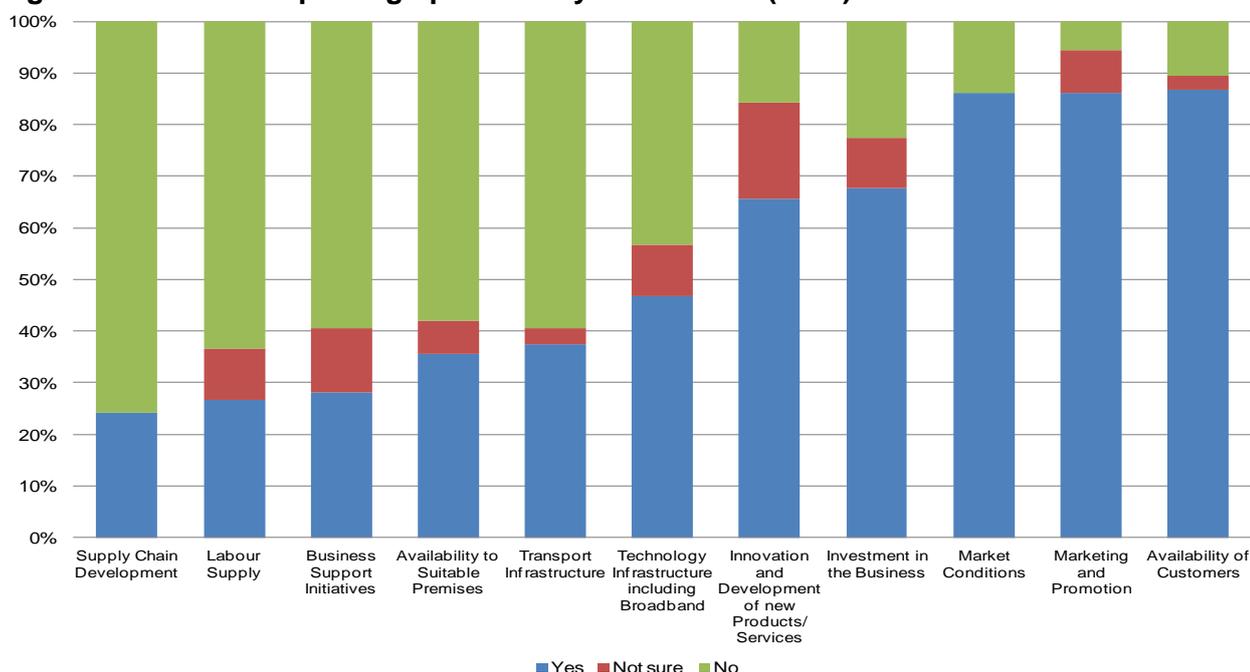
Business Needs

The TDA periodically undertakes a business barometer survey to provide a snapshot of businesses trading conditions in the Bay.

Figure 12 provides an overview of the factors which are impacting upon businesses within Torbay, ranked in order of least impact. The results are from the Torbay Business Barometer survey in early 2016. They show that the most important factors impacting trading conditions in early 2016 are around market conditions and sales, suggesting that trading conditions are expected to become slightly tougher and greater efforts need to be focused upon securing new customers.

The least important factors at the time were around supply chain development and labour supply, suggesting that the labour market is fairly buoyant. Anecdotally it is understood that the labour market has since become tighter and that it is becoming harder to find the right labour with the right skills.

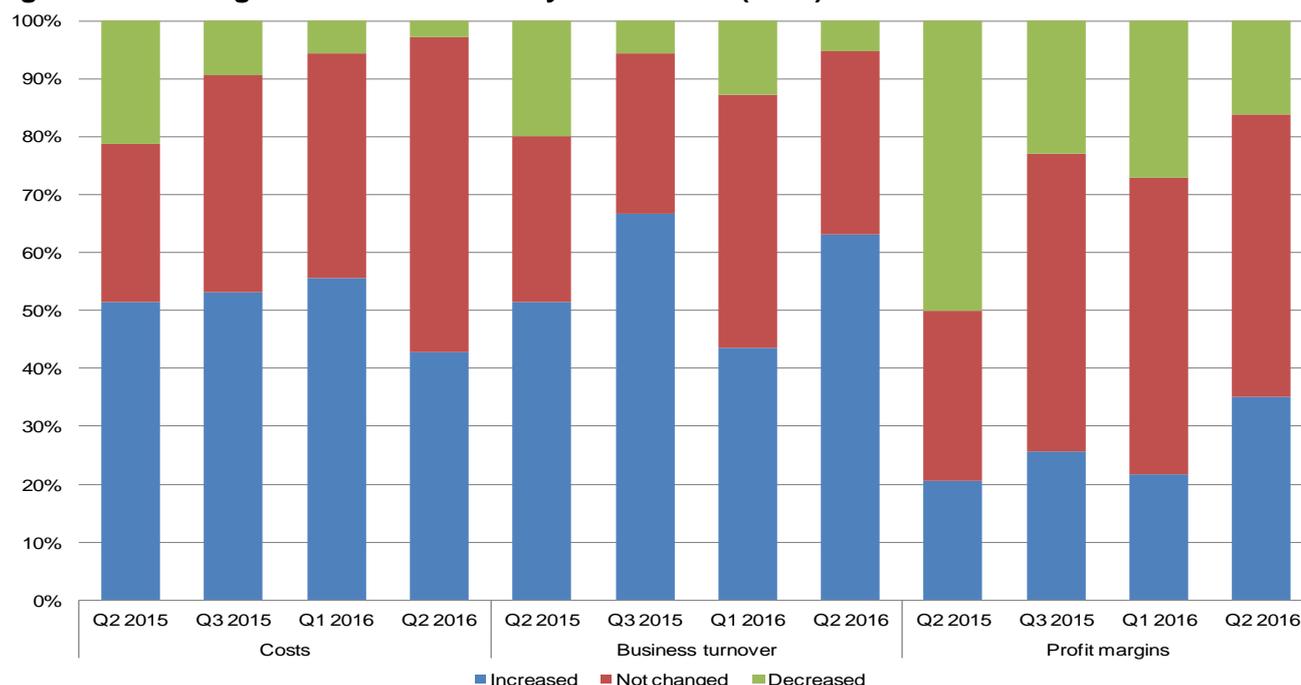
Figure 12: Factors Impacting upon Torbay businesses (2016)



Source: Torbay Business Barometer Survey, Q1 2016

Figure 13 provides a breakdown of trading conditions for local businesses over the past 2 years. The survey results shown in Figure 12 imply that trading conditions are steadily improving. While costs have been rising or remaining the same, so too has turnover (broadly in line, mirroring the changes to costs), however the results show that profit margins have been rising at a disproportionately slower rate. This suggests that while some companies are passing on the increased costs to consumers from their suppliers, others in part are beginning to absorb some of the cost increases which are eroding profit margins.

Figure 13: Trading conditions for Torbay businesses (2016)³



Source: Torbay Business Barometer Survey, Q1 2016

Anecdotally, speaking with our key local companies as part of the Aftercare Programme, the common local themes are around:

- Premises (for expansion and future premises needs) – Comment on slow progress in development of key sites in Torbay (not Council owned) affecting parent companies propensity to invest, and restricting expansion plans in terms of employment.
- Transport was highlighted as a key operational issue; businesses located around South Devon College noted the reduction in bus services (particularly during non-term time) presented an issue for staff and shift patterns. Parking, particularly around Northern Torquay (Edginswell, Torbay Hospital and the wider Willows area) has been identified as a common issue. Additionally, poor digital infrastructure investment in broadband, particularly around Paignton has been noted by some.
- Skills and training has been identified as a key issue across all of the businesses, from elementary occupation to professional level skills. Recruiting staff with the right skill set continues to be a key issue for businesses operational efficiency. Despite professional services sector offering in-work training opportunities such as apprenticeships, it still remains a key barrier to growth across the sector. Employment intentions still remain fairly buoyant.
- Funding – Identified as an issue by some of our medium sized companies which are growing, however is a lesser consideration compared to skills.
- Brexit has been highlighted by some of Torbay's larger multinational companies. Exchange rates are having both a positive and negative impact depending on whether businesses are importing or exporting. Brexit is also a factor affecting foreign owned parent companies willingness to re-invest in locally based subsidiaries.

³ Q2 2016 data represents respondents expectations for the next 3 months

People & Communities

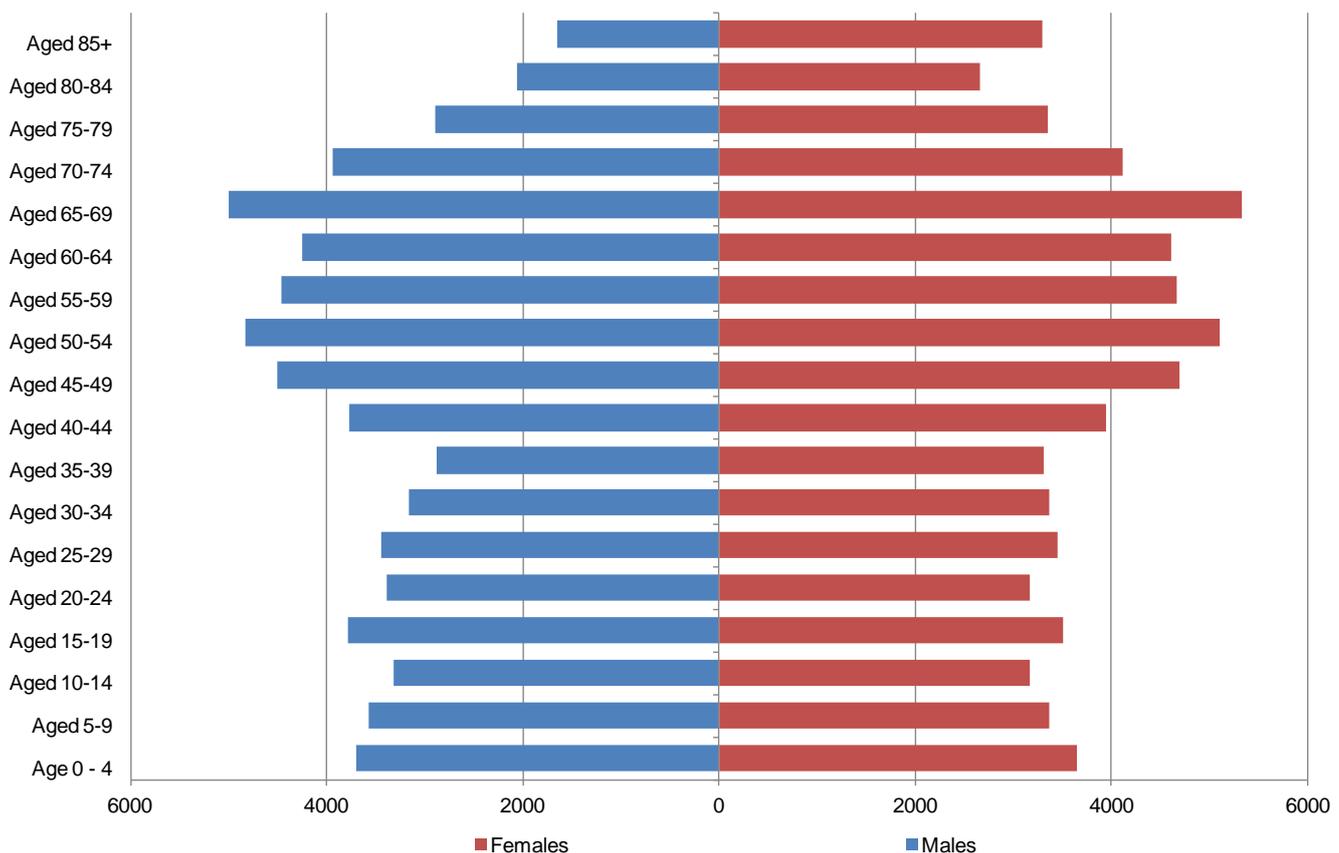
The coastal geography of Torbay shapes the area’s economy to a large extent.

Demography

Latest population estimates show Torbay is home to 133,373 people, with 53.5% of the population aged 45 and over. This is significantly above the national (43.4%), regional (47.9%) average and has an impact on income levels and healthcare provision. At the other end of the age spectrum 25.4% of Torbay’s population are aged 20-44, 7% percentage points below the national average (33.0%). This highlights the challenge Torbay faces in retaining graduates and supports the view that many students leave Torbay to undertake higher education and do not return until later in life, thus impacting on productivity levels.

Figure 14 shows the breakdown of age groups by sex. It shows that the population levels of 40 years and above are considerably higher. The chart also shows that as the population start to reach retirement age, the female population starts to outnumber the male population.

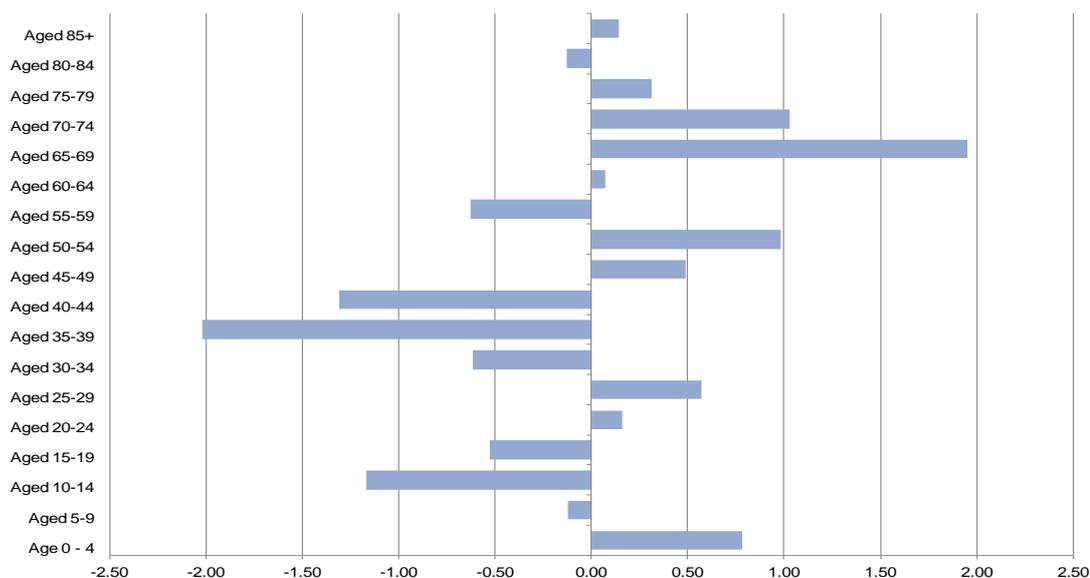
Figure 14: Population estimates by age and sex (2015)



Source: ONS, Mid-year Population Estimates, 2016

Figure 15 shows the percentage change in the population proportions over the past 10 years in Torbay, demonstrating a structural change to the areas demography. Trends show there has been a notable decline in the proportion of the population under 44, and conversely an increase in the proportion of the population aged 45 and above, suggesting that the population is living longer and/ or an increase in the number of retired people/ those approaching retirement moving to Torbay.

Figure 15: Change in population by age, Torbay (2005-2015)



Source: ONS, Mid-year Population Estimates, 2016

Labour Market

Table 8 shows the change in Torbay's working age population over the previous 10 years. It shows that there has been a decline of 4.4% in Torbay's total working age population. Of the total working age population the data shows an increase in the proportion that is economically active. At the same time, the number of economically inactive people has fallen 25.5%, suggesting a significant proportion of those people were close to retirement age and have since taken up retirement.

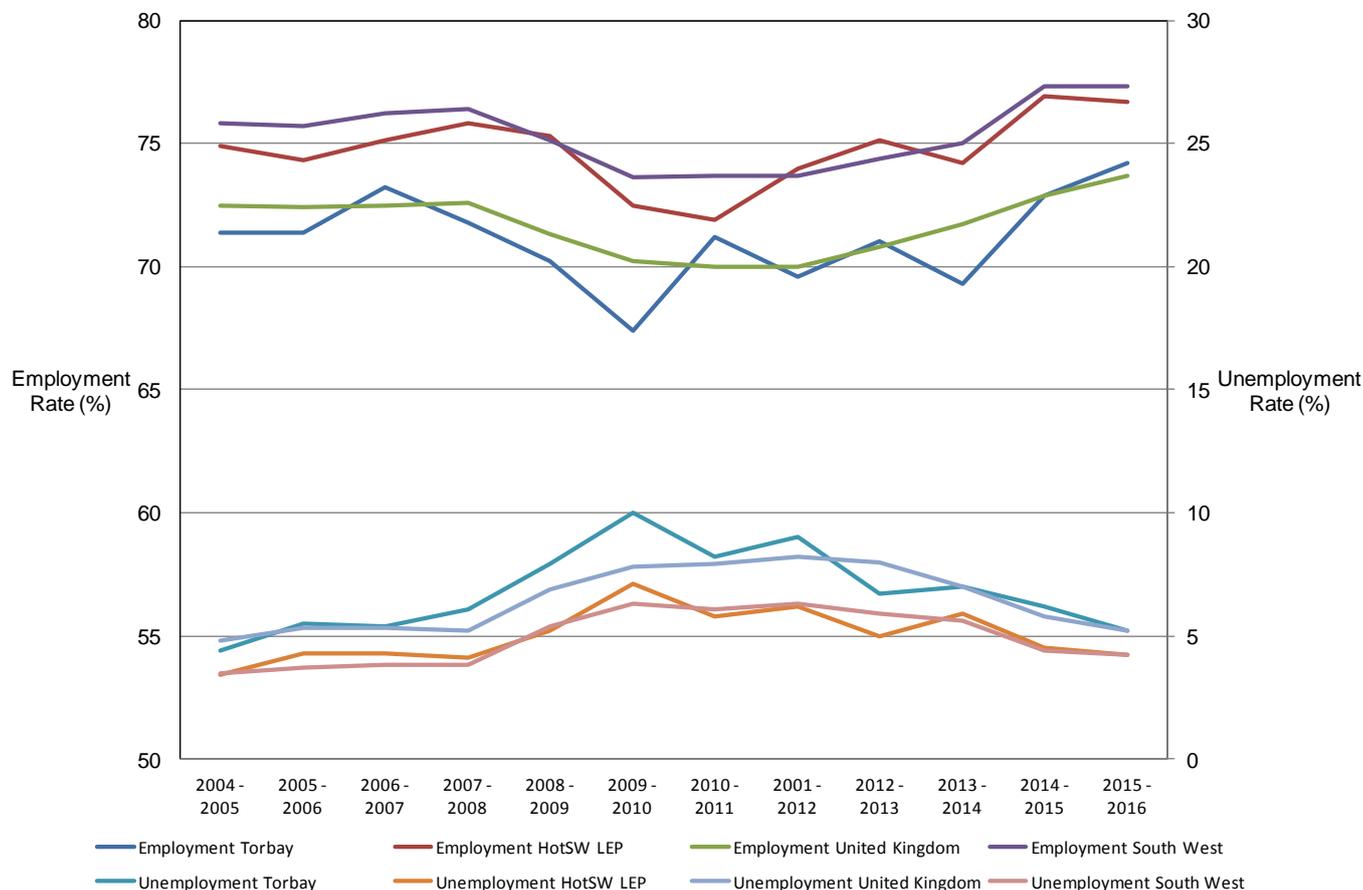
Table 8: Economic activity profile, Torbay (2005-2015)

	2005		2015	
	No.	%	No.	%
Economic activity rate - aged 16-64	58,000	74.4	59,200	79.4
Employment rate - aged 16-64	54,800	70.4	56,000	75.1
% aged 16-64 who are employees	45,100	57.8	46,300	62.1
% aged 16-64 who are self employed	9,200	11.8	9,500	12.7
Unemployment rate - aged 16-64	3,100	4.0	3,200	4.3
% who are economically inactive - aged 16-64	20,000	25.6	15,400	20.6
Share of economically inactive who want a job	6,300	31.6	5,100	33.4
Share of economically inactive who do not want a job	13,700	68.4	10,200	66.6
Total	77,900	100	74,500	100

Source: NOMIS, Annual Population Survey

Figure 16 shows the employment and unemployment rates over time. Torbay's employment rate in 2016 was 74.2%, the second lowest in the HotSW LEP area, just ahead of Plymouth at 74%. The employment rate in Torbay has shown an increasing trend over the last six years; however this in part can be attributed to a decline in the working age population.

Figure 16: Employment and unemployment rates (2004-2016)



Source: NOMIS, Annual Population Survey

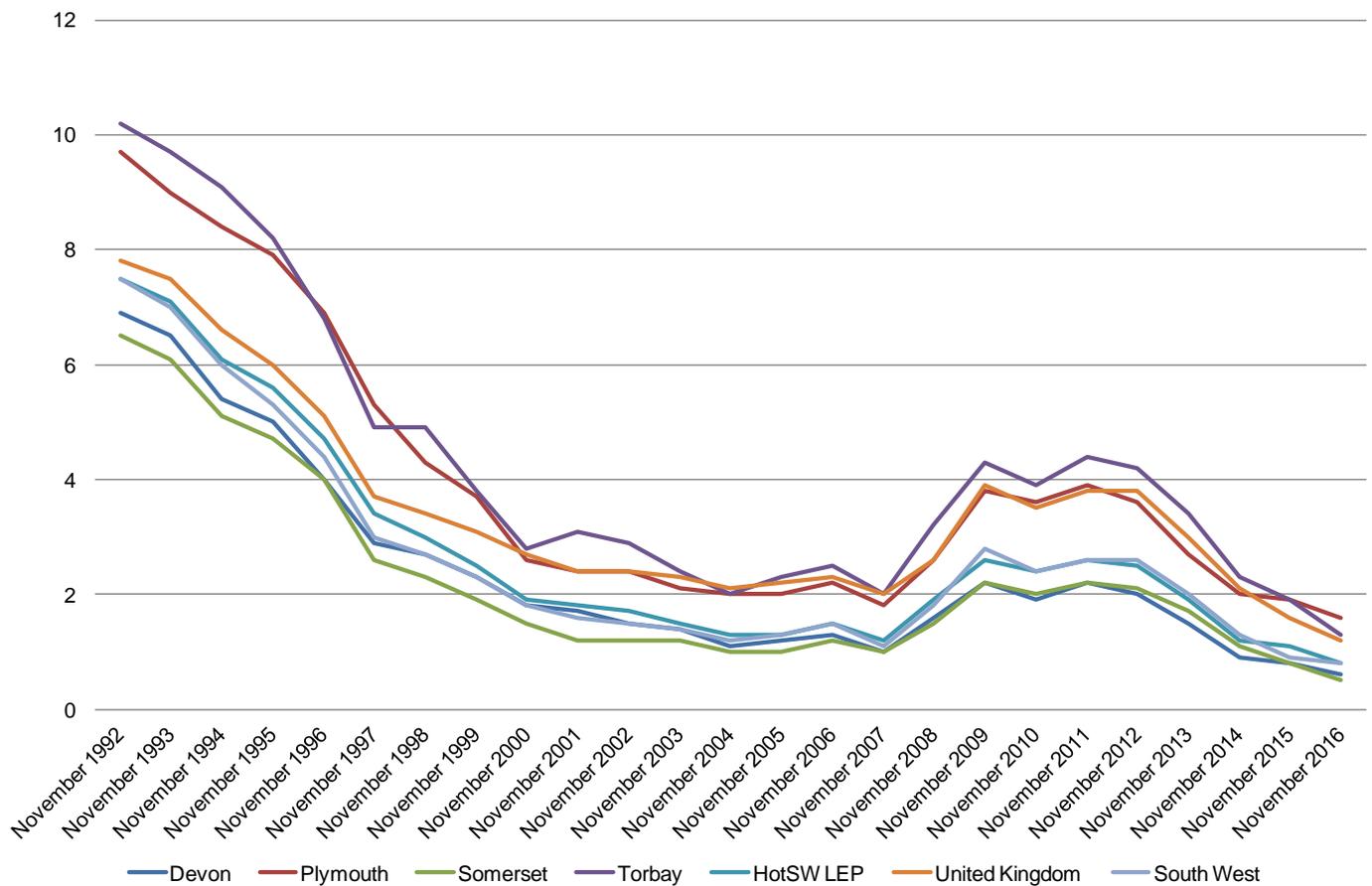
Across Torbay the statistics demonstrate that there remains a stronger prevalence of part time work with 45% of those in employment working part time, compared to 32% across England as a whole.

Worklessness

The Job Seekers Allowance (JSA) claimant count is a measure of those who are unemployed and actively seeking work.

Figure 17 shows the claimant count rates since 1992. At the end of 2016 the JSA claimant count in Torbay was 1,030 equating to a rate of 1.3% of the Torbay's resident population – the lowest level since official data was recorded. Unemployment in Torbay has broadly fallen in line with the national trend (with exception to a few structural shocks in the local economy). The claimant count rate in Torbay continues to remain above the regional and LEP averages of 0.8% respectively.

Figure 17: Job Seekers Allowance claimant count rate (1992-2016)



Source: NOMIS, JSA Claimant Count

Table 9 provides the percentage breakdown of claimants between male and female. While the percentages broadly reflect the local, regional and national averages, Torbay has a 28.9% gap between the balance of male and female claimants; the highest gap in the HotSW LEP area and notably higher than the regional and national figures of 20.2% and 19.7%.

Table 9: Distribution between male and female JSA claimants (November 2016)

	United Kingdom	South West	HotSW LEP	Somerset	Plymouth	Torbay	Devon CC
Males	59.9%	60.1%	62.4%	62.8%	64.0%	64.5%	60.0%
Females	40.1%	39.9%	37.6%	37.2%	36.0%	35.5%	40.0%
Total	396,607	26,049	8,277	1,658	2,729	1,030	2,860

Source: NOMIS, JSA Count, November 2016

Table 10 provides a breakdown of the share of claimants which are considered as long term unemployed, namely those claiming JSA for over 12 months. The table shows that 30.1% of claimants in Torbay are long term unemployed. This is broadly in line with the national average, however considerably higher when compared to regional and LEP average. It is worth noting that the figure in Somerset appears comparatively high, however the number of claimants is relatively low for the geographical size of the county.

Table 10: Long term unemployed (November 2016)

	United Kingdom	South West	HotSW LEP	Somerset	Plymouth	Torbay	Devon CC
Total JSA Count	506,259	26,049	8,277	1,658	2,729	1,030	2,860
Over 12 months	160340	6215	2130	480	710	310	630
Proportion	31.7%	23.9%	25.7%	29.0%	26.0%	30.1%	22.0%

Source: NOMIS, JSA Count, November 2016

Youth unemployment in November 2016 accounted for 12.1% of JSA claimants in Torbay, broadly in line with the national (12.7%) and regional (12.6%) averages, however of those 16-25 year olds unemployed in Torbay, around 38.5% were unemployed for 6 months or more, compared to 61.5% being unemployed for 6 months or less. The proportion of 16-25 year olds in Torbay unemployed for 6 months or more is marginally higher than both the national and regional averages of 37.6% and 33.2%, suggesting that it is slightly harder for younger people to secure employment in Torbay compared with other areas across HotSW LEP area.

Table 11 shows the percentage of working age population claiming some category of benefit. While the rate has been steadily declining since May 2012, the rate of benefit claimants in Torbay is still amongst the highest in the HotSW LEP.

Table 11: Working age benefit claimants (2010-2016)

	Great Britain ⁴	South West	HotSW LEP	Somerset	Plymouth	Torbay	Devon CC
May 2010	14.5	12.1	12.8	11.5	16.7	19.4	11.1
May 2011	14.3	12.0	12.9	11.5	16.9	19.6	11.1
May 2012	14.5	12.2	13.1	11.7	17.2	20.0	11.3
May 2013	13.9	11.8	12.6	11.5	16.4	19.6	10.8
May 2014	12.9	11.0	11.9	10.8	15.5	18.4	10.2
May 2015	12.2	10.6	11.5	10.4	15.3	17.9	9.9
May 2016	11.5	10.1	11.1	10.1	14.6	17.3	9.5

Source: NOMIS, DWP Benefit Claimants, May 2016

JSA has significantly impacted upon reducing the number of claimants in Torbay. Of the varying components which make up the benefits system, Careers Allowance has marginally increased, possibly attributed towards the rising proportion of retirement age population living in Torbay. Disability Living Allowance has remained broadly the same over the past 5 years, and Income Support marginally decreasing, however there has been a marked increase in the number of Incapacity Benefit claimants which has increased 89.2% over the past 5 years reaching 3,860 in May 2016.

Earnings

Reflecting the low productivity levels within Torbay, incomes are below average. People working in Torbay earn on average £421.80 per week, compared to the regional and national averages of £505 and £538 per week. Those living in Torbay earn around £443 (£21.50 more) per week compared to those who work in the Bay, suggesting that the higher earners tend to reside in Torbay, but work outside of the area where they can achieve higher wages.

Average wage rates for those living in Torbay in 2016 were £95.40 below the national average compared to being £85.40 lower in 2011. This increase in the pay gap sees a growing divide in wages between Torbay and the national average, meaning residents in Torbay are become relatively poorer compared to the rest

⁴ Data unavailable for the United Kingdom

of the country. The impact on those working in Torbay is magnified, with the wage differential compared to the rest of the country increasing from £86.00 in 2011 to £116.90 in 2016.

Table 12: Average gross weekly wages, full time (2016)

	Resident				Workplace			
	United Kingdom	South West	Heart of the South West	Torbay	United Kingdom	South West	Heart of the South West	Torbay
2008	£479.10	£451.90	-	£368.50	£479.10	£446.90	-	£369.00
2009	£488.50	£460.00	-	£375.30	£488.50	£454.00	-	£356.50
2010	£498.50	£468.30	-	£371.80	£498.50	£460.30	-	£378.70
2011	£498.30	£471.50	-	£412.90	£498.30	£461.50	-	£412.30
2012	£506.10	£477.40	-	£408.30	£506.10	£467.40	-	£412.80
2013	£517.40	£485.10	-	£424.80	£517.40	£480.00	-	£415.20
2014	£518.30	£495.80	£469.20	£433.30	£518.30	£485.50	£464.70	£421.90
2015	£527.10	£498.30	£471.30	£421.60	£527.10	£492.10	£470.20	£425.20
2016	£538.70	£513.20	£480.90	£443.30	£538.70	£505.00	£479.10	£421.80

Source: NOMIS, Annual Survey of Hours and Earnings, 2016

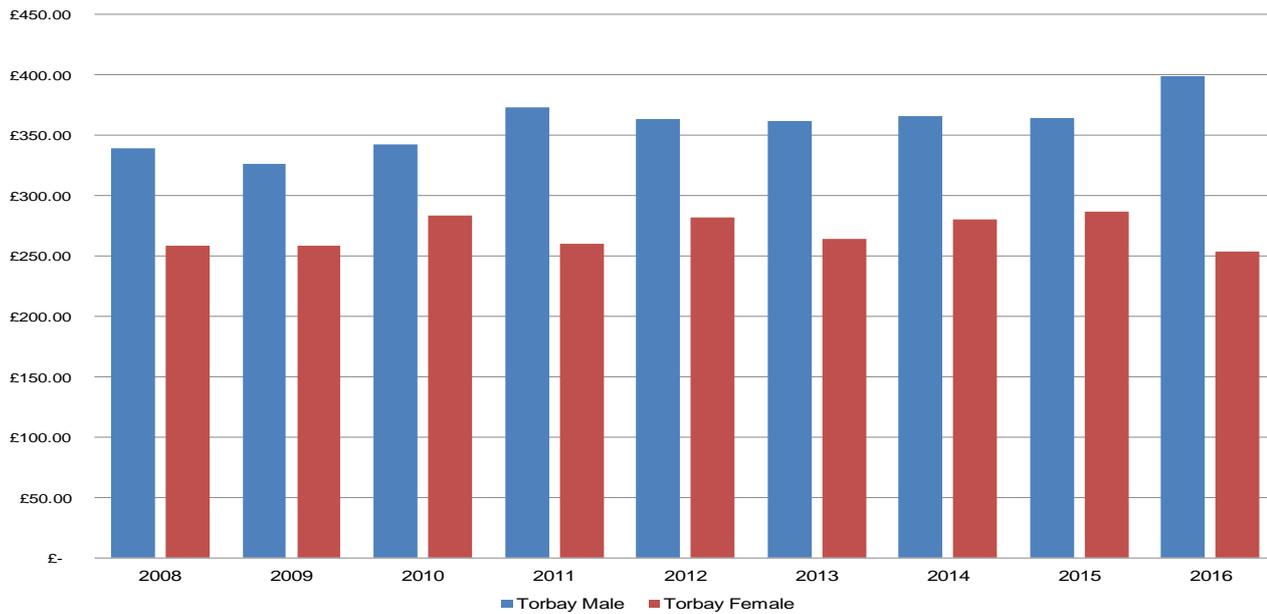
Between 2008 and 2016 resident wage rates have increased by 20.3% while workplace rates saw a 14.3% rise; this is compared to a 12.4% increase nationally across both measures.

It is worth noting, due to the way in which the data is collected through a sample survey that particularly at local levels there can be large variances in the data year-on-year which are not wholly reflective of the true local economic conditions. Over the past 8 years, residents weekly full time wages in Torbay have increased on average 2.4% year on year, compared to 1.5% nationally.

Similarly workplace wages in Torbay have on average increased 1.8% over the past 8 years; faster than the national average (1.5%), but to a lesser extent compared to residents' wages.

Figure 18 shows the difference between male and female weekly workbased earnings in Torbay. Whilst male wages have been marginally increasing, female wages have remained broadly unchanged over the time period, suggesting a minor increase in the wage gap between males and females.

Figure 18: Workplace based average weekly earnings, between males and females (2008-2016)

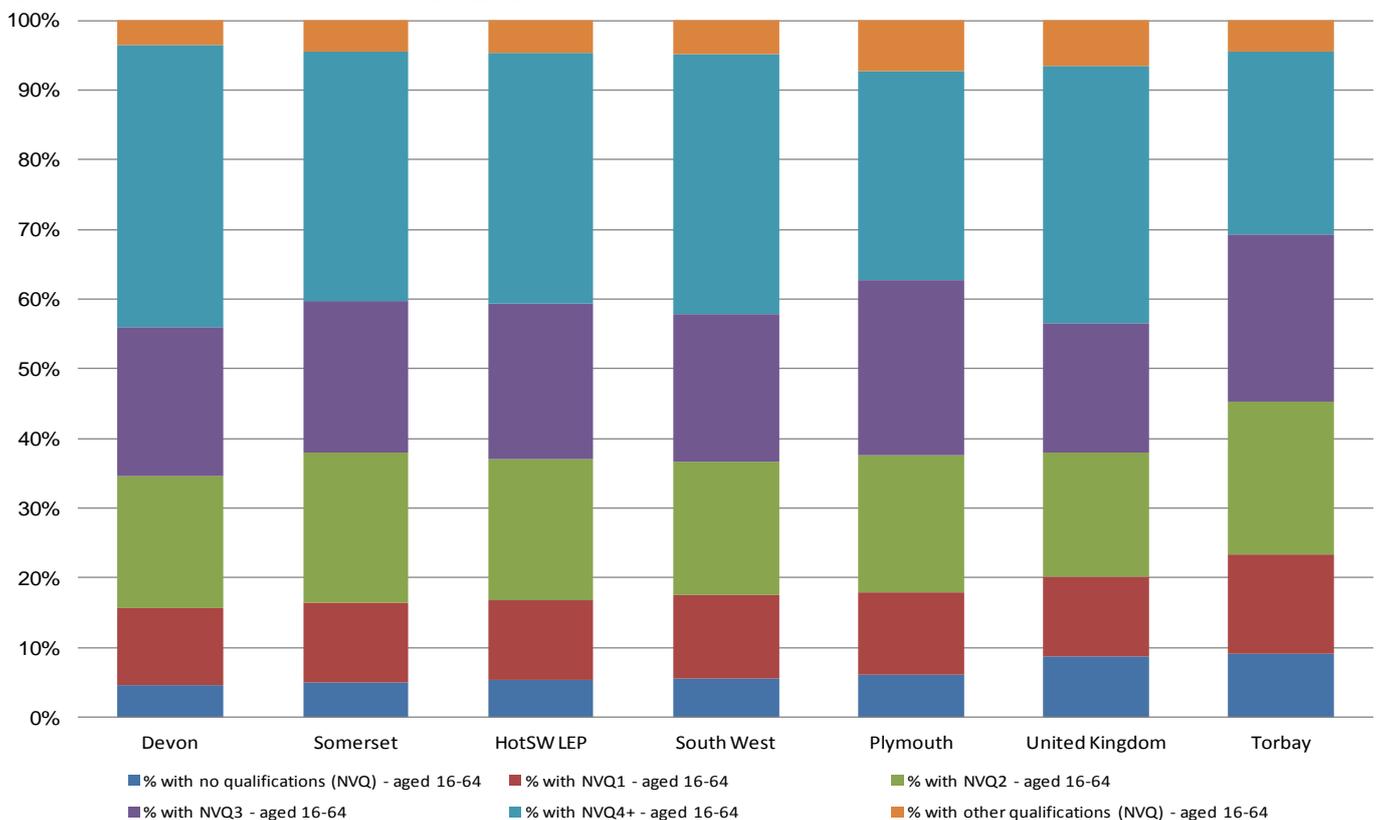


Source: NOMIS, Annual Survey of Hours and Earnings, 2016

Skills

Figure 19 provides a proportional break down of qualifications across the working age population in 2015. 9.1% of the working age population in Torbay had no qualification, broadly in line with the national average (8.8%) but notably higher compared to the regional average (5.5%). Torbay ranks fairly poorly at NVQ level 4+ (degree level and above) however ranks amongst the highest from NVQ levels 1 – 3.

Figure 19: Proportion of working age population by qualification (2015)



Source: NOMIS, Annual Population Survey

Table 13 shows the proportion of working age population by occupation. Torbay ranks fairly poorly in terms of professional occupations, accounting for only 13.7% of the workforce, vastly lower than regional (19.3%) and national (20.0%) averages. Torbay does however rank fairly well relative to national and regional averages in skilled trades, and caring, leisure and other service occupations.

Table 13: Proportion of workforce by occupation (2015)

	United Kingdom	South West	HotSW LEP	Somerset	Plymouth	Torbay	Devon CC
managers, directors and senior officials (SOC2010)	10.4	11.6	11.0	9.9	8.0	9.9	12.9
Professional occupations (SOC2010)	20.0	19.3	18.1	18.0	17.2	13.7	19.2
associate prof & tech occupations (SOC2010)	14.1	14.3	13.7	12.0	14.8	11.6	14.9
administrative and secretarial occupations (SOC2010)	10.6	10.2	9.2	8.9	9.2	8.1	9.6
skilled trades occupations (SOC2010)	10.6	12.0	13.0	12.8	12.7	14.1	13.2
caring, leisure and other service occupations (SOC2010)	9.2	9.1	10.0	10.6	10.6	14.2	8.9
sales and customer service occupations (SOC2010)	7.6	7.2	7.2	7.8	9.3	8.2	5.8
process, plant and machine operatives (SOC2010)	6.4	5.6	6.5	6.7	7.2	7.3	5.9
elementary occupations (SOC2010)	10.7	10.2	10.8	12.7	10.5	12.3	9.4

Source: NOMIS, Annual Population Survey

Deprivation

Although located in a predominately rural county, Torbay as an urban area suffers from many similar deprivation problems normally associated with big cities. The scores within the Indices of Multiple Deprivation (IMD) support this as the majority of deprived areas in England (98%) are located in cities. There are inequalities between different wards in Torbay, with the most deprived areas tending to be clustered within the town centres of Paignton and Torquay.

In 2015, Torbay ranked the 46th most deprived district (37th out of 152 unitary/ county) area out of 326 across England. Compared to England, Torbay is ranked amongst the 20% most deprived areas. Torbay's overall position, relative to other local authorities, has worsened slightly - ranking 49th out of 326 in 2010. In 2015 Torbay was the most deprived authority in the South West, slipping behind West Somerset which in 2010 was the most deprived in the South West. The main domains which contribute the most to Torbay's overall multiple deprivations are: income, employment, and health deprivation, and disability.

Since 2010, there has been a 75% increase in Torbay residents living in areas amongst the 20% most deprived in England. In 2010 16 Lower Super Output Areas in Torbay were amongst the 20% most deprived country wide, this increased to 28 in 2015. Almost 1 in 3 of Torbay residents are classed as living in England's 20% most deprived areas. Table 16 shows the resident population in Torbay living in the 20% most deprived areas. The data suggests, based on the IMD's measures of deprivation, that Torbay is becoming relatively more deprived.

Table 14: Resident population in top 20% most deprived areas (2004-2015)

IMD Release	Resident population in top 20% most deprived	Proportion of Population
2004	18,150	13.8%
2007	21,800	16.5%
2010	24,700	18.8%
2015	42,000	31.5%

Source: DCLG, *Index of Multiple Deprivations*

There has been a widening gap in relative levels of deprivation across the communities of Torbay – residents in our more deprived communities have experienced a relative worsening in deprivation, whilst residents in our less deprived communities have experienced relative improvements.

Child poverty remains an issue in Torbay, with 29.3%⁵ of children in Torbay classed as living in poverty. This is the highest proportion in the South West, however in part can be attributed to the measure of child poverty being defined by the proportion of children living in families in receipt of out of work benefits and after deducting housing costs (which are above the national average).

Labour Flows

Table 15: Inflows and outflows of labour in Torbay (2011)

	Labour Flow Out of Torbay	Labour Flow Into Torbay	Net Impact
Teignbridge	5,192	4736	-456
South Hams	2,668	1896	-772
Exeter	2,127	385	-1,742
Plymouth	784	675	-109
East Devon	415	161	-254
Cornwall and Isles of Scilly	99	86	-13
Mid Devon	91	84	-7
Bristol, City of	65	11	-54
West Devon	60	40	-20
Taunton Deane	42	0	-42
South Somerset	35	0	-35
South Gloucestershire	33	0	-33
North Devon	30	18	-12
Wiltshire	30	0	-30
Sedgemoor	25	0	-25
North Somerset	22	23	1
Swindon	22	0	-22
Mendip	12	0	-12
Torridge	11	0	-11
Offshore Installation	100	0	-100
Outside UK	82	0	-82
Other	1,032	476	-556
Total	12,977	8,591	-4,386

Source: NOMIS, *Census 2011*

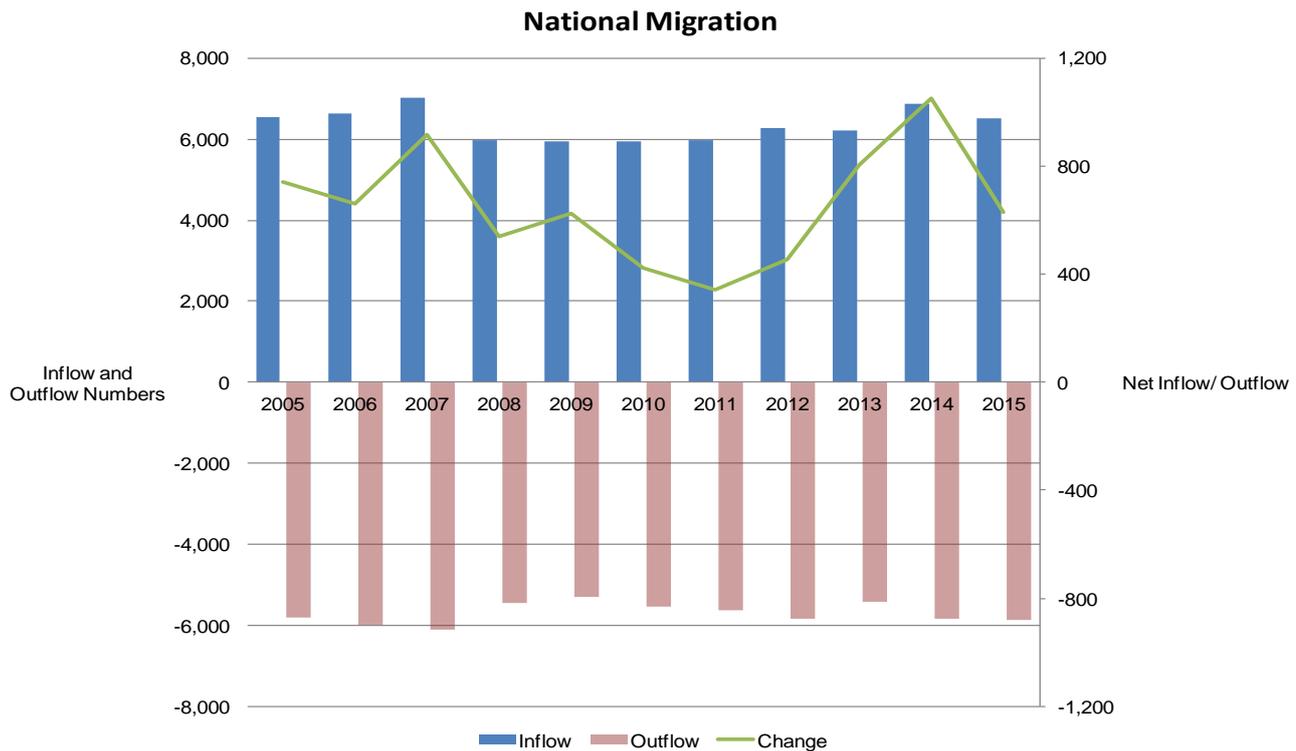
⁵ Centre for Research in Social Policy. Percentage of children in poverty (after housing costs)

Table 15 shows the breakdown by area of labour flows in and out of Torbay in 2011.

Of the total 47,804 employees who work in Torbay, around 18% travel from outside of the area. Of the 54,000 people who live in Torbay and are employed it is estimated that around 24% work outside of the area. Official data from 2015 does indicate that the net migration out of Torbay could be closer to around 7,500.

Furthermore the opening of the South Devon Highway and the impacts on labour flows in and out of Torbay has not yet fed through into official data sources.

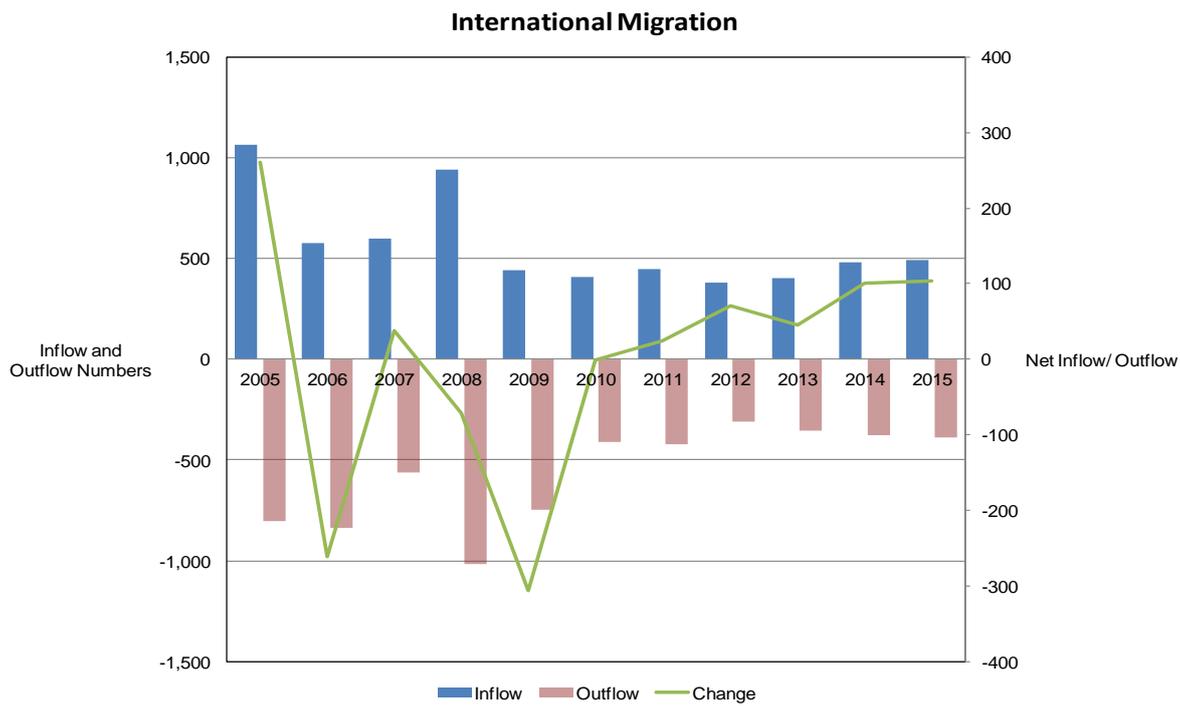
Figure 20: National migration, Torbay (2005-2015)



Source: ONS, Local Area Migration Indicators, August 2016

Figure 20 shows the inflow and outflow of national migrants in Torbay each year along with the net change. Torbay has seen a net increase in national migrants' year on year with more people moving into Torbay than leaving Torbay. For the period 2005-2015 Torbay's population has increased by 7,187 due to national migration.

Figure 21: International migration, Torbay (2005-2016)



Source: ONS, Local Area Migration Indicators, August 2016

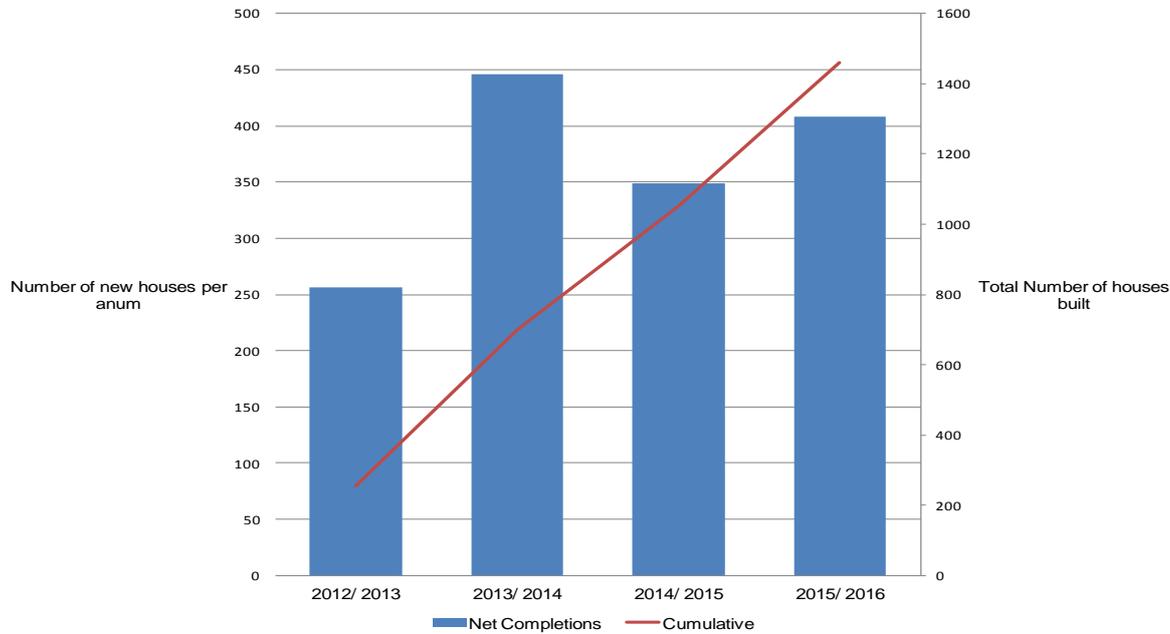
Figure 21⁶ shows the inflow and outflow of international migrants each year along with the net change. From 2005-2015 international migration numbers in Torbay have fluctuated, with the net impact on numbers remaining broadly unchanged over the period.

⁶ International migration figures are a component of population change, and exclude seasonal workers

Housing Stock

Figure 22 illustrates the number of new houses which have been built per year in Torbay since 2012 along with the total number of new houses which have been built in the past four years. Since 2012, 1,459 new houses have been built in Torbay.

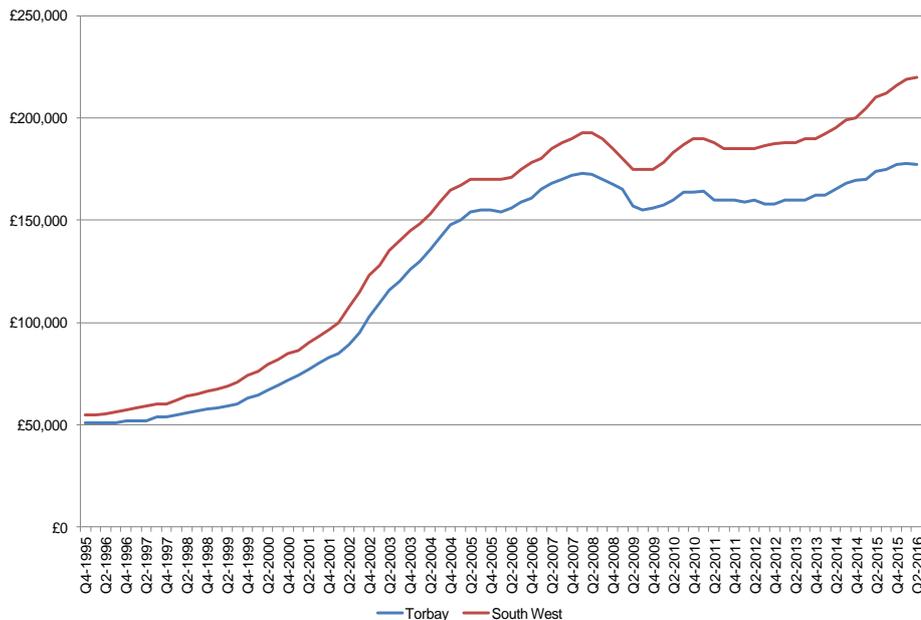
Figure 22: New homes built in Torbay (2012/ 13 – 2015/ 16)



Source: Torbay Council, Annual Monitoring Report

The annual target for the number of new houses to be built each year, as stated in the recently adopted Torbay Local Plan, averages out at around 450 houses per year.

Figure 23: House prices, Torbay and South West (Q4 1995–Q2 2016)

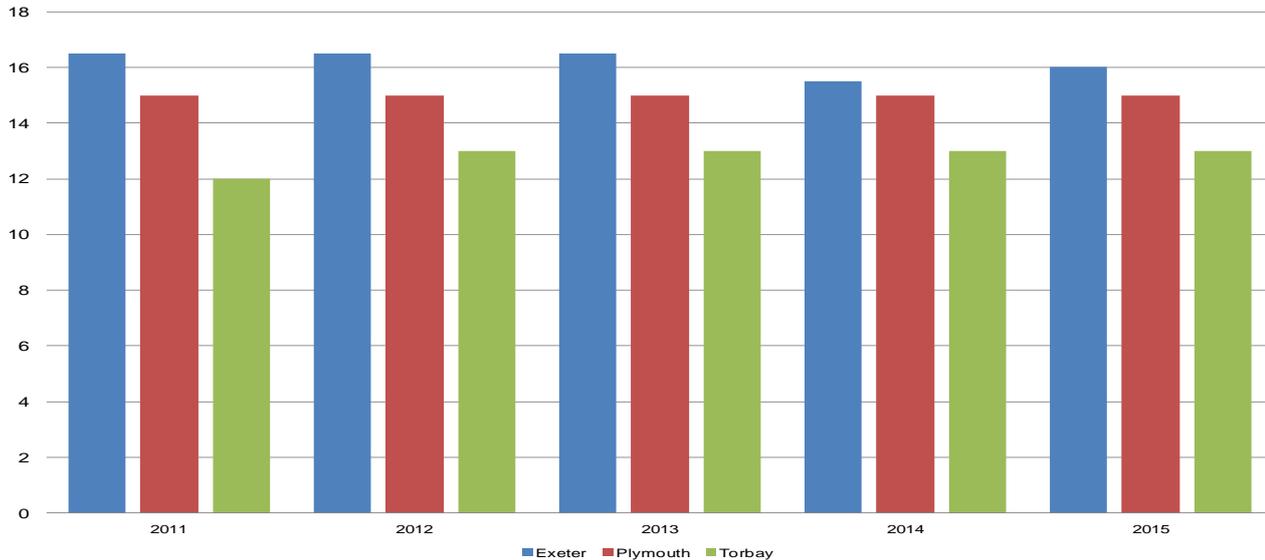


Source: ONS, Median House Price for National and Subnational Geographies, December 2016

Commercial Property

Figure 24 shows the annual average city centre rents per area from 2011-2015. The figure illustrates a notable disparity in rents between the 3 main urban areas in Devon. While it shows that Torbay is lower in comparison to Exeter and Plymouth, it demonstrates a viability gap in developers bringing forward new property and increasing the quality of stock and thus prices.

Figure 24: City centre office price psft (2011-2015)

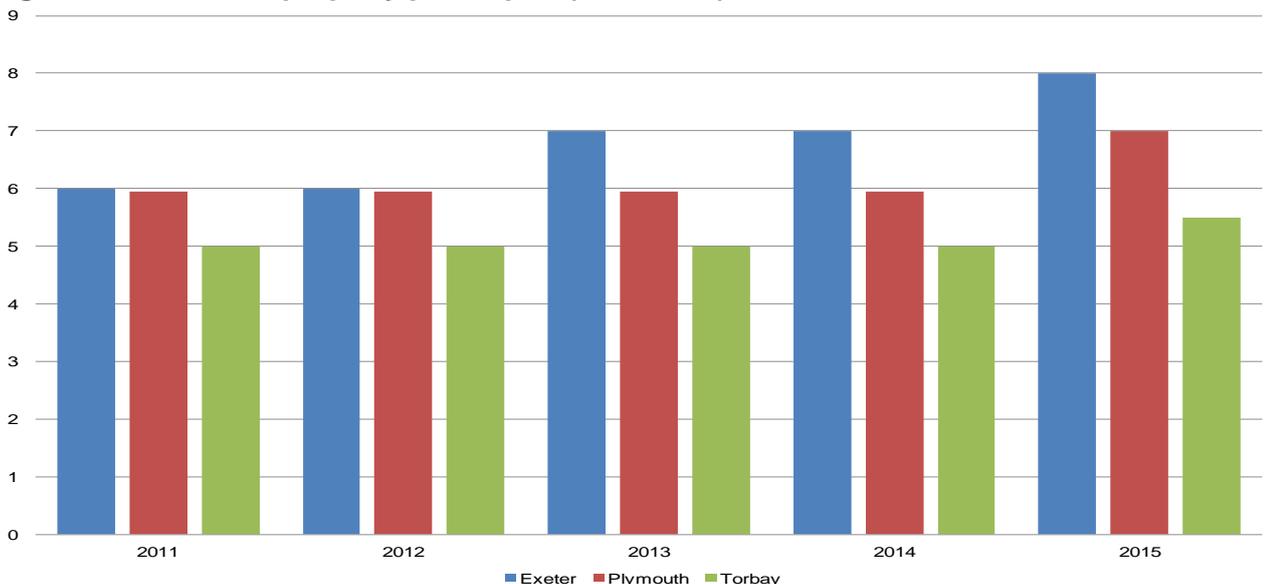


Source: Alder King Market Monitor 2016

In 2014 there was around 14,437 square feet⁷ of available office space, compared with an average annual take up rate of 2,678 square feet per year.

Figure 25 shows the average price per square foot for industrial space from 2011-2015. While prices have increased across Exeter and Plymouth, they have remained broadly unchanged in Torbay, showing a lack of new supply and businesses locating outside of Torbay to accommodate their needs.

Figure 25: Industrial property prices psft (2011-2015)



Source: Alder King Market Monitor 2016

^{7 7} Alder King, Workspace Demand Study, 2014

Evidence Base

In 2014, there was around 21,833 sq. ft. of available industrial space, with around 10,499 sq. ft. being let on average per year, suggesting around 2 years supply.

The number of transactions across both the industrial and office space market has slowed down since the highs of 2011 and 2012; however anecdotally there is demand for over 350,000 sq. ft of employment space within Torbay at the end of 2016.

The current level of demand through property enquiries with the TDA is around 350,000 sq. ft. of space. As evident from the levels of supply and relatively low churn, there is a disconnect between supply and demand, resulting in the market failing to bring forward new commercial developments. This disconnect can be attributed to prolonged under investment and structural shocks to the economy. Commercial property within Torbay is outdated and no longer fit for purpose, thus demanding a lower rent/yield compared to other areas across the region such as Plymouth and Exeter. The widening disparity to commercial property prices locally has resulted in a lack of new suitable property being developed, as it is no longer viable for developers in Torbay, and less attractive compared to other areas across the region.

Economic Projections

Economic Growth

Economic projections are a tool for modelling where future growth may come from. However, projections are often based on past trends and typically reflect a ‘do nothing’ approach, i.e. if no action was taken to create jobs this is what could be expected to happen to employment in Torbay.

Figure 26 draws upon 15 years of GVA data from both the ONS and Oxford Economics to model the future projected economic growth for Torbay. The data draws upon the average year on year growth rates from over 15 years to provide a future projected growth rate.

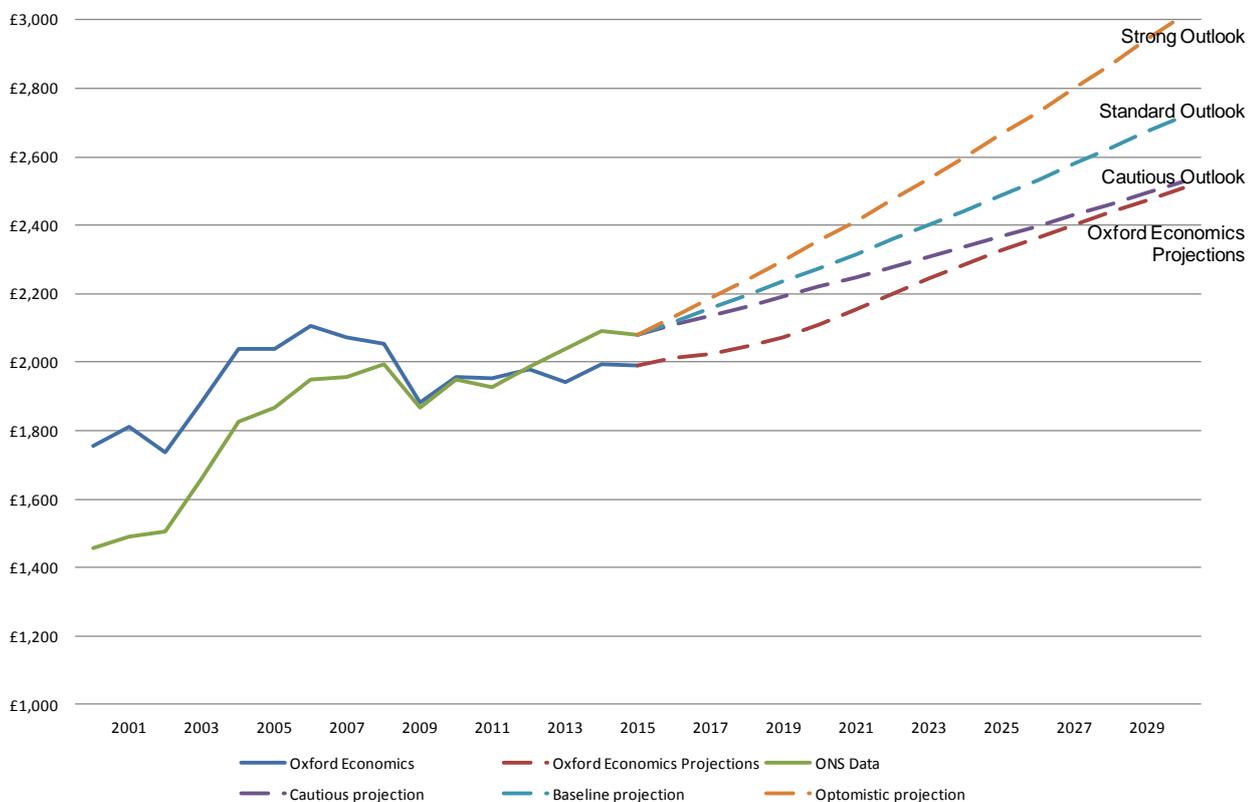
As of 2015, Torbay’s GVA was £2.08B. Table 16 provides a snapshot of the projected value of Torbay’s economy in 2020, 2025, and 2030 based on 3 differing economic growth scenarios.

Table 16: Projected economic growth, Torbay (Billions)

Scenarios	Growth Rate	2020	2025	2030
Cautious Outlook	1.3%	£2.219	£2.367	£2.525
Standard Outlook	1.8%	£2.275	£2.487	£2.719
Strong Outlook	2.8%	£2.354	£2.663	£3.013
Oxford Economics Projections ⁸	1.6% ⁹	£2,110	£2.327	£2.507

Figure 26 illustrates projected growth scenarios from 2015 onwards based on year-on-year growth rates of 1.3%, 1.8%, and 2.8%. The chart includes the official ONS GVA data until 2015, along with the projected growth from Oxford Economics.

Figure 26: Projected economic growth, Torbay (Millions)



⁸ Figures based on 2013 prices

⁹ Figure based on average year on year changes in growth

Employment Projections

Table 17 provides future employment projections based on Oxford Economics latest¹⁰ growth projections. Based on the economic projections modelled by Oxford Economics it is projected that over the next 15 years, Torbay's top 5 growth sectors in terms of employment will be:

Table 17: Top 5 Projected growth and declining sectors, Torbay

	Employment Change	Percentage Change
Top 5 Growth Sectors		
Professional, scientific and technical activities	400	11.8%
Arts, entertainment and recreation	300	12.5%
Administrative and support service activities	300	9.7%
Construction	300	9.7%
Human health and social work activities	300	2.2%
Top 5 Declining Sectors		
Manufacturing	-700	-30.4%
Water supply; sewage, waste management and remediation activities	-100	-20.0%
Public administration and defence; compulsory social security	-300	-14.3%
Education	-200	-3.6%
Wholesale and retail trade; repair of motor vehicles and motorcycles	-200	-2.2%

Table 18: Employment projections (000's)

	2015	2020	2025	2030	Change	Percentage Change
Agriculture, forestry and fishing	0.3	0.3	0.3	0.3	0.0	0.0%
Mining and quarrying	0.0	0.0	0.0	0.0	0.0	0.0%
Manufacturing	2.3	2.1	1.8	1.6	-0.7	-30.4%
Electricity, gas, steam and air conditioning supply	0.1	0.1	0.1	0.1	0.0	0.0%
Water supply; sewage, waste management and remediation activities	0.5	0.5	0.4	0.4	-0.1	-20.0%
Construction	3.1	3.1	3.3	3.4	0.3	9.7%
Wholesale and retail trade; repair of motor vehicles and motorcycles	9.2	9.0	9.2	9.0	-0.2	-2.2%
Transportation and storage	1.1	1.2	1.2	1.2	0.1	9.1%
Accommodation and food service activities	8.1	8.1	8.2	8.2	0.1	1.2%
Information and communication	0.7	0.7	0.8	0.8	0.1	14.3%
Financial and insurance activities	0.9	0.9	0.9	0.9	0.0	0.0%
Real estate activities	1.3	1.4	1.4	1.5	0.2	15.4%
Professional, scientific and technical activities	3.4	3.5	3.7	3.8	0.4	11.8%
Administrative and support service activities	3.1	3.2	3.3	3.4	0.3	9.7%

¹⁰ Heart of the South West Local Enterprise Partnership Growth Projections, September 2016

Public administration and defence; compulsory social security	2.1	1.9	1.9	1.8	-0.3	-14.3%
Education	5.5	5.3	5.4	5.3	-0.2	-3.6%
Human health and social work activities	13.9	13.7	14.2	14.2	0.3	2.2%
Arts, entertainment and recreation	2.4	2.5	2.6	2.7	0.3	12.5%
Other service activities	1.1	1.1	1.1	1.1	0.0	0.0%
Total	59.3	58.6	59.9	59.5	0.2	0.3%

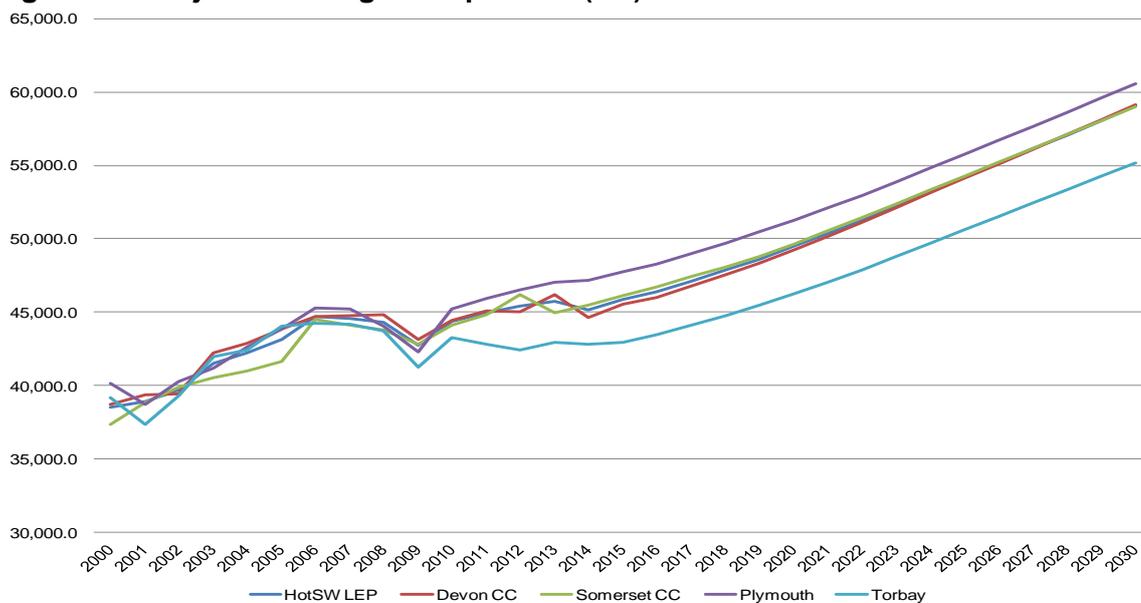
Source: Oxford Economics Projections, September 2016

Productivity Growth

Using the Oxford Economics projected GVA increase per FTE, Torbay could expect to see an uplift in its workforce of around 200 jobs by 2030.

Figure 27 illustrates the projected change in the GVA per FTE over time relative to the local areas within the HotSW LEP. As shown from the chart, GVA per FTE in Torbay continues to grow in line with the other areas across the HotSW geography, however the gap in productivity per employee relative to other areas still remains.

Figure 27: Projected GVA growth per FTE (£'s)



Population Growth

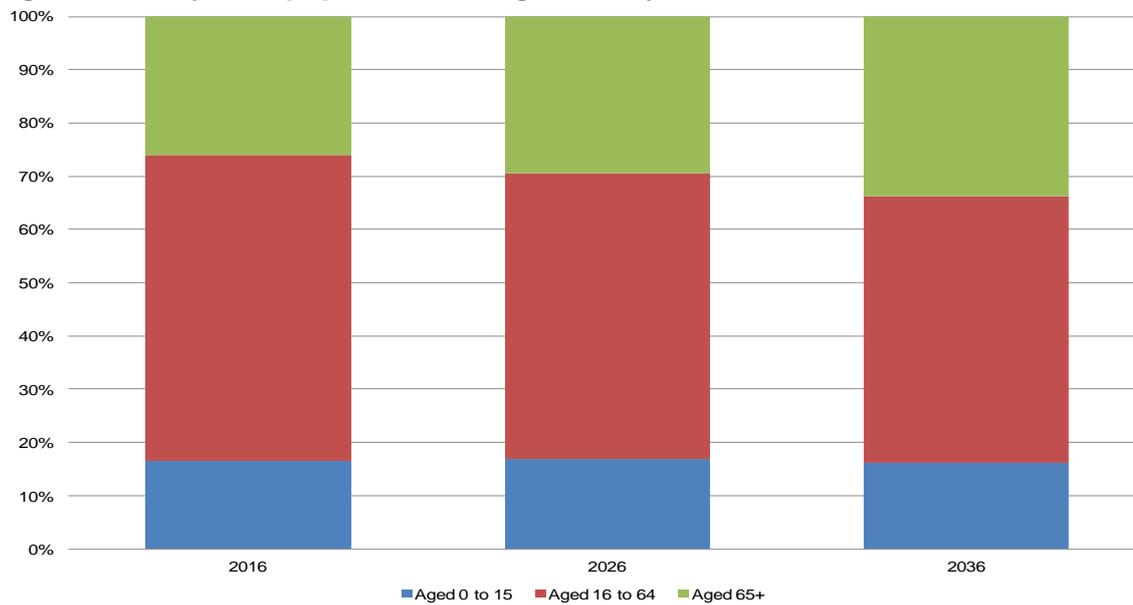
Figure 28 shows the projected change in the population over the next 20 years in Torbay, based on past data and current trends. By 2036 the total population in Torbay is projected to be around 146,819. As is evident from the chart the proportion of those aged 65+ is due to rise significantly – to represent over 1 in 3 of the population, while those under 16 are projected to broadly stay the same, while the working age population is due to fall from 57.4% in 2016 to 50.3% in 2036.

The projected change to Torbay's demography over the next 20 years will adversely impact upon the areas economy. Not only will the increase in 65+ put added pressures on the areas local public services and benefits, while the proportion of those contributing towards the economy are disproportionately declining – resulting in an increase in the local dependency ratio¹¹ from 1 member of the working age population for

¹¹ Defined as the population under 16 and those 65+ compared to the working age.

every 0.74 dependant to in 2016 to 1:1 in 2036. In reality, in 2015 there were 1.2 dependants¹² for every worker in Torbay. This is projected to increase to 1.4 by 2030.

Figure 28: Projected population change, Torbay



Source: NOMIS, Population Projections, 2016

¹² Figure based on 0-16, unemployed, and retired population



Meeting: Policy Development and Decision Group (Joint Operations Team)/Council Meeting

Date: 9 October 2017/19 October 2017

Wards Affected: All Wards

Report Title: English Riviera Destination Management Plan 2017-2021

Is the decision a key decision? Yes

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Cllr Nicole Amil, Executive Lead for Tourism, Culture and Harbours, Nicole.amil@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat, Executive Head of Business Services, Torbay Council, Kevin.mowat@torbay.gov.uk

1. Proposal and Introduction

1.1 TDA was commissioned by Torbay Council to develop a new Tourism Strategy, replacing the Turning the Tide 2010-2015 strategy. The new strategy developed into a wider Destination Management Plan (DMP) which is to be presented to Full Council on 19 October 2017 for adoption. The Council asked the TDA to:

- Identify the key issues facing the sector and establish a clear direction for the development of Torbay as a destination.
- Consider what is working and what needs to be changed.
- Provide direction on the role of the local authority, in the supply of tourism related infrastructure, services and amenities.
- Define the volume and value of tourism to Torbay.
- Outline the roles and structures governing tourism in the locality.
- Clearly articulate the vision for the future based on emerging trends.

1.2 The DMP sets the framework for the on-going development of Torbay as a tourism destination, and build upon the successes of the previous Strategy, Turning the Tide 2010-2015. The DMP is broader than simply a marketing plan and helps shape the future development of Torbay as a place.

1.3 The overall objectives of the DMP are to deliver a series of agreed key actions, in partnership with local stakeholders, to strengthen and develop the English Riviera's tourism offer by achieving the following:

forward thinking, people orientated, adaptable - always with integrity.

- Increase year round growth in numbers for both UK Domestic and International visitors.
- Extension of the current season beyond the school holidays.
- Attraction of new International and UK visitors.
- Increase visitor spend.
- Attract investment and reinvestment into Torbay.
- Ensure sustainable delivery of marketing activity for the destination.
- Raise level of skills in the sector.

1.4 Research and consultation has highlighted six interconnected priorities for action. The DMP is an evidence-based document which sets out 6 priorities to aid the development of English Riviera visitor economy:

- Priority 1: Partnership Working
- Priority 2: Product Development
- Priority 3: Market Development and Communication
- Priority 4: Developing the Destination
- Priority 5: Visitor Experience
- Priority 6: Skills and Business Development

1.5 Each priority contains a number of actions, 27 in total. Each action has been allocated to a key stakeholder who will be responsible for the delivery of that action. These stakeholders will form the Destination Management Group which will be responsible for the delivery of the DMP.

1.6 The Visitor Economy is an important sector for Torbay. The Council and its partners will seek to use all opportunities to promote the alignment of the DMP with government strategies and the DMG could adapt actions based on changes in government policy.

2. Reason for Proposal

2.1 The English Riviera Destination Management Plan (DMP) 2017-2021 Pride in Place, sets the framework for the future development of tourism in Torbay. It is proposed that this new DMP will establish a shared approach between key stakeholders to effectively manage tourism as a whole for Torbay.

2.2 The DMP will focus collaborative effort, reduce duplication and maximise local investment, whilst making the most of available resources. This joint approach is supported by VisitBritain and VisitEngland as an essential tool further supporting Government policy and encouraging destination organisations to become focused and efficient. The DMP aligns with the Council's Corporate Plan, Town Centre Regeneration Programme and Economic Strategy.

3. Recommendation(s) / Proposed Decision

That the Executive Lead for Tourism, Culture and Harbours be recommended:

3.1 That the Council be recommended that the English Riviera Destination Management Plan 2017-2021 Pride in Place, as set out in Appendix 2 to the submitted report be adopted as a sub-strategy of the Torbay Economic Strategy.

Appendices

Appendix 1: Supporting Information and Impact Assessment

Appendix 2: English Riviera Destination Management Plan 2017-2021

Appendix 3: Evidence Base

Supporting Information and Impact Assessment

Service / Policy:	English Riviera Destination Management Plan 2017-2021
Executive Lead:	Cllr Nicole Amil
Director / Assistant Director:	Kevin Mowat

Version: 1	Date: 11.01.17	Author: Carl Wyard
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Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>It is proposed that the English Riviera Destination Management Plan (DMP) 2017-2021 Pride in Place is adopted to replace the expired Turning the Tide Tourism Strategy 2010-2015, and establish a shared approach between key stakeholders to effectively manage tourism as a whole for Torbay.</p> <p>The adoption of the new DMP is essential for the future growth of Torbay’s visitor economy. The DMP recommends developing a joined up collaborative approach for tourism - working together in partnership with key stakeholders and the industry to develop the English Riviera’s visitor economy.</p> <p>The creation of a new Destination Management Group (DMG) whose shared vision is to manage the visitor economy and to deliver the Plan’s objectives, will bring key stakeholders together across all sectors to effectively develop and promote the English Riviera tourism offer. The role of the DMG will be to deliver the six key priorities through a detailed action plan.</p>
2.	<p>What is the current situation?</p> <p>The draft DMP 2017-2021 Pride in Place, was published for public consultation on 9 December 2016 to 27 January 2017. THE DMP is awaiting approval.</p>
3.	<p>What options have been considered?</p> <p>The following options have been considered:</p> <p>a. No Destination Management Plan – the impact of this would lead to little development of the tourism offer, a heavy reliance upon repeat visitors and not developing the industry nor the place to ensure it is fit and desirable destination for future visitors. The result would be a likely reduction in visitor numbers reducing the economic development benefits the visitor economy can bring.</p> <p>b. A Tourism Strategy – this would focus solely on marketing the destination and would duplicate the activities of the Tourism BID Company. Furthermore, there would be little scope to develop neither the place nor the industry to meet the future needs of the visitor. There would be limited scope to attract new visitors and we would expect Torbay to lose out to its competitors.</p>

	<p>c. A Tourism Destination Management Plan – sets a framework for ensuring the Torbay visitor economy continues to develop and meets the needs of today’s and tomorrow’s visitors. Both the industry and the place can evolve maximising the economic benefits from the visitor economy and helping to ensure Torbay is a great place to live, work and visit. A Destination Management Plan is a concept and shared approach to effectively manage the whole tourism destination. VisitEngland VisitBritain sees the development of Destination Management Plans, which are increasingly being introduced across regions, as an essential tool further supporting Government policy, encouraging destination organisations to become focussed and efficient.</p>
<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan?</p> <p>We have ensured that the DMP supports the delivery of Torbay Council’s objectives, as set out in the Economic Strategy and Corporate Plan; specifically on creating a prosperous and healthy Torbay. The need to ensure Torbay remains an attractive and safe place to live, visit and work is one of the key areas of focus within the DMP.</p> <p>The Council’s Economic Strategy and Local Plan sets out the need to create more employment in Torbay and the need to continue to secure investment in support of the right infrastructure for economic growth including road, rail and broadband, as well as sites and premises. The DMP focuses on Torbay’s strong USP that is the English Riviera, with a world-class tourism offer and therefore the DMP supports and enables enhancement of that offer.</p> <p>The DMP sets out a shared approach to effectively manage the whole tourism destination. Focussing on developing a successful visitor economy, the DMP presents clear actions and the different stakeholders involved to take the DMP and the destination forward. Having a clear and structured Plan will therefore focus collaborative effort, reduce duplication and maximise local investment. This is therefore the right approach for the English Riviera, making the most of available resources, working in collaboration with key stakeholders and the industry to effectively develop the visitor economy. In addition, working in closer partnership also maximises Torbay’s chances of making the most of available funding opportunities to support the development of the visitor economy and importantly the development of more world-class visitor experiences.</p>
<p>5.</p>	<p>How does this proposal contribute towards the Council’s responsibilities as corporate parents?</p> <p>This document recognise that there are increasing opportunities in Torbay, and across the South West, to access higher learning and associated employment opportunities. Where possible, the actions in the Plan will develop a robust education/employment pathway to maximise those opportunities for our young people. Within this, care leavers and children in our care will be a particular priority and this is a specific action in the Plan.</p>
<p>6.</p>	

	<p>How does this proposal tackle deprivation?</p> <p>Within the Policy Framework the DMP sits under the Economic Strategy which has specific actions to tackle deprivation.</p> <p>Tourism and hospitality is recognised as a low paid seasonal sector to work in and this plan sets out an ambition to turn this around and make the sector an attractive one to work in. This will have a positive impact upon those working in the industry this having an impact upon those on the edge of poverty/deprivation.</p>
<p>7.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>English Riviera visitors, tourism-related businesses and local residents, who have visiting friends and relatives.</p>
<p>8.</p>	<p>How will you propose to consult?</p> <p>The draft English Riviera Destination Management Plan 2017-2021 Pride in Place, was published for public consultation 9 December 2016 to 27 January 2017 using:</p> <ul style="list-style-type: none"> • Online questionnaire - via the Council's consultation website • Social media engagement • Press release • One to one meetings with key industry stakeholders, who will form part of the new Destination Management Group • Industry e-newsletters/direct contact – via TDA, ERTC and the Torbay Business Forum <p>In addition, informal industry consultation in the form of 'listening panels' also took place on 5 December which has informed the development of the DMP.</p>

Section 2: Implications and Impact Assessment

9.	<p>What are the financial and legal implications?</p> <p>Resources and financial implications on how best to deliver the Destination Management Plan are currently in discussion with Torbay Council and TDA.</p> <p>The options for delivery are:</p> <ol style="list-style-type: none">1. Torbay Council provides financial resource to deliver the DMP. Delivery of the DMP would require a full-time role with estimated costs of £40,000 per annum.<ul style="list-style-type: none">(+) Clear and consistent leadership and investment for the whole destination(-) Available finances(-) Resources and capacity within TC to manage delivery of the plan2. Torbay Council contracts TDA to deliver the DMP<ul style="list-style-type: none">(+) Complements the Masterplan delivery(+) Clear and consistent leadership(+) Great Places Funding has been secured providing 50% of the costs for the full-time role recovered.(+) TDA will ensure delivery of action plan follows an evidence based approach(-) Resources and capacity of TDA(-) If no extra funding is found, this will be delivered at the expense of other economic development activity3. Partnership Funding is sourced<ul style="list-style-type: none">(-) Uncertain and unreliable funding streams(-) Unclear leadership(-) Resources and capacity – will still require someone to lead on sourcing the funding4. Do nothing<ul style="list-style-type: none">(-) No leadership(-) No destination investment(-) DMP not delivered(-) Only the marketing of the destination will be taken forward by the new English Riviera Tourism BID Company(-) The work undertaken so far to develop the DMP would be a costly waste
10.	<p>What are the risks?</p> <p>Key risks are outlined in the table:</p>

Risk description	Result	Impact	Mitigation
Limited engagement from stakeholders and wider industry	Limited delivery of DMP	Outcomes not achieved	Early stage engagement with stakeholders and wider industry
Not properly resourced	Solely reliant upon the partnership to form and deliver the DMP	Likely reduced momentum resulting in the Destination Management Group (DMG) dissolving resulting in poor outcomes	Full time role to be resourced to co-ordinate the DMG and deliver the plan
Lack of investment	No product development	Reduction in appeal of Torbay as a visitor destination resulting in reduction in visitor numbers	Align DMP to other place shaping strategies and maximise development/investment opportunities

11.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable.</p>
12.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>In-depth desktop and primary research has taken place to build an effective and forward thinking Tourism Destination Management Plan. This includes:</p> <ul style="list-style-type: none"> • Tourism value and volume data • Visitor/lapsed/ non visitor face to face and online surveys • Industry surveys • Strengths, issues and opportunities • Emerging trends <p>This information has been captured in an Evidence Base document appended with this report.</p>
13.	<p>What are key findings from the consultation you have carried out?</p> <p>The public consultation supports the DMP.</p> <p>Through TDA's one to one meetings with key industry stakeholders (taken place at the time of writing), positive feedback has been received in support of the Destination Management Plan, its objectives, approach, priorities and proposal for a new Destination Management Group to deliver the action plan.</p>
14.	<p>Amendments to Proposal / Mitigating Actions</p> <p>Consultation has concluded and all necessary amendments have already been made.</p>

Equality Impacts

15	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	<p>A key Objective of the DMP is to raise the level of skills in the tourism sector. Priority 6: <i>Skills and Business Development</i> of the Action Plan focuses on what we need to do to ensure we have the right skills to meet visitor needs and expectations. Key actions of this priority relating to younger people include:</p> <ul style="list-style-type: none"> • Support industry by changing perceptions for tourism as an attractive career path and retain local talent. • Encourage adoption of apprenticeships throughout the industry, helping to overcome the barriers of recruitment and retention of staff (a key issue often seen by businesses due to tourism seasonality). 		
	People with caring Responsibilities	<p>The Objectives of the DMP aim to attract growth in both domestic and international visitors. The English Riviera is an accessible tourism destination for all visitors, including people with caring responsibilities.</p> <p>Priority 4: <i>Developing the</i></p>		

	<p><i>Destination</i> includes the key focus of ensuring the resort is an attractive place to visit, including the delivery of services accessed by visitors all year round, such as the provision of public toilets, parking and beach facilities.</p> <p>This action also has an impact on Priority 5: <i>Visitor Experience</i>, focusing on developing customer care across the resort, giving the best welcome to all visitors and maintaining high satisfaction. The provision of modern, well-informed parking services for all visitors is a key action point, aligning with the Council’s Parking Strategy 2016-2021; providing quality, affordable and accessible parking services to meet visitor needs and expectations.</p> <p>Priority 6: <i>Skills and Business Development</i> includes the key action of developing an accessible and affordable programme of business support, which includes maximising revenue opportunities and visitor markets.</p>		
<p>People with a disability</p>	<p>The Objectives of the DMP aim to attract growth in both domestic and international visitors. The English Riviera is an accessible tourism destination for all visitors, including people with a disability.</p>		

	<p>Priority 4: <i>Developing the Destination</i> includes the key focus of ensuring the resort is an attractive place to visit, including the delivery of services accessed by visitors all year round, such as the provision of public toilets, parking and beach facilities. Accessibility of services will be a consideration.</p> <p>This action also has an impact on Priority 5: <i>Visitor Experience</i>, focuses on developing customer care across the resort, giving the best welcome to all visitors and maintaining high satisfaction. The provision of modern, well-informed parking services for all visitors is a key action point, aligning with the Council's Parking Strategy 2016-2021; providing quality, affordable and accessible parking services to meet visitor needs and expectations.</p> <p>Priority 6: <i>Skills and Business Development</i> includes the key action of developing an accessible and affordable programme of business support, which includes maximising revenue opportunities and visitor markets, and ensuring businesses meet the needs of all their customers.</p>		
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Women or men	The Objectives of the DMP are to attract growth in both domestic and international visitors. The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> . The 2016 visitor survey shows Torbay attracts more female visitors (54%) than male, evidencing it is an inclusive, welcoming resort to both men and women.		
People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> . The Objectives of the DMP aim to attract growth in both domestic and international visitors and is non-discriminatory; the target markets will be based on evidence and emerging trends.		
Religion or belief (including lack of belief)	The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> . The Objectives of the DMP aim to attract growth in both domestic and international visitors, including those with religion, belief or non-belief.		
People who are lesbian, gay or bisexual	The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> .		

	The Objectives of the DMP aim to attract growth in both domestic and international visitors, including people who are lesbian, gay or bisexual.		
People who are transgendered	The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> . The Objectives of the DMP aim to attract growth in both domestic and international visitors, including people who are transgendered.		
People who are in a marriage or civil partnership	The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> . The Objectives of the DMP aim to attract growth in both domestic and international visitors, including people who are in a marriage or civil partnership.		
Women who are pregnant / on maternity leave	The English Riviera is an accessible, tourism destination for all visitors, which is the key focus of Priority 5: <i>Visitor Experience</i> . The Objectives of the DMP aim to attract growth in both domestic and international visitors, including women who are pregnant/ on maternity leave.		
Socio-economic impacts (Including impact on child poverty issues and deprivation)	Attracting investment and reinvestment into Torbay is a key objective to the success of the visitor economy and the DMP.		

	<p>Priority 5: Developing the Destination includes key actions</p> <ul style="list-style-type: none"> • to ensure the destination remains an attractive and safe place to live, visit and work and • Support the reinvestment and attract new high quality investments to further develop the tourism offer to attract new visitors. This includes making better use of Torbay Council capital infrastructure assets, improving the quality of offer and generation revenue. 		
<p>Public Health impacts (How will your proposal impact on the general health of the population of Torbay)</p>	<p>The adoption of the DMP aligns with the Council’s Corporate Plan ambitions for a prosperous and healthy Torbay; by making the best use of resources and adopting a joined up partnership approach for the future of tourism in Torbay and through the creation of a new Destination Management Group.</p> <p>The DMP aligns with the Council’s targeted action of ensuring Torbay remains an attractive and safe place to live and visit, therefore having a positive impact on the general health of the population of Torbay.</p>		

14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	The English Riviera Destination Management Plan 2017-2021 sets out the framework for the on-going development of Torbay as a tourist destination. The DMP embraces corporate priorities. When any changes are made in Council policy, those with tourism implications should be identified and responded to appropriately.
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	The English Riviera Destination Management Plan 2017-2021 sets out the framework for the on-going development of Torbay as a tourist destination. The DMP embraces corporate priorities. When any changes are made in Council policy, those with tourism implications should be identified and responded to appropriately.



2017-2021

English Riviera Destination Management Plan

Delivering a Prosperous and Healthy
Torquay



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INTRODUCTION

Torbay, the English Riviera, is a leading UK seaside holiday destination. This Destination Management Plan¹ (DMP) brings the management of the destination together. It aims to provide a shared approach to ensure the whole destination and its tourism businesses are supported and developed. Focussing on developing a successful visitor economy, the Plan presents clear actions and the different stakeholders involved to take Torbay, as a destination, forward. The Plan will align collaborative effort, reduce duplication and maximise local investment.

The Plan builds on the success of the *Turning the Tide for Tourism in Torbay Strategy*:

- 12% increase in UK visitors with an 8% increase in spend and 1% increase in overseas visitors.²
- Achieved UNESCO Global Geopark status, based on the English Riviera's outstanding internationally significant geological and cultural heritage.
- Delivery of the new South Devon Highway, improving visitor journey times and travel experiences.
- Charitable status obtained for the Agatha Christie Festival, securing Arts Council funding for international development.
- Increased private investment in product development including the refurbishments of hotels improving the quality of accommodation from 2* to 3*, increased the number of quality 5* Boutique B&Bs, development of three new Premier Inns and new 5* boutique spa beach huts.
- Achieved and maintained Purple Flag status for the destination's night time economy and Blue Flag and Beach Awards status.
- The future of destination marketing secured through the establishment of the new English Riviera Tourism BID Company.
- 'The English Riviera, South Devon's Beautiful Bay' widely adopted across the resort
- New high quality restaurants, cafés and bars, including the popular Abbey Sands development.
- More berths for leisure vessels in Torquay Harbour and new cycle routes have been introduced.

Moving forward, the DMP will make more use of the area's natural and cultural assets to develop an all year round destination offer, define compelling marketing messages and new products to reach new International and domestic visitors; increasing the quality of the tourism offer and maintaining the resort's position as a leading South West coastal destination.

The DMP 2017-2021 is underpinned by extensive consultation which has invited tourism stakeholders across the private and public sector locally to share their views. TDA, on behalf of Torbay Council, has also conducted a wide range of research to support the Plan which has been published as Supporting Evidence.

¹ A DMP is a concept and shared approach to effectively manage the whole tourism destination. VisitEngland VisitBritain sees the development of Destination Management Plans, which are increasingly being introduced across regions, as an essential tool further supporting Government policy, encouraging destination organisations to become focussed and efficient.

² 2010:2015 comparison English Riviera visitor data

EXECUTIVE SUMMARY

The English Riviera as a leading UK coastal resort faces an exciting future. Since 2010, when the previous Tourism Strategy was approved, both staying domestic visitors and day visitor numbers have increased, supported by year-on-year visitor spend.

The following achievements have been made since the 2010-2015 Turning the Tide Strategy was approved:



Tourism remains a key sector for Torbay and this DMP sets out how we aim to develop the place to meet the needs of today's and tomorrow's visitors. Whilst the summer season remains important for the industry and its visitors, many of whom are returning visitors, seizing on new opportunities and new markets to attract new visitors all year round is the ambition of this Plan. More specifically, the Plan seeks to:

- Increase year round growth in numbers for UK domestic and international visitors
- Extend the current season beyond the school holidays
- Attract new international and UK visitors
- Increase visitor spend
- Attract investment and re-investment into the Torbay
- Ensure sustainable delivery of marketing activity for the destination
- Raise skills levels in the sector

As series of priorities and actions have been developed to help achieve these objectives.

These Objectives and associated Priorities and Actions have been developed following extensive visitor and industry surveys conducted during 2016, supported by industry trend data from Visit England and current government policy.

Achieving these objectives will be the responsibility of a newly formed Destination Management Group (DMG) which will oversee the delivery of this plan and its actions by reaching out to industry leaders within Torbay such as the Torbay Business Forum and Local Chambers of Commerce to facilitate its delivery; these industry leaders will form a sub-group of the DMG. The DMG will also be the custodians of the destination setting out how we respond to challenges facing the industry and responding to and influencing government policy.

CONTEXT

The Visitor Economy and Market

Tourism in England generates £85 billion a year for the economy and employs over 2.6 million people. Latest figures³ for domestic overnight tourism indicate that there were over 43 million holidays, 40 million visiting friends and family and 14 million business visits. Inbound tourism saw 12 million holidays, 10.5 million visiting friends and family and 7.5 million business visits.

In 2015, over 4.5 million trips were taken to Torbay with £436 million spent by those visitors. The increases in visitor numbers and spend since 2010 when the previous Strategy was adopted are:

- 12% increase in trips by UK Domestic Visitors
- 4% increase in the number of nights spent in Torbay by UK visitors
- Spend by UK visitors has increased from £220,433,000 in 2010 to £274,410,000, which equates to an 8% increase when compound inflation is taken into account.

The table below shows the comparison of Torbay with other Devon destinations in 2015⁴:

	UK Trips	Overseas Trips	Day Visitors	Total Visitor Spend*
English Riviera	1,084,000	95,600	3,389,000	£436,040,000
Teignbridge	573,000	37,500	3,516,000	£253,484,000
Plymouth	637,000	76,000	4,252,000	£316,553,000
North Devon	937,000	26,000	2,964,000	£345,512,000

* Domestic, overseas and day visitor spend

The 2016 visitor surveys show the English Riviera remains a popular holiday destination. It has a strong and loyal UK market attracting 97% of its visitors from the UK and has an extremely high repeat visitor rate of 87%.

The Tourism Product

Situated within the stunning, rolling hills of South Devon, the English Riviera covers 24 square miles, comprising of the three towns Torquay, Paignton, and Brixham located around the east-facing natural harbour of Tor Bay.

The area includes part of the South West Coast Path, has 18 sandy beaches and is in close proximity to Dartmoor National Park. Known as South Devon's Beautiful Bay, the area's attractive coastline, mild-climate, recreational and leisure attractions have won the English Riviera the title of England's Top seaside destination⁵, and has been included in the country's Top 10 destinations for the past three years.

In September 2007, the English Riviera received International recognition for its rich geological, historical and cultural heritage and Torbay became a Global Geopark. The designation has full UNESCO programme status that has so far only been awarded to 120 destinations in the world.

³ Tourism in England – Key Facts and Trends 2015

⁴ South West Research Company

⁵ TripAdvisor 2015 Travellers Choice Awards

Policy Context

The ambition of Torbay Council's Corporate Plan is to create a prosperous and healthy Torbay. The need to ensure Torbay remains an attractive and safe place to live, visit and work is one of the targeted actions within the Corporate Plan.

Torbay's Economic Strategy provides a five year plan for growing the area's economy with a clear action plan focussing on sustainable productive growth. The Strategy places a strong focus upon ensuring that previous investment and job creation is sustained, whilst ensuring the correct environment is in place to maximise growth opportunities, raise productivity levels in businesses and deliver long term prosperity. We recognise that there are increasing opportunities in Torbay, and across the South West, to access higher learning and associated employment opportunities. We are committed to developing a robust education/employment pathway to maximise those opportunities for our young people. Within this, care leavers and children in our care will be a particular priority.

The Economic Strategy encompasses this DMP as well as the Cultural Strategy and the Transformation Strategy for Torbay's Town Centres. The Council's Local Plan provides the framework for growth, investment and planning decisions in Torbay, including policies for tourism.

The development of the destination of Torbay will also take place in the context of national and regional policy:

- The recognition by the Government of the need to support growth in the tourism industry
- VisitEngland VisitBritain's focus on building England's tourism product, raising Britain's profile worldwide and increasing the volume and value of tourism exports
- The aims of the Heart of the South West Local Enterprise Partnership to create the right underlying conditions to address productivity barriers and support specific opportunities for high growth
- The objectives of Visit Devon to promote and market the County of Devon as a tourist destination and to act as an official voice for those involved in Devon's tourism industry.

Destination Management, Organisation and Marketing

To take this DMP forward, which is essential for Torbay's future growth, the Plan advocates a joined up collaborative approach for tourism, with stakeholders and industry working in partnership to develop the English Riviera's visitor economy.

This Plan is separate and different to the Business Plan of the English Riviera BID Company. The Company is the official Destination Marketing Organisation for Torbay, overseeing the management, delivery and evaluation of targeted marketing activities. It will operate until 2022, investing £3 million in focussed marketing activity.

The creation of a new Destination Management Group (which will manage the visitor economy and deliver the Destination Management Plan's objectives) will reach out to stakeholders and industry leaders across all sectors to effectively develop and manage the English Riviera as a whole destination.

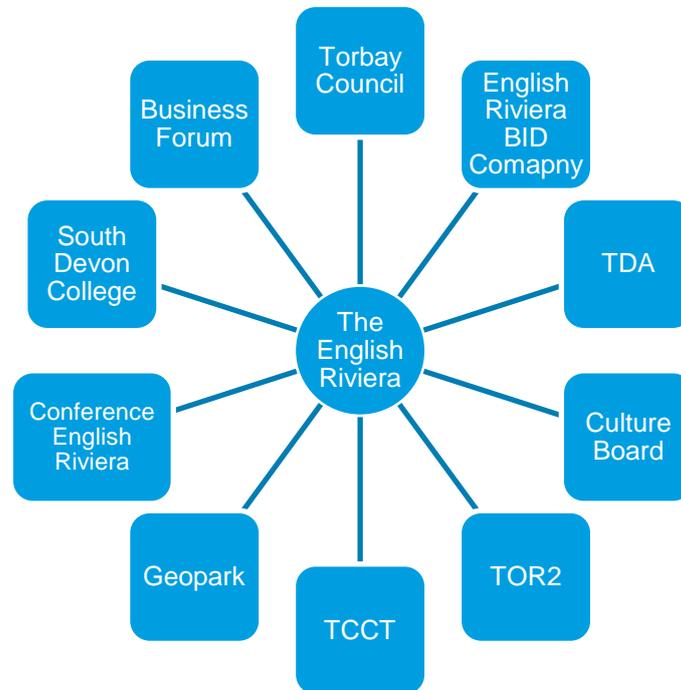
Funding opportunities for tourism need to be maximised for tourism and business investments (infrastructure, product development and skills), the Destination Management Group will take a collective role in identify new funding sources, working together with industry to support the growth of the English Riviera's visitor economy.

Key stakeholders of the Destination Management Group include:

Torbay Council (including
Tor Bay Harbour Authority)
English Riviera BID
Company
TDA

Torbay Culture Board
TOR2
Torbay Coast and
Countryside Trust

English Riviera Global
Geopark Organisation
Conference English Riviera
South Devon College
Torbay Business Forum



Whilst, these are the leading organisations, as delivery of the Plan progresses additional members may be identified and invited to join the Group.

As part of the collaborative working partnership approach and the shared vision to develop the destination’s visitor economy, building effective strategic partnerships (local and regional) is essential for the future of tourism in Torbay. A **Sub Reference Group** will therefore also be established, supporting the Destination Management Group and who can be called upon on an ad-hoc basis to assist in the development and delivery of the Action Plan. Members of the Sub-Reference Group will include business representatives across sectors including retail, as well as organisations such as the Chamber of Commerce, Torbay Licensing Forum, Events Forum and Transport Operators (Stagecoach, First Great Western, local Boat Operators and Exeter Airport for example).

Torbay will continue to work with other partners across the South West where there are shared benefits.

Future Challenges and Trends

TDA’s industry research (which is set out in the accompanying Evidence base) shows there are emerging trends and opportunities which are areas of opportunity for the English Riviera:

- Increase in popularity of short breaks
- Growing popularity of staycations
- Increase in business and conference tourism

- Growing national trend for wellness tourism
- Building on existing assets to increase cultural tourism
- Maximising the opportunities from TV and film production

The following pages show the strengths, issues and opportunities which are the basis on which the DMP has been developed and stem from the Evidence Base. The Plan sets the framework to bring these together to develop the English Riviera's aspirations as the preferred South West coastal tourist destination.

STRENGTHS	ISSUES	OPPORTUNITIES
<ul style="list-style-type: none"> ▪ Strong UK market with three quarters of visitors from outside the South West region, with large amounts of visitors coming from the M1, M6 corridors, central and north areas. ▪ Current visitors are happy and like what they experience - high resort recommendation score. ▪ 79% of visitors are staying overnight ▪ Popular location for taking a leisure trip/holiday. ▪ High proportion of affluent ABC1s visitors and in full time employment. ▪ Exceptional high return of repeat and loyal visitors. ▪ The majority of staying visitors are without children and in adult only groups. ▪ Strong family market, (predominately during school holidays), seeing an increase of groups with children and increase in group size from 2.58 to 2.64 people. ▪ Accessible location - highest proportion of visitors travelling by car. ▪ Visitors feel well informed with information was easy or very easy to find during their visit. ▪ Strong 'traditional seaside experience' with 62% of visitors giving this as the main reason for visiting. ▪ High visitor satisfaction for 'resort enjoyment' ▪ A good range of 'things to do' and attractions with good satisfaction scores. ▪ Successful new developments, (e.g. Abbey Sands). The restaurants in this development are often full highlighting the fact that if a 	<ul style="list-style-type: none"> ▪ Torbay has an ageing visitor profile. ▪ Low rate of first time visitors. ▪ Extreme seasonality, predominately during the school holidays. ▪ Low rate in overseas visitors. ▪ The average length of stay has decreased from 5.40 nights to 4.76 nights. ▪ The car parking offer is seen as the biggest issue ▪ The physical environment of the high street is seen as run down – empty retail shops and dirty streets. ▪ Increased presence of anti-social behavior and homeless people on the streets/open public areas. ▪ The proportion of business trips is continuing to decline. ▪ Lapsed/ non visitors do not think they can find a quality offer in Torbay (specifically food and drink). ▪ Torbay is seen as a value for money destination. ▪ No new destination related issues deterring visitors, but existing issues need addressing. ▪ Half of tourism businesses experience issues as a result of Torbay's seasonality. ▪ Low industry confidence in visitor demand, increased competition, the economy (Brexit), recruitment/retention of staff. ▪ Short supply of high-end accommodation. ▪ There needs to be a better link between culture and tourism and how this offer is promoted to attract new visitors. ▪ The English Riviera is a strong brand for current visitors but the brand can be confusing, as the 	<ul style="list-style-type: none"> ▪ Promote the English Riviera as a year round destination, extending the season. ▪ Maximise visitors' interest in the local food/drink and the outdoors. ▪ Agatha Christie provides a useful cultural offer ▪ Utilise local events in a co-ordinated marketing programme to attract new visitors and engage with local businesses and residents. ▪ Increased UNESCO Geopark awareness with 40% of visitors wanting to find out more. ▪ Review the success of the UNESCO Geopark conference and make best use of its legacy for the business/conference and international market. ▪ Research the UK and International conference and business market to identify opportunities for the resort and the Riviera International Conference Centre. ▪ The majority of staying visitors are without children and in adult only groups, presenting the opportunity to further develop this market to increase the shoulder season and occupancy. ▪ Develop the quality offer and fill bed spaces out of peak summer months utilising the mix of accommodation and large stock available. ▪ New product development to support growth in international visitors. ▪ Day visitors staying in other areas of Devon/South West are travelling up to 1 hour to Torbay whilst on their trips. ▪ Torbay's car parking offer can be used to attract shoppers and day visitors. ▪ The resort can become a touring base for Devon

STRENGTHS	ISSUES	OPPORTUNITIES
<p>quality product is developed, people are willing to use them and spend the money.</p> <ul style="list-style-type: none"> ▪ Strong industry confidence both in the future of their business and in planning to develop and grow their business in the next 5 years. ▪ Strong desire for partnership and joined-up working from the Industry, for sharing of information/ events, promoting Torbay and improving the quality of offer. ▪ Businesses are engaging digitally. ▪ High delegate satisfaction score for the UNESCO Global Geopark Conference. 	<p>area is also known as Torbay with the towns Torquay, Paignton and Brixham.</p> <ul style="list-style-type: none"> ▪ Current visitors are on a budget and are using On-line Travel Agents more to find the best deals. ▪ Working in the tourism industry is not perceived as a career option impacting on staff recruitment and retention. ▪ Torbay is seen as too far to travel by lapsed/non visitors. ▪ There are perceived delays in the development of new development projects. E.g. Torwood Street, Oldway Mansion, Pavilion. ▪ 1/3 of businesses feel training isn't relevant to their business on a range of key topics and 1/3 don't provide any training at all. ▪ April to September is the core trading period for businesses. ▪ Low delegate satisfaction score for the quality of resort accommodation from the UNESCO Global Geopark Conference delegates. 	<ul style="list-style-type: none"> ▪ A higher percentage of non-visitors are looking for history, heritage and culture for a holiday and which they don't think they can find here. ▪ Increase use of digital by visitors to research, book and review their trips. ▪ New developments (e.g. Abbey Sands attracting leading restaurants) provide an opportunity to attract similar developments to Torbay. ▪ 8% VFR market – this seems low, but may be the second reason for visiting. ▪ Increase in shorter stays and maximise the visitor spend in this market trend. ▪ Maximise current visitor's high recommendation scores. ▪ Brexit is likely to lead to an increase in staycationing whilst making the UK an attractive place to visit for Europeans due to currency changes. ▪ The South Devon Highway has improved accessibility to the area bringing Exeter/Bristol Airport closer in terms of travel times, potentially opening up new markets. ▪ Accommodation providers can help to promote events, what's on/things to do. ▪ Successful VisitEngland Discover England Fund project (England's Seafood Coast) will create a strong quality food and drink offer to attract new International visitors. ▪ The new Tourism BID Company will provide a clear way forward for destination marketing. ▪ Businesses are engaging digitally, there are opportunities to help businesses to use these platforms more effectively.

OBJECTIVES

Objective and Targeted Actions

The objective of the English Riviera's DMP is:

To strengthen and develop the English Riviera's tourism offer.

This will be achieved by delivering, in partnership with local stakeholders, the following targeted actions:



Priorities

To deliver these targeted actions there are six priorities, which are all connected to ensure the success of the English Riviera's visitor economy. Whilst these priorities can stand alone, there is likely to be some overlap (i.e. developing the destination will also have an impact upon marketing and communication).



- **Priority 1: Partnership Working:** We will work collectively with joint responsibility to deliver the Destination Management Plan in order to grow of the English Riviera’s visitor economy.
- **Priority 2: Product Development:** We will strengthen the English Riviera’s all year round product, extending the season and jointly developing an increased number of compelling visitor experiences. We will build on the success of our quality natural and cultural assets, the UNESCO Geopark and Agatha Christie to attract new international and UK visitors.
- **Priority 3: Market Development and Communication:** We will identify new and emerging markets and how best to communicate with them We will make the most of our existing assets and all year round destination to attract new international and UK visitors as a key focus for marketing the English Riviera.
- **Priority 4: Developing the Destination:** We will ensure the English Riviera remains an attractive destination to live, visit and work in order to grow the visitor economy through improving the physical destination and the natural environment.
- **Priority 5: Visitor Experience:** We will ensure the English Riviera as a destination offers a quality experience across the whole resort, welcoming new visitors and encouraging their return.
- **Priority 6: Skills and Business Development:** We will work collaboratively to support tourism businesses to improve skills (including online digital) to develop the destination and to meet visitor needs and expectation.

Outcomes

Through focused and managed actions in relation to the Priorities, this Plan will strengthen the English Riviera visitor economy and will achieve the following outcomes:

- Increased visitor numbers and spend
- Extending the season beyond the school holiday periods

- Attracting new visitors
- Attracting investment and reinvestment
- Ensuring sustainable delivery of marketing activity for the destination
- Improved quality of accommodation offer
- Improved infrastructure, parking and retail offer
- Improved hotel occupancy throughout the year
- Improved visitor satisfaction results and recommendation rates across all areas
- Increased number of businesses taking up training opportunities
- Better connection with education providers and take up of apprenticeships
- Improving the perception of tourism of a career choice, retaining skills and local talent

ACTION PLAN

This section builds upon the presented six Priorities and sets out a series of key actions which the Destination Management Group (with a lead organisation for each action) will take forward. It should be noted that whilst these actions can stand alone, there is likely to be some overlap. The timescales and key milestones will be monitored and measured by the lead organisation, who can also call upon other organisations to support and deliver the priority.

Priority 1: Partnership Working

Key Actions	Lead Organisation
1. Create the Destination Management Group and set the Terms of Reference, to manage the delivery of the Plan and develop the English Riviera's visitor economy.	Torbay Council
2. Create the Sub Reference Group to support the Destination Management Group and the delivery of the Plan.	Destination Management Group
3. Prioritise our looked after children and care leavers within the activities in this Plan.	Destination Management Group

Priority 2: Product Development

Key Actions	Lead Organisation
4. Develop an all-year round seasonal product, extending the season to attract new Domestic and International visitors and overcome extreme seasonality in peak summer months. Supporting marketing and communications, promoting the English Riviera as an all year round destination, extending the season and attracting new visitors all year round.	Destination Management Group
5. Define Torbay's cultural offer to target and attract new visitors; develop new itineraries making the most of cultural assets including Agatha Christie and UNESCO Geopark, and further explore opportunities in this new market; further supporting the all year round offer and attracting international visitors.	Torbay Culture Board
6. Develop a range of packages and experiences to exploit new opportunities and satisfy the needs of new visitor markets; Develop compelling packages and targeted marketing messages to attract new	English Riviera BID Company

Domestic and International visitors, as well as re-engaging with lapsed/non visitors; including quality food and drink, history heritage and culture, natural assets and outdoor experiences/activities.

Priority 3: Market Development and Communication

Key Actions	Lead Organisation
7. Develop an all-year round seasonal offer, extending the season, marketing the English Riviera as an all-year round destination, using Torbay's natural assets throughout the year to define and promote the offer. This should include evolving the current calendar of events/activities, making the most of big and annual events, using key seasonal messages to attract new UK and International visitors.	English Riviera BID Company
8. Ensure regular market intelligence and evaluation takes place to inform effective market development - keeping the English Riviera businesses up to date with visitor trends, emerging markets and associated opportunities and further developing the offer	English Riviera BID Company
9. Scope new opportunities and development into new UK and International visitor markets. Identifying the new trends and how to maximise the opportunities to extend the season and increase new visitors. To include increasing short breaks and maximising the rise in 'staycations', international visitors, engaging with non/lapsed visitors, under 35's, business/conference tourism and exploring TV/film opportunities.	English Riviera BID Company
10. Develop the UNESCO Geopark offer to maximise visitor interest and increase new International and Domestic visitor markets. The offer should be accessible online, reflecting visitor trends, defining how both visitors and residents can benefit; further supporting product development and the English Riviera's all year round offer.	English Riviera Global Geopark Organisation
11. Build upon Torbay's digital presence - improving the quality and accessibility of visitor information, and also increasing direct online bookings with businesses through improved e-commerce websites; Working with industry for a joined up approach to cross-promote and aligning with national VisitEngland VisitBritain campaigns which are digitally focused, including the creation and sharing of quality content, guides, itineraries and images.	English Riviera BID Company

Priority 4: Developing the Destination

Key Actions	Lead Organisation
12. Maintain the strategic partnership focus for the development of the English Riviera's visitor economy to ensure the Plan's Objectives are achieved.	Destination Management Group
13. Aligning with Torbay Council's Corporate Plan, ensure the English Riviera remains an attractive and safe place to live, visit and work. This includes seeking to ensure service delivery, infrastructure and public open spaces accessed by visitors are maintained to support the destination's product development and meets the needs of visitors	Torbay Council
14. Review Torbay's retail and parking offer, as well as gateway and signage, to understand how it can be used to improve the quality of the visitor experience and overall welcome to the English Riviera. Ensure alignment to Torbay Masterplans' implementation timeframes and communication plans, further supporting product development and the quality of the visitor experience, specifically to overcome negative resort perceptions.	Retail – TDA Parking – Torbay Council
15. Support Torbay Council's policy for accommodation change of use; to better understand the impact on the visitor economy, the provision of support information for businesses and the future development of good quality accommodation, to attract new visitors and to meet their needs.	Torbay Council
16. Attract new high quality investments to further develop the English Riviera's offer and to attract new UK and International visitors. Specifically, making better use of Torbay Council existing capital infrastructure assets and empty buildings which are perceived negatively, including Torwood Street, Torre Abbey, Oldway Mansion and Broadsands Beach. This investment further improves the quality of offer, whilst also generating revenue for the visitor economy.	Torbay Council
17. Review Torbay's digital connectivity offer, ensuring the English Riviera offers exceptional, accessible Wi-Fi across the resort and in public spaces, improving the quality of visitor welcome and experience for both residents and visitors. This further supports product development and increasing the 'visiting friends and relatives market'. We know visitors are online during their stay to access information, book restaurants/things to do, as well as leaving online reviews. This provision therefore recognises and supports this trend, whilst improving the visitor experience.	TDA

Priority 5: Visitor Experience

Key Actions	Lead Organisation
18. Continue to develop exceptional customer care across the resort, giving the best welcome to all visitors and maintaining high satisfaction; Providing a quality offer and visitor experience consistently all year round, attracting and maintaining visitors to a quality destination.	Destination Management Group
19. Ensure modern, well-informed parking services are provided for all visitors, as detailed in Torbay Council's Parking Strategy 2016-2021; including the adoption of clear pricing options and seasonal campaigns, increasing revenue. Further supporting the all year-round product development, providing quality, affordable and accessible parking services will meet visitor expectations and overcome negative resort experiences and improve satisfaction rates.	Torbay Council
20. Ensure industry and local residents are well informed to provide up to date information to visitors/relatives on what the resort offers. Improving the communication and promotions of resort events/services, through a joined up approach will increase attendance, visitor spend and local awareness, improving the overall visitor experience	English Riviera BID Company
21. Identify areas of opportunities to increase visitor satisfaction scores into other resort services. Overall resort recommendation is high for example from current visitors; by developing weaker areas of visitor satisfaction, such as car parking facilities, public toilets and beach services it will positively impact on the visitor experience.	Destination Management Group
22. Maximise the opportunities through awards and accreditations to raise the profile of the English Riviera as a quality destination to new visitor markets. Promote and support businesses to enter awards and gain accreditations/recognition, including TripAdvisor, VisitEngland and Purple Flag.	English Riviera BID Company

Priority 6: Skills and Business Development

Key Actions	Lead Organisation
23. Develop the evidence base; conduct regular industry intelligence to understand the needs of industry, informing business and skills development. Ensure market-led business support is taking place, further supporting developing the destination and the visitor experience.	TDA
24. Support industry by changing perceptions for the tourism sector as an attractive career path and to retain local talent. By developing the destination and the all year round offer, it will support the industry with current issues experienced by seasonality, and the over reliance on cheap, seasonal, low skilled labour.	TDA
25. Develop an accessible and affordable programme of business support; encouraging tourism businesses throughout the destination to embrace the all year round offer and adapt to changing visitor trends. Business support should include key areas such as addressing key industry issues and those associated with 'Brexit'; recruitment and retention of staff; (linking to action 23); barriers to growth; developing digital skills; increasing revenue and maximising all opportunities to increase the visitor economy.	TDA
26. Identify future funding opportunities for business skills development, supporting the development of the visitor economy and maximising the funding opportunities. This also supports product development and developing the destination.	Destination Management Group
27. Encourage adoption of apprenticeship schemes throughout the industry, helping to overcome the barriers of recruitment and retention of staff, an issue often seen by tourism businesses due to Torbay's seasonality. Encourage the sector to take part in National Apprenticeship Week bringing together employers, schools and education providers and young people.	Destination Management Group

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Contributors to Destination Management Plan



English Riviera
BID Company



Enjoy, talk, be
do,
Torbay Culture Board



Torbay Coast &
Countryside Trust





2017-2021

English Riviera Destination Management Plan 2017-2021

Evidence Base

Pride in Place



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INDUSTRY SURVEY 2016

A comprehensive online tourism industry survey took place for three weeks in July 2016 by The South West Research Company Ltd on behalf of TDA. The aims and objectives of the 2016 survey were:

- To provide up-to-date information on current marketing methods used by businesses.
- To establish communication methods with visitors before, during and after their trips.
- To ascertain the current levels of training provision.
- To identify any issues and challenges related to the seasonal nature of tourism.
- To understand what businesses feel are the key priorities and emerging trends.

The survey was distributed to 984 tourism businesses, using ERTC contacts database, as well being promoted through the TDA Business Newsletter, local press release, Torbay Business Forum, Brixham Chamber of Commerce and across social media.

A total of 75 useable responses were generated, representing a 7.6% response rate.

A detailed analysis report produced by the South West Research Company is also available; the following are key summary points from the survey.

Key Findings

The results of the 2016 industry survey show Tourism in the English Riviera is very positive and businesses are generally using a mix of marketing, they recognise the importance of being digitally visible, value communication and providing information to visitors.

Industry Profile:

- 73% of respondents were accommodation providers
- 71% of businesses are based in Torquay
- 57% of respondents were established business and more than 6 years old
- 43% are independent businesses

Marketing and use of Digital:

72% of business said they used targeted marketing to attract a certain type of visitor:

- 83% to attract UK visitors
- 78% to attract European visitors
- 65% to attract International visitors
- 65% to attract over 65's groups

The majority of businesses, 97% said they had a website and 76% said they were using social media.

The survey asked businesses to select the most and least successful marketing routes for generating income. The results showed the most successful methods are online with OTAs, own websites and review sites generating the most income.

Communication and Information:

- On visitor enquiry, 75% of businesses provide information to visitors via their website, 69% by phone and 68% by email.
- 81% provide information leaflets onsite as well as in person and through their websites.
- After the visit, 45% engage with visitors by email, 37% via their websites and 31% by Facebook – showing digital communication is the most commonly use format after the visit.

The majority of Torbay businesses recognise the importance of customer reviews and are engaging online:

- 79% of businesses read customer reviews on TripAdvisor.
- 63% respond to positive reviews.
- 67% respond to negative reviews.
- A third of businesses don't have a TripAdvisor account or don't look at reviews.

Training:

The majority of Torbay businesses provide training in-house across a variety of key (prompted) areas:

- Customer service
- Dealing with customers with special needs
- Providing local area information
- Social media
- Website SEO and analytics
- Leadership and management
- Business planning for growth
- Market research/attracting new customers

On average, a third of all businesses said **training was not relevant** to their business and a third of businesses do not provide any training at all. This presents clear opportunities for improving skills, delivering training, increasing awareness and delivering business support for tourism businesses.

Trading, Challenges, Trends and Business Confidence:

- The core months of trading for businesses are April – September.
- 85% of businesses were closed in October and 81% are closed in March.
- 63% of tourism business said they are open all year.
- 36% of businesses not currently trading all year said they would consider all-year round opening if more promotion took place, supporting the development of extending the season.

Half of all businesses (49%) said they encountered problems due to seasonal nature of tourism. Key issues stated were:

- Attracting visitors out of season
- Cash flow problems
- Off peak demand
- Profitability
- Recruiting seasonal staff
- Staff retention in off peak

The top emerging trends from businesses were:

- Short stays
- All-year round destination
- Domestic staycations
- Events/festivals

71% of Torbay businesses are confident for the future, responding they are very confident (19%) or fairly confident (52%) for the next five years.

61% of all business responded also stated they have plans to develop their business in the next five years, including plans for refurbishments, improving services and increased/ targeted marketing.

VISITOR SURVEY 2016

Please also refer to the separate survey questions document and analysis report produced by the South West Research Company.

A comprehensive 2016 face to face and online visitor survey was conducted at key times between March and July by The South West Research Company Ltd on behalf of TDA.

A total of 2,337 responses were generated from the visitor surveys over a phased approach to maximise engagement in the time period available:

- 600 adults were interviewed face to face on popular street locations throughout Torbay, during Easter fortnight and also for a week in May (during term time).
- 1,737 online survey responses were generated in July.

The questions were grouped into key areas:

- Visitor profile
- Characteristics of visits
- Information sourcing
- Destinations visited, activities undertaken
- Visitor satisfaction
- Lapsed visitors
- Non visitors

A detailed analysis report produced by the South West Research Company is also available; the following are key summary points from the survey.

Key Findings Summary Analysis

The results of the 2016 visitor survey confirm that The English Riviera continues to be a popular holiday destination.

It has a strong and loyal UK market attracting 97% of visitors from the UK and has an extremely high repeat visitor rate of 87%.

VISITOR PROFILE

Visitor Age

The survey clearly shows Torbay's ageing visitor profile with the majority of current visitors 60% aged over 55.

Visitor Origin

- 75% of all Torbay visitors were from outside the South West region, (an increase from 66% in 2012/13), illustrating Torbay's good accessibility and popularity as a top UK seaside holiday destination.
- 23% of visitors lived within the South West region, a popular destination. This was 31% during the 2012/13 survey, indicating competition from other neighbouring destinations.

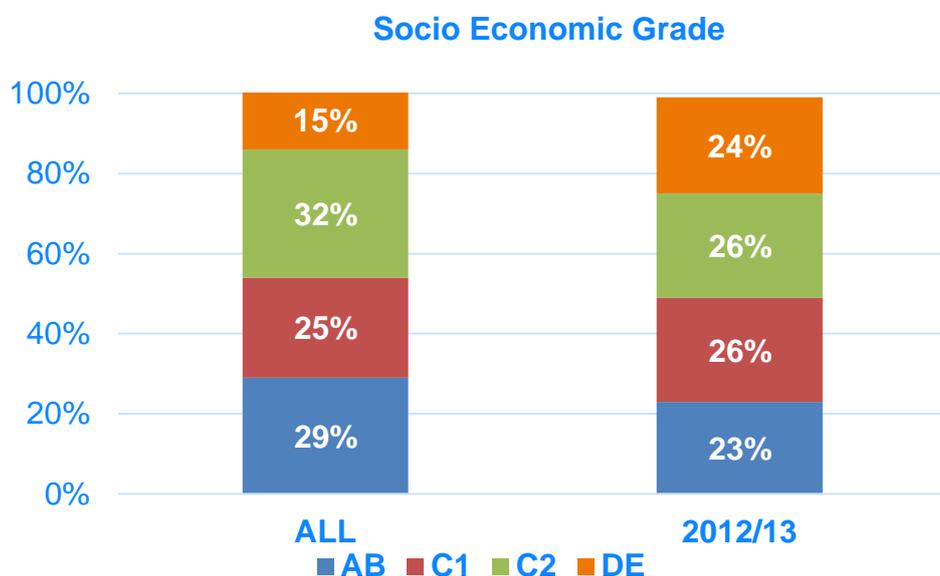
- Just 3% of all 2016 visitors surveyed were from overseas (the same during the 2012/13 survey); including 1% of all visitors who were from Germany. This shows there is room for growth in this market with targeted marketing campaigns and developing the tourism product.

Hot spots and common areas of visitor origin are The Midlands, North East, North West and main M1/M6/M5 motorway corridors. When looking at the origin of lapsed and non visitors the locations hot spots are very similar.

Socio-Economic Grade

Encouragingly for future growth, Torbay’s visitors continue to increase from ABC1 classification, which shows more visitors are working with disposable income to spend on their holidays.

- 54% of visitors were classified as ABC1’s (a 5% increase from 49% in the 2012/13 survey). This includes 29% as AB’s and 25% as C1’s.
- Half of all Torbay’s visitors were in full time employment, (increasing from 43% during the 2012/13 survey).



CHARACTERISTICS OF VISITS

- 89% of all visitors were on a leisure/holiday related trip showing the English Riviera’s strong position in the Domestic holiday market (this was similar in 2012-13).
- 87% of visitors were on a repeat visit to the resort, which has increased by 2% from 85% during the 2012/13 survey, showing the English Riviera’s loyal visitor base who enjoy coming back.
- Half of all staying visitors were staying overnight in Torquay, the most popular of the three towns.
- The average length of stay was 4.76 nights, (compared with 5.40 nights during the 2012/13 survey), indicating an increase in trend for short breaks.
- Day visitors staying in other areas of Devon and the South West are travelling up to one hour to Torbay whilst on their trips (two hours in some cases). This is a good indication of the English Riviera’s popularity and accessibility, presenting further opportunity to attract more day/staying visitors to the area.

- 79% of visitors had arrived by car/van (increase from 68% during the 2012/13 survey), evidencing road is by far the most popular form of transport.
- Just 8% of visitors had arrived in the resort by train (compared with 7% of visitors during the 2012/13 survey). This shows Torbay's good accessibility by road, but does suggest improvements can be made to rail services for both staying and day visitors.

First time and repeat visitors

- The English Riviera has an incredibly high return visitor rate of 87%. Whilst this is a great achievement and should be acknowledged, it is an issue to consider when coupled together with Torbay's older age of visitor (60% aged over 55).
- 14% of visitors were on their first visit to The English Riviera. A priority for Torbay is therefore to increase the number of new visitors to the resort.

INFORMATION SOURCING

On deciding where to go on holiday and planning a trip, visitors more than ever are using digital to research and book their trips. This can include:

- Searching on Google with key search words
- Referring to online review sites, such as TripAdvisor to research where to visit
- Engaging on social media – social influence and 'FOMO' ('fear of missing out')

The 2016 visitor surveys therefore included questions to gain insight into how visitors sourced information and booked their trips. The results show the top information sources are from a previous visit (57%) and via the internet (37%).

- 57% of staying visitors who used the internet to make a booking, had used their accommodation providers' website to do so (this was noticeably higher at 75% in 2012/13). This decrease could relate to returning visitors who do not need to access the site again.
- Just 4% of all visitors said they visited a Tourist Information Centre, indicating a drop in more traditional information sources, as they are using online methods more.
- A further 32% had used an Online Travel Agent to book their accommodation (which has doubled since the last survey, (previously 16% in 2012/13).
- 18% had used other websites which included The Sun, Blue Chip Holidays, as well as other OTA-associated platforms.

This shows there has been an 18% decrease of visitors booking directly with their Torbay accommodation online. The increase of bookings with Online Travel Agents/third parties could indicate a possible trend of visitors looking for the best price, discounts and last minute deals which are commonly available such as Booking.com; rather than booking directly with their hotel/B&B. This is a common and growing trend in current consumer behaviours who are looking for the latest offer and getting the most from their budget. It also presents a lost opportunity for Torbay businesses and is an area which should be looked at to maximise income opportunities and direct online bookings.

Using the internet to decide where to go on holiday remains consistently high. What is interesting is how and when visitors are using the internet to research where to go, what to do, booking and also posting reviews – before, during or after their trip. English Riviera businesses therefore need to be effective in using digital platforms and also aware of how they can get the most out of them to secure bookings, increase revenue, improve customer service and reach new customers.

- Of those internet users sourcing information, the majority at 81% had also used the internet to also book their accommodation/activity on-line. This again, shows the growing trend preference of visitors using the convenience of the internet to research and book their trips.
- It also shows the remaining 19% are being lost and potentially booking elsewhere, presenting an opportunity for future digital improvements for booking and capturing visitors online.

Whilst on holiday (all visitors)

- 60% of all visitors look for information on 'things to do' (increase from 46% 2012/13)
- 52% 'where to go', (decrease from 39% 2012/13)
- 50% attractions (doubled from 25% 2012/13)
- 43% eating out (24% in 2012/13)

These results show visitors are active with traditional holiday activities whilst they're here. Events however, scored just 37%, which indicates these aren't necessarily the reason why visitors are coming to the English Riviera, but more of an additional add-on activity to their holiday plans.

Obtaining information

When asked how easy they found it to obtain the information they needed during their visit, 86% of all visitors said it had been 'easy' (48%) or 'very easy' (38%) to do so. Indicating visitors can access what they need and there are no issues with finding information whilst on holiday in the resort.

As with sourcing information before visiting, 37% of visiting relied on information gained from a previous visit. This was the case for both survey methods and for the Easter face to face interviews. Those respondents interviewed in the resort during May were most likely to have obtained their information from their accommodation reception (33%).

A third, 29%, of staying visitors had used the internet to source their information about The English Riviera during their actual visit, which shows the growing use of mobile digital - this can include information websites, social media and Google searches etc.

For internet users (staying visitors), the survey also asked which websites were used for sourcing information to gain further insight into visitor's behaviour, points of interest and influence.

- 42% used the official www.englishriviera.co.uk website
- 41% used online review sites such as TripAdvisor
- 25% are using the providers own website
- 18% are using social media
- 12% are using the official English Riviera App

Social Media and Online Reviews

With the growing popularity and use of social media, visitors were also asked in the 2016 surveys if they ever 'checked-in', uploaded photos and posted reviews during their visit or when they returned home. This was to help understand how mobile digital, instant sharing and the 'fear of missing out' (FOMO) trend is increasing on social networks. Importantly, it will help to share with businesses how and why they should effectively manage their digital profile.

- 61% of all visitors said they uploaded photos to social media (39% during their visit, 22% when they returned home).
- 55%, 'Checked-in' to businesses/attractions (44% during their visit or 11% when they returned home).
- 51% of visitors said they posted online reviews (20% during their visit, 31% when they returned home).

This is very interesting for understanding visitor behaviour and influences using digital technology. The majority of visitors are using social media 'on the go', sharing and posting reviews instantly with friends/family whilst on holiday; (and as well as accessing information and booking).

A recent example to highlight the impact of influence and customer service on social media is when Duncan James visited a Torquay restaurant. He felt he wasn't getting good customer service, he tweeted his thoughts and a neighbouring restaurant secured his booking (April 2016, exposure to 340,000 followers): <http://www.torquayheraldexpress.co.uk/celeb-singer-duncan-james-twitter-rant-snob/story-29102852-detail/story.html>

DESTINATIONS VISITED AND ACTIVITIES UNDERTAKEN

- 32% of visitors were aware that the English Riviera has UNESCO Global Geopark status (increasing from 19% in 2012/13).
- 40% of visitors indicated that they would be interested in learning more about what a UNESCO Global Geopark is (43% 2012/13).

These numbers clearly show UNESCO Global Geopark awareness has significantly increased since the last survey in 2012/13 and interest to find out more has also remained consistent. This indicates however, that people still don't know what the Geopark is and presents an opportunity to engage and promote.

The UNESCO Global Geopark is a priority natural asset which plays a key part in the English Riviera's cultural offer. It needs to be clearly defined to all visitors, so they can understand how they can benefit and plan their trips. With its international status and reach, the UNESCO Global Geopark has the potential to reach new and untapped markets, attracting more visitors and spend to Torbay.

- Torquay seafront is the most popular area to visit, seeing the largest proportion of visitors, 79% 'had or intended to visit' it (a small reduction from 83% in 2012/13).
- Torquay harbour was the second most popular 71% (75% in 2012/13) with also Paignton Seafront a close third 67% (61% 2012/13).

This confirms Torbay's 'seaside attraction' and Torbay's biggest natural asset and why people are visiting the area.

- The top five types of attractions/places of interest visitors had visited/were intending to visit were;
 - Shops 75% (81% in 2012/13)
 - Cafes 70% (78% in 2012/13)
 - Harbours 70% (67% in 2012/13)
 - Beaches 63% (48% 2012/13)
 - Restaurants 60% (57% 2012/13)

This clearly shows visitors intentions of what to do whilst on holiday is typical for a seaside resort and numbers are fairly consistent with the last survey period.

At the lower end of the scale are areas of opportunity for Torbay and which can be pulled under a new cultural offer.

- 5% Geopark
- 5% art exhibitions (6% 12/13)
- 8% arts & crafts (7% 12/13)
- 13% museums (n/a)
- 14% historical sites (9% 12/13)
- 14% South West Coast Path (n/a)
- 20% Dartmoor/Countryside (n/a)
- 21% local events (7% 12/13)

The top five activities visitors had/intending to take part in were;

1. Eating and drinking 84% (89% in 2012/13)
2. Shopping and a Short walk of up to 2 miles 72% each (80% and 72% respectively in 2012/13)
3. Spending half a day or more on the beach 45% (increase from 28% 2012/13)
4. Long walk of more than 2 miles 36% (increase from 28% 2012/13).

These figures show a strong interest in local activities and the outdoors, including a noticeable increase in spending time at a beach and long walks; as well as destinations highlighted above such as the South West Coast Path and Dartmoor.

These activities can be used to help attract new visitors and increase awareness of the local quality offer with targeted marketing campaigns such as the Discover England Fund project England's Seafood Coast (food and drink interest) and the South West Coast Path (walking) and Blue Flag beaches etc.

- The most sought after attributes of a destination which visitors look for when choosing where to visit were:
 1. Rest and relaxation (70%)
 2. Quality food and drink (67%)
 3. Traditional seaside experience (62%)
- The least sought after attributes were:
 1. Health and wellbeing activities (15%),
 2. Nightlife and evening Entertainment (16%)
 3. Adventure activities (17%).

The survey then asked visitors what attributes they think can be found in Torbay. Higher proportions of visitors across the board felt that each of the attributes could be found during a visit to The English Riviera which is encouraging:

1. Rest and relaxation (71%)
2. Quality food and drink (69%)
3. A traditional seaside experience (68%)

4. Health and wellbeing activities (26%)
5. Nightlife and evening Entertainment (29%)
6. Adventure activities (27%).

These findings tell us *why* visitors are coming to the English Riviera and that the resort is giving them what they want in a holiday/tip. E.g. rest and relaxation, food and drink, a traditional seaside experience.

The lower responses for adventure, health and wellbeing activities may be a lack of understanding of what these terms means. But it does give an indication of the opportunity to expand into these product areas, experiences and activities to increase visitor numbers – particularly given the large percentage of visitors currently going for long and short walks. The evidence does show visitors interest in the outdoors and natural assets in the area. The English Riviera isn't seen as a place for evening entertainment/night-life which is also unsurprising, given the main visitor characteristic type and what they are looking for in a holiday destination.

VISITOR SATISFACTION

- At 4.72 out of 5.00 visitor satisfaction was highest for their overall enjoyment of their visit to the English Riviera (increase from 4.63 2012/13).
- Opinions were lowest, at 3.32, for the value for money of car parks (from 3.20 in 2012/13).
- Positively, 86%,(24 out of the 28 indicators) explored in terms of visitor satisfaction achieved a high average score above 4.01 out of 5.00.
- Only four indicators were ranked lower than 4.00 out of 5.00 in terms of visitor satisfaction (and increase from three indicators during the 2012/13 survey) which were:
 1. Value for money of nightlife/evening entertainment (3.98)
 2. Quality of service of parking (3.77)
 3. Ease of parking (3.74)
 4. Value for money of parking (3.32)

Clearly the main areas of dissatisfaction are car parking and the resort's evening offer. These can be addressed and packaged in positive, targeted campaigns, defining what the area can offer visitors and to also help manage visitor expectations.

The English Riviera achieved a high Recommendation Score of +70% for respondents' likelihood of recommending the resort as a place to visit to their friends and/or family (+42% 2012/13). This is a massive achievement, which has increased by 28% since the last survey. Visitors love the English Riviera and will actively recommend to others – becoming our promoters, the best form of advertising and which needs to be maintained.

77% of visitors (online survey respondents only) said that they would be very likely to re-visit The English Riviera again in the future and a further 15% would be 'likely'. Giving a likelihood of returning rate of 92%, again this is a big achievement and shows people like it here and they could return, further enhancing Torbay's current repeat visitor rate of 87%.

Visitors chose a wide variety of other destinations for their tips, in the South West, throughout the UK, into Europe and further overseas including coastal, countryside and urban locations:

OTHER LOCATIONS - LAPSED VISITORS	
OTHER DEVON	3%
OTHER SW	15%
OTHER UK	48%
OTHER EUROPE	25%
REST OF WORLD	9%
	100%

Non-Visitors

The 2016 online survey also engaged ‘non-visitors’ (13% of survey respondents), who despite requesting information about the English Riviera from the official English Riviera Tourism Company had never visited the resort. As with lapsed visitors, this is a valuable data sample which helps to shape the Plan to attract new visitors to the English Riviera.

Key findings include:

- 51% were aged 45-64 years, including 30% who were aged over 55-64 years. Non-visitor respondents were typically younger than current/lapsed visitors.
- 67% of non-visitors were female, a much higher proportion when compared to current/lapsed visitors.

As with lapsed visitors, the survey asked what the most sought after attributes are when choosing a destination:

- Quality food and drink (79%)
- Rest and relaxation (74%)
- Nature and Countryside (64%)
- History, Heritage and Culture (64%)

The survey asked if non-visitors felt they could find these attributes during a visit to The English Riviera, here the proportions also changed slightly:

- Quality food and drink (61%)
- Rest and relaxation (63%)
- Nature and Countryside (55%)
- History, Heritage and Culture (53%)

Crucially, this data shows that non-visitors don’t think they can find what they are looking for in a holiday in the English Riviera. It appears ‘history, heritage and culture’ is more important for non-visitors, which was given as a top attribute for when choosing a destination. This therefore presents a clear opportunity for product development to attract new visitors to the destination.

When asked why, despite requesting information about The English Riviera, they had never actually visited the resort, the same top reasons were given as lapsed visitors:

- 48% said it was because they had chosen to visit another destination instead.
- 43% said it was because of a lack of money/available finances.
- 26% said it was too far for them to travel from their home.

VISITOR EVIDENCE DATA 2015¹

TORBAY HEADLINE DATA	
UK trips	1,084,000
Overseas trips	95,600
Total trips	1,179,600
UK nights	4,033,000
Overseas nights	562,800
Total nights	4,595,800
UK spend	£274,410,000
Overseas spend	£36,307,000
Total spend	£310,717,000
Tourism day visits	3,389,000
Tourism day visit spend	£125,323,000
Total business turnover	£584,716,000
GVA	£319,981,000
Total GVA	
Tourism as % of total	
Staying tourist supported employment	
Direct FTE employment	4,402
Indirect & induced FTE employment	2,069
Actual jobs	8,781
% of employment	15%
Day visitor supported employment	
Direct FTE employment	1,451
Indirect & induced FTE employment	559
Actual jobs	2,783

Trips by purpose

	UK	Overseas	Total
Holiday	858,000	52,100	910,100
Business	145,000	17,900	162,900
Visits to friends and relatives	63,000	18,800	81,800
Other	18,000	1,400	19,400
Study	0	5,400	5,400
Total	1,084,000	95,600	1,179,600
Nights by purpose	UK	Overseas	Total
Holiday	3,482,000	222,700	3,704,700

¹ South West Research Company Visitor Data 2015

Business	338,000	89,200	427,200
Visits to friends and relatives	158,000	123,800	281,800
Other	54,000	28,600	82,600
Study	0	98,500	98,500
Total	4,033,000	562,800	4,595,800
Spend by purpose	UK	Overseas	Total
Holiday	£226,436,000	£15,439,000	£241,875,000
Business	£18,649,000	£7,675,000	£26,324,000
Visits to friends and relatives	£20,493,000	£5,302,000	£25,795,000
Other	£8,833,000	£1,901,000	£10,734,000
Study	£0	£5,990,000	£5,990,000
Total	£274,410,000	£36,307,000	£310,717,000

Tourism Day Visits	
	Trips
Urban visits	1,826,000
Countryside visits	78,000
Coastal visits	1,485,000
Total	3,389,000

Total employment related to tourism spending			
	Staying tourists	Day visitors	Total
	Full time equivalent		
Direct	4,402	1,451	5,853
Indirect	1,481	376	1,857
Induced	588	183	771
Total	6,472	2,010	8,481
	Estimated actual		
Direct	6,422	2,146	8,568
Indirect	1,688	428	2,117
Induced	671	208	879
Total	8,781	2,783	11,564

VISITOR EVIDENCE COMPARISON DATA 2010-2015²

TRIPS AND SPEND

UK Domestic	2010	2015	Change %	Compound Inflation Rate	Change %
Trips	967,000	1,084,000	12		
Nights	3,881,000	4,033,000	4		
Spend	£220,433,000	£274,410,000	24	£ 242,297,386	8

Overseas	2010	2015	Change %	Compound Inflation Rate	Change %
Trips	94,500	95,600	1		
Nights	597,900	562,800	-6		
Spend	£35,941,000	£36,307,000	1	£ 39,505,928.56	-3

Day Visits	2010	2015	Change %	Compound Inflation Rate	Change %
Trips	2,537,000	3,389,000	34		
Spend	£120,873,000	£125,323,000	4	£132,597,000	-7

TOTAL STAYING TRIPS	2010	2015	Change %	Compound Inflation Rate	Change %
Trips	1,061,500	1,179,600	11		
Nights	4,478,900	4,595,800	3		
Spend	£256,374,000	£310,717,000	21	£281,240,833	7

TOTAL ALL VISITORS (Staying & Days)	2010	2015	Change %	Compound Inflation Rate	Change %
Nights	4,478,900	4,595,800			
Spend	£377,247,000	£310,717,000		£414,665,508.27	2

UK STAYING VISITORS	2010	2015	Change %	Compound Inflation Rate	Change %
Average nights per trip	4.01	3.72	-7		
Average spend per trip	£227.96	£253.15	11	£250.07	-1
Average spend per night	£56.80	£68.04	20	£62.31	11

OVERSEAS STAYING VISITORS	2010	2015	Change %	Compound Inflation Rate	Change %
Average nights per trip	6.33	5.89	-7		
Average spend per trip	£380.33	£379.78	-0	£417.22	-6
Average spend per night	£60.11	£64.51	7	£65.94	11
DAY VISITS	2010	2015	Change %	Compound Inflation Rate	Change %
Average spend per trip	£47.64	£36.98	-22	£52.27	-34

² South West Research Company Visitor Data, inflation rates added by TDA

ACCOMMODATION SUPPLY³

Provider	Unit	2014	2015	Change %
Hotels	bedspaces	9,404	9,404	5
Guesthouses	bedspaces	4,123	4,123	10
Inns	bedspaces	22	22	22
B&B	bedspaces	458	458	10
Farms	bedspaces	0	0	0
Self catering	units	1,127	1,127	0
Touring caravans/tents	itches	1,286	1,286	31
Static vans	itches	404	404	-54
Holiday centres	units	1,336	1,336	63
Group accommodation	bedspaces	84	84	100
Campus	bedspaces	50	50	100
Second homes	units	1,206	1,206	70
Marinas	berths	1,095	1,095	0
TOTAL		20,595	20,595	10
Residents	resident population	133,000	133,400	-1
Language schools	establishments	9	9	100

³ South West Research Company

TORBAY ACCOMMODATION OCCUPANCY

Occupancy Rates⁴

Month	All Serviced Room %	Hotel Room %	B&B/ Guest House %	Serviced Room Torquay %	Serviced Room Paignton %	All self-catering %	Exc Holiday Parks %
Jan-13	13	15	10	16	7	14	14
Feb-13	55	62	20	49	50	18	18
Mar-13	55	60	23	60	31	62	37
Apr-13	31	35	21	20	33	41	41
May-13	67	71	45	68	64	43	43
Jun-13	76	79	57	81	61	61	64
Jul-13	79	82	65	80	75	70	78
Aug-13	87	91	74	87	93	92	92
Sep-13	78	81	66	79	66	80	79
Oct-13	61	66	27	63	48	26	26
Nov-13	57	61	17	58	18	28	28
Dec-13	45	47	15	50	39	26	26
Jan-14	50	55	8	58	10	14	14
Feb-14	47	52	18	50	31	34	34
Mar-14	57	61	21	63	46	29	29
Apr-14	68	72	32	71	48	43	43
May-14	62	67	37	65	40	51	51
Jun-14	74	77	53	76	66	70	70
Jul-14	82	85	69	84	73	63	63
Aug-14	87	88	61	88	78	90	96
Sep-14	81	85	65	81	82	79	79
Oct-14	69	74	38	73	46	56	56
Nov-14	47	48	36	63	24	31	31
Dec-14	35	38	20	29	47	39	39
Jan-15	47	49	8	58	10	42	42
Feb-15	45	47	16	46	35	30	30
Mar-15	63	69	22	65	22	42	42
Apr-15	56	75	23	60	26	33	33
May-15	64	72	32	69	25	56	56
Jun-15	80	84	51	82	52	56	56
Jul-15	83	85	66	85	44	78	78
Aug-15	87	90	73	88	74	59	59
Sep-15	83	86	66	84	53	59	59
Oct-15	48	65	34	51	23	25	25
Nov-15	72	76	19	74			
Dec-15	53	57	12	55			
Jan-16	8		8				

⁴ South West Research Company

Feb-16	55	61	12	60	8	9	9
Mar-16	66	72	23	69	49	9	9
Apr-16	25	32	23	25	19	30	30
May-16	33	30	36	38		25	25
Jun-16	64	72	54	69	43	40	40

The How's business surveys were undertaken by the South West Research Company on behalf of the English Riviera Tourism Company January 2013 - June 2016. The responses are a sample of tourism accommodation providers across Torbay. Typical sample sizes achieved from the surveys were responses from 20-40 businesses per month. This is the most reliable data for Torbay available. Some of the swings and gaps in data will therefore be accounted for by the sample size and response rate of businesses to the surveys.

The data below shows the highest occupancy rates for all accommodation providers in Torbay are during the peak summer months, reaching 87% in August 2013-15 (for all serviced accommodation); 92% in August 2013 and 90% in August 2014 (for self-catering accommodation). Lowest occupancy rates are also typical for all accommodation providers and reflective of lower demand during out of season months e.g. January 2014, January 2015.

ACCOMMODATION CHANGE OF USE ⁵

In the three years before April 2016 the Council approved 9 planning applications for completely new holiday accommodation; 29 applications were allowed which involved the loss of holiday accommodation and 9 applications were allowed for investment in holiday accommodation (additional bedrooms/new facilities).

Application No	Type	Proposal	Date App Rec
ADDITIONAL HOLIDAY ACCOMMODATION			
P/2013/0419	PA	Change of Use from C3a- Dwelling, to C1- Guest House	23/04/13
P/2013/0934	PA	Change of use of annex to holiday accommodation	21/08/13
P/2013/1227	PA	Proposed conversion of existing garden annex into holiday let or guest accommodation.(Revised Description)	13/11/13
P/2013/1255	PA	Change of use from one dwelling to one residential flat and one holiday flat (resubmission of P/2013/0636)	20/11/13
P/2013/1371	PA	Conversion of an existing outbuilding/stone barn from agricultural to residential holiday let use. Change of use for a private weaving studio to allow small scale business use.	21/12/13
P/2014/0893	PA	Conversion of, alteration and extension to former Windmill to provide one unit of holiday accommodation	03/09/14
P/2015/0839	PA	Change of Use from Dwelling (C3) to Guest House (C1) with alterations to the rear including additional terrace at first floor	19/08/15
P/2015/0959	PA	Change of use of existing Church Hall studio to create holiday let accommodation	28/09/15
P/2015/1144	PA	Change of use from offices (class A2) to holiday hostel (Sui Generis)	19/11/15
LOSS OF HOLIDAY ACCOMMODATION			
P/2013/0470	PA	Amendments to previously approved scheme P/2011/1080/MPA to include : Addition of residential & self-catering entrance to level 0 east core, Omission of 1 bedroom self-catering apartment and increase in size of 1st floor commercial unit, Reduction in cons	04/05/13
P/2013/0631	VC	Removal of Condition ref. P/2000/1281 Condition 8 - Not for permanent occupation.	14/06/13
P/2013/0721	PA	Change of use from hotel (Use Class C1) with owner's accommodation to 5 self-contained flats (Use Class C3), with external alterations to the building	28/06/13

⁵ Torbay Council

P/2013/0785	MPA	Erection of 165 dwellings (including 25 affordable); touring caravan park (including facilities building with office, cafe, laundry room, showers, toilets and 2-bed managers flat, 12 no. camping pods, 59 permanent touring caravan pitches, associated access	20/07/13
P/2013/0871	PA	Change of use to form four apartments, external alterations and construction of 2 no. car ports.	09/08/13
P/2013/0913	PA	Extension of time (re P/2010/0248) - change of use from hotel to 4 residential flats	15/08/13
P/2013/1211	PA	Change of use from guest house (C1) to residential (C3)	11/11/13
P/2013/1281	VC	Variation of condition 1 to application P/2003/1605 to change holiday let to permanent residence	28/11/13
P/2014/0028	MPA	Use of 13 holiday apartments for residential purposes without complying with condition 1 pursuant to P/1991/0910/PA. Works include demolition of existing Victorian bay on NE elevation and replacement with 2 storey bay extension, replacement of second floor	13/01/14
P/2014/0085	PA	Change of use from Class C1 (Hotel) to Class C3 (Dwelling house)	30/01/14
P/2014/0400	VC	Use as permanent residential flats for units 1, 2, 4, 5, 6, 10, 15 and 16 (Variation/deletion of condition to remove the month of closure ref condition B of original planning permission P/1981/1452)	30/04/14
P/2014/0425	VC	Change of use from hotel (Use Class C1) with owner's accommodation to 5 self-contained flats (Use Class C3), with external alterations to the building (Variation of condition P1 of P/2013/0721 - MMA to site plan, floor plans and elevations)	02/05/14
P/2014/0501	MPA	Demolition of existing building, construction of 14 No apartments with underground parking, revision to vehicular and pedestrian access	23/05/14
P/2014/0773	PA	Conversion to 5 apartments; Demolition of rear wing	26/07/14
P/2014/0864	VC	Use of Flat 14 as a permanent residential unit - Removing Condition B to remove the month of closure ref condition B of original planning permission P/1981/1452	26/08/14
P/2014/0865	VC	Use of Flat 9 as a permanent residential unit - Removing condition B to remove the month of closure ref condition B of original planning permission P/1981/1452	26/08/14

P/2014/0884	PA	Change of use of 3 x former holiday let flats accommodation to form a 2 bedroom domestic dwelling	28/08/14
P/2014/0992	VC	Removal of conditions (g) and (h) of previous planning permission (P/1978/0767/OA) reference (g)-manager's flat and (h)-occupancy from 1st November to 28th or 29th February.	02/10/14
P/2014/0994	VC	Removal of Condition 1 from previous planning permission P/1982/0759 - Occupancy from 16th March to 14th January.	02/10/14
P/2014/1107	PA	Change of use from hotel to house in multiple occupation (HMO) for the purposes of staff (as detailed in letter received 09.01.2015)	30/10/14
P/2015/0006	PA	Change of use from holiday accommodation to permanent residential	05/01/15
P/2015/0117	VC	Variation of Condition from holiday to residential property	09/02/15
P/2015/0346	PA	Change of use from hotel to two dwellings; partial demolition and alterations to rear (as revised by plans received 26.06.2015)	08/04/15
P/2015/0715	MPA	Change of use of hotel to form 10 flats including communal space and 9 car parking spaces. Demolition of more recent additions to villa and remodelling of some existing extensions, new windows and balconies. Modification of roof to include slated pitched	15/07/15
P/2015/0836	MPA	Demolition and Redevelopment to form 32 retirement apartments for the elderly including communal facilities, access, car parking and landscaping (revision of P/2014/1062) (revised)	19/08/15
P/2015/0955	VC	Removal of condition 1 (P/2009/0849). Removal of holiday restriction and change to holiday/owners accommodation. Condition 1 - Accommodation should not be used for residential use.	25/09/15
P/2015/1035	CE	House in Multiple Occupation	21/10/15
P/2015/1066	PA	Change of use from guest house (C1) to residential (C3).	29/10/15
P/2016/0070	PA	Conversion of annexe from 2 flats to single dwelling for owners accommodation (The proposed development to which the application relates is situated within 10 metres of relevant railway land)	20/01/16

HOLIDAY ACCOMMODATION INVESTMENT

P/2013/1113	PA	Alterations and extension to the existing hotel to form a new spa facility on the lower ground floor level.	17/10/13
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P/2013/1209	MPA	Erection of single and two storey roof level hotel bedroom extension. Reconstruction of west wing of hotel. Reconstruction of existing three storey wing on NE elevation to provide 4 storey block of additional guest accommodation. New Spa and gym facility	09/11/13
P/2013/1306	PA	Erection of spa building to provide facilities ancillary to existing hotel (Use Class C1), together with waterside building and 6 no. beach huts to provide additional hotel accommodation (9 bedrooms), with associated decking and landscaping	06/12/13
P/2013/1320	PA	Alterations and separation of Nos.12 & 13 (reinstatement of original separate properties) to form 11 bedroom hotel (No.12) and 7 Holiday Apartments (No.13). Single storey extension at rear to form Utility Room for No.12.	11/12/13
P/2014/0141	MPA	Revised plans; Demolition of all existing holiday chalet units (185 total); existing facilities building; staff accommodation building; and two separate buildings used for storage on part of the Riviera Bay Holiday Park. Proposed development of 72 new se	14/02/14
P/2014/0909	MPA	Change of use from former Hotel to 8 x holiday letting apartments with 2 x full residential use apartments on the top floor.	04/09/14
P/2014/0997	MPA	Proposed touring caravan area to provide for 42 touring pitches with a facilities building.	03/10/14
P/2014/1020	PA	Removal and Replacement of first floor chalets	08/10/14
P/2015/1106	VC	Erection of spa building to provide facilities ancillary to existing hotel (Use Class C1), together with waterside building and 6 no. beach huts to provide additional hotel accommodation (9 bedrooms), with associated decking and landscaping (Variation of	11/11/15

INFORMATION AND REFERENCE SOURCES

A-Z Listing of additional research, information and reference sources:

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Dorset Destination Management Plan, 2014-18

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Torbay Cultural Tourism development 2016, Creative Tourist

Tourism Ecotourism Activity Plan 2016-2020

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Tourism Business Monitor 2010-2014, VisitEngland

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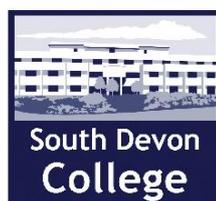
English Riviera
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Enjoy, talk, be
do,
Torbay Culture Board



Torbay Coast &
Countryside Trust





Meeting: Council

Date: 19 October 2017

Wards Affected: All wards

Report Title: Town Centre Regeneration Programme Fund

Is the decision a key decision? Yes

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Councillor Richard Haddock, Executive Lead for Business, richard.haddock@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat, Executive Head of Business Services, kevin.mowat@torbay.gov.uk

1. Proposal and Introduction

- 1.1 This report presents the case for the establishment of a £25m Town Centre Regeneration Programme Fund, as set out in Section 5.4 of the Council's Transformation Strategy for Torbay's Town Centres, to deliver at least five of the projects within Phase 1 of that Strategy. Outline business cases for four of the projects are set out in Appendices 1 to 4 attached, with the fifth project – a Public Realm Improvement Scheme in Torquay - being delegated to the Town Centre Regeneration Programme Board to decide which scheme should be delivered first.
- 1.2 The four projects covered in Appendices 1 to 4 are:
- a) A new hotel at Harbour View, Torquay (part of the Harbour/Terrace Car Park)
 - b) A mixed use development at South Quay, Paignton Harbour
 - c) Refurbishment of the Lower Union Lane Multi-Storey Car Park, Torquay
 - d) Public Realm improvements between Paignton Station, Victoria Street and Torbay Road, Paignton
- 1.3 Town Centre Regeneration is one of the Council's most important transformation projects. It has two key objectives:
- To deliver and enable significant and successful regeneration of Torbay's town centres, as a key part of Torbay's overall growth and place making agenda
 - To generate income to support the Council's budget in order to deliver local services.

- 1.4 On April 6 2017 the Council agreed a Transformation Strategy for Torbay's Town Centres, as an appendix to the 2013 ~ 2018 Economic Strategy, which included the principles for delivery of that strategy. The Strategy sets out an overarching approach to transformation of Torquay and Paignton town centres over the next 10 years. The Strategy includes eight Phase 1 projects, including Brixham Town Centre car park. The Council agreed to direct deliver development on its own sites, whenever possible, to add pace and certainty to delivery of the town centres regeneration programme as a whole. This approach, to delivery of Phase 1 projects, was agreed in order to add clarity and confidence for investors and developers – vital ingredients for the successful delivery of even more transformational activity in Phase 2 of the programme.
- 1.5 In May 2017 the Council further underlined its intentions, for the delivery of town centre regeneration, by supporting prudential borrowing (up to £14.2m) for the design and delivery of student accommodation on part of Upton Place, to the rear of Torquay Town Hall. The delivery of student accommodation at Upton Place is deliberately linked to the delivery of other Phase 1 projects, to ensure a package of improvements to town centres.
- 1.6 The Transformation Strategy focuses on place making and not just on project delivery. It proposes a package of measures, which includes a series of public realm and building improvements for example, which – as a whole – will transform the performance and appearance of Torbay's town centres and respond to market perceptions of a lack of investment and progress on the regeneration agenda. The Strategy makes it clear that town centre regeneration will not be delivered only by development on priority sites - a package of place making projects is required to deliver successful and significant regeneration which makes a difference to the community.
- 1.7 The appendices to this report constitute outline business cases for the projects listed in paragraph 1.2 above and show how much of the Town Centre Regeneration Fund will be utilised. The outline business cases include a level of detail that should give the Council comfort about the overall viability of the proposed projects, but also make it clear that a number of key elements of each business case, such as detailed construction costs and precise rental income, have not yet been finalised.
- 1.8 With Council support for the outline business cases further work can be done on those details and final business cases can be presented to the Town Centre Regeneration Programme Board. The full business cases will show how prudential borrowing, for the £25m Town Centre Regeneration Programme Fund, will be repaid. Senior officers, in consultation with the Town Centres Regeneration Programme Board, will need to agree each full business case before the project can be implemented. This approach will add pace, clarity and certainty to the delivery of town centre regeneration.
- 1.9 In addition to the above projects, a Building Improvement Grant is proposed. The grant will not be funded by prudential borrowing and does not need Council approval, but is a key element of the package of town centre regeneration projects – as highlighted in the Transformation Strategy for Town Centres. Further work is underway to identify how the Building Improvement Grant will be funded, including the use of revenue income from the Council's property investment outside Torbay

and the use of third party grant funding opportunities. The grant will, if implemented, provide funding for up to 50% of the cost of improvements to the appearance of buildings fronting High Streets (including the Harbours in Torquay and Brixham). Building owners or tenants would need to cover at least 50% of costs. The fund could target key buildings and those having most negative impact on the street scene. The opportunity for the grant scheme to be led by community organisations is also being explored. The combination of public realm improvements and building improvements will have a significant impact on the nature, appearance and perceptions of Torbay's town centres, helping to bring confidence and investment to the town centres.

2. Reasons for Proposal

- 2.1 The proposal is in accordance with the Council's Policy Framework including the Corporate Plan, Economic Strategy and the Transformation Strategy for Torbay's Town Centres. The proposal will help transform Torbay's town centres, as part of a wider place making agenda, which includes change and growth in Torbay.
- 2.2 The proposal will help deliver the Local Plan, Town Centre Masterplans (as adopted Supplementary Planning Documents), the emerging Destination Management Plan, the Tor Bay Harbour Port Master Plan and the Great Places project.
- 2.3 Successful delivery of Phase 1 projects will generate additional footfall and spend in the town centres, with the knock on benefit of attracting further investment. Those projects, and successful town centre regeneration as a whole, will also generate significant business rate income, car park income, Council tax income and wider economic benefits to Torbay.
- 2.4 The proposal will improve the attractiveness of the town centres, helping to draw in and retain additional visitors. It will ensure greater pride in place.
- 2.5 A lack of pace and scale, or a lack of action, will result in continued under-performance of Torbay's town centres, making future regeneration considerably more difficult and this will have a negative impact on the Council's budget.

3. Recommendation(s) / Proposed Decision

The Council is asked to agree the following:

- 3.1 That, prudential borrowing of £25m is approved to create a Town Centre Regeneration Programme Fund that will support delivery of the projects identified within Phase 1 of the Town Centre Regeneration (TCR) Programme, as set out in the Council's Transformation Strategy for Town Centres;
- 3.2 That, any future capital income from the projects within Phase 1 of the TCR Programme, or revenue income, which is surplus to existing service budget requirements, will be used to service the prudential borrowing costs on the drawdown of the £25m;

- 3.3 That, any income from the projects within Phase 1 of the TCR Programme, in excess of the amount required to cover prudential borrowing costs for the £25m, will be re-invested into the delivery of the Town Centre Regeneration Programme;
- 3.4 That, the Town Centres Regeneration Programme Board must agree a Town Centres Regeneration Business Plan, including delivery timescales, covering the period to the end of March 2019 and that the Overview and Scrutiny Board will periodically review progress against that business plan;
- 3.5 That, the Town Centres Regeneration Business Plan will include the delivery of at least two public realm projects, one for Paignton and one for Torquay, at a combined cost of approximately £3m, and the delivery of a refurbished Lower Union Lane Multi Storey Car Park at a cost of approximately £3.5m, subject to the completion of Heads of Terms and a signed Agreement to Lease for the development of student accommodation at Upton Place (or another project that can cover the prudential borrowing costs of the car park refurbishment and public realm projects). Final approval of public realm schemes and car park refurbishment to be delegated to the Executive Head of Business Services in consultation with the Chief Finance Officer and the Chairman of the Town Centres Regeneration Board;
- 3.6 That, if necessary, the £25m Town Centre Regeneration Programme Fund can be used to make strategic acquisitions of property, with the revenue and / or capital income from such purchases being reinvested into the delivery of the TCR Programme. The authority to make such acquisitions is delegated to the Executive Head of Business Services, in consultation with the Chief Finance Officer and the Town Centres Regeneration Programme Board, following assessment of a clear business case. Any purchase of property in excess of £5m will need full Council approval.
- 3.7 That, the outline business cases included as part of this report (Appendices 1 to 4) are approved in principle and that authority to proceed with each project is delegated to the Executive Head of Business Services, in consultation with the Chief Finance Officer and the Town Centres Regeneration Programme Board, following an assessment of more detailed and complete business cases.

Appendices:

Appendix 1: Proposal for a new hotel at Harbour View, Torquay (part of the Harbour/Terrace Car Park)

Appendix 2: Proposal to seek a development partner for a mixed use development at South Quay, Paignton Harbour

Appendix 3: Refurbishment of Lower Union Lane Multi-Storey Car Park, Torquay

Appendix 4: Delivery of a targeted public realm improvement at Victoria Street / Torbay Road, Paignton

Section 1: Background Information

1.

What is the proposal / issue?

- 1.1 The proposal to establish a Town Centre Regeneration (TCR) Programme Fund, delegate decision making to senior officers and the Board, put a business plan in place and allow use of the TCR Programme Fund for strategic acquisitions is to overcome a number of issues and accelerate delivery.
- 1.2 A key issue for the Council is the need for town centre regeneration at pace. While there is private sector interest in Torbay the scale of investment and need for pace leads to the proposal and the significant upfront funding that requires, with the need for prudent use of borrowing and careful budget management. The proposals put forward in this report seek to balance those requirements, including safety mechanisms to de-risk borrowing and opportunities to generate income and attract additional funding to support further town centre regeneration activity. The TDA will continue to explore grant funding opportunities, using the TCR Programme Fund as a lever, to support the delivery of town centre regeneration.
- 1.3 The proposed fund of £25M is the estimated cumulative cost of the five projects that have progressed following the approval of the Strategy in April 2017. It includes some flexibility to cover variations in construction costs.
- 1.4 In order to produce robust business cases a significant amount of work is required to investigate site conditions, construction costs and the viability of development options. The TCR budget does not at present have the capacity to undertake such work. Consequently further resources are proposed to cover these sorts of costs, in order to ensure more complete and robust business cases.
- 1.5 At present, the Council considers each TCR project on a case by case business. The proposal allows the Council to consider a range of projects together, as part of a programme of town centre regeneration, and provides an outline business case for each project. If the Council supports the outline business case, this provides the clarity and certainty to develop a full business case – informed by further site investigation, cost and design work – for approval by the TCR Programme Board and senior officers.
- 1.6 The proposed approach, as set out in the paragraph above, will provide clarity about deliverability of development proposals, help speed up the delivery process and clarify the Council's financial position in respect of each project and the programme as a whole. A further benefit will be the overt message of confidence and certainty that can be presented to the market.

	<p>1.7 In addition, the creation of the TCR Programme Fund allows the TCR Programme Board and senior officers to be able to make a more rapid and informed response to acquisition opportunities, as they present themselves. There have been a number of opportunities over the last few months for strategic acquisitions, but without resources in place to fully explore or take advantage of such opportunities.</p> <p>1.8 The operation of the TCR Programme Fund also allows reinvestment of proceeds, net of prudential borrowing repayment costs, from projects or acquisitions into the delivery of town centre regeneration. This revolving funding is not currently available and is required for continuity of delivery over the whole town centre regeneration programme.</p> <p>1.9 Transparency, overview and scrutiny is important, to ensure robust, consistent and timely decision making in delivery of the TCR programme. Consequently, the proposed new approach requires the production of a business plan, collaborative working between the Board members and officers and the production of robust full business cases and an on-going role for the Overview & Scrutiny Board.</p>
<p>2.</p>	<p>What is the current situation?</p> <p>2.1 The Council has approved (April 2017) a Transformation Strategy for Torbay's Town Centres. It is important to ensure pace, scale and momentum in delivery of the Strategy, coupled with the financial resources in place to support delivery.</p> <p>2.2 Market perceptions of Torbay are not wholly conducive to investment and development by 3rd parties. The Council and community have seen delay to a number of major development schemes, which has been frustrating, has reduced confidence in the Bay and has not encouraged further investment. It is important that the Council is clear, bold and confident in its support for town centre regeneration.</p> <p>2.3 It is also important that the timing and sequencing of project delivery is taken into account, alongside the need to encourage further investment in Torbay. Investors and developers, retailers and the community have made it clear that they want to see investment in better public spaces and improvements to the appearance of buildings in town centres. Indeed, investors and retailers not yet present in Torbay have said that their investment will only come forward when there is improvement to the appearance of Torbay's town centres. So these 'quick win' and necessary projects cannot wait until income is flowing from major, revenue generating projects in 2 – 5 years. The proposed operation of the TCR Programme Fund, whilst placing some additional budget pressures on the Council, seeks to balance those budget pressures against the very pressing need for town centre regeneration.</p> <p>2.4 A number of town centre regeneration projects have made significant progress. Further work is needed to ensure they are capable of</p>

	<p>delivery in the near future. Such work includes investigation of site conditions, production of development options and viability assessment, refinement of construction costs, further definition of financial costs and benefits to the Council etc. This work needs to be resourced.</p> <p>2.5 Pace and momentum is important to successful town centre regeneration. The recommendations in this report, if agreed by Council, will allow pace and momentum to be increased in delivery of town centre regeneration projects – using processes already well established within the Council and TDA. In addition, greater flexibility is introduced, allowing strategic investment opportunities to be taken up if appropriate and reinvestment of project proceeds into continued town centre regeneration.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>3.1 The ‘do nothing’ option has been considered, but this would not change the perceptions of the town centres, would not encourage investment and would not resolve the issues outlined in section 1 of this report. Other negative impacts of doing nothing are set out in section 2 of this report.</p> <p>3.2 The Council has, to date, considered projects on a case by case basis. This has not supported the pace, scale and momentum required for successful delivery of Phase 1 of the TCR Programme.</p> <p>3.3 The TDA, working with and acting on behalf of the Council, will continue to explore opportunities for innovative delivery solutions and to reduce the Council’s borrowing commitment in delivery of Town Centre Regeneration.</p>
<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>4.1 Town Centre Regeneration supports the ambition of creating a Prosperous and Healthy Torbay with the creation of vibrant and attractive town centres identified as a specific action in the Delivery Plan for “Working towards a more prosperous Torbay”. This includes, for example, providing employment skills opportunities, using local labour and supplies, and actively seeking opportunities to fulfil the Council’s ‘corporate parenting’ responsibilities.</p> <p>4.2 The proposal will help deliver the Local Plan, the Economic Strategy, the Culture Strategy (including Great Place work), the Local Transport Plan, the adopted town centre masterplans and Healthy Torbay SPD, emerging Neighbourhood Plans and the emerging Destination Management Plan.</p>

<p>5.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>5.1 The proposal will affect a range of different users of the town centres.</p> <p>5.2 The Town Centre Regeneration Programme is defined by the Transformation Strategy for Torbay's Town Centres, which itself is based on the adopted town centre masterplans. There was significant community and business engagement in, and support for, the two town centre masterplans. In addition, the Transformation Strategy reflects the work undertaken by the community on its redevelopment proposal for Brixham Town Centre Car Park.</p> <p>5.3 The Town Centre Regeneration Programme Board includes elected members and business representatives, which helps link delivery of the programme with the community and with businesses.</p>
<p>6.</p>	<p>How will you propose to consult?</p> <p>6.1 Consultation and engagement continues with a range of partners and organisations - Council tenants, community partnership representatives, business groups for example - in order to engage them in the design and delivery process for town centre regeneration projects.</p> <p>6.2 Any building improvements that need planning permission and / or listed building consent / conservation area consent, will be advertised / publicised in the usual way. Local business, local residents and community groups will be actively engaged in the design and planning process for each development project.</p>
<p>Section 2: Implications and Impact Assessment</p>	
<p>7.</p>	<p>What are the financial and legal implications?</p> <p>7.1 <u>Financial implications</u></p> <p>The cost of servicing the prudential borrowing will put additional pressure on the Council's revenue budget. However, the detailed business cases will ensure that sufficient new income is identified to cover the cost of borrowing before any loans are drawn down.</p> <p>7.2 <u>Legal Implications</u></p> <p>The TDA, acting on the Council's behalf, will ensure all proper procurement and legal requirements are followed in developing and delivering the TCR Programme.</p>
<p>8.</p>	<p>What are the risks?</p> <p>8.1 There are significant risks to the Council, businesses and residents through non delivery or slow delivery of the Town Centre Regeneration Programme.</p>

	<p>8.2 There are financial risks and budget pressures to the Council in providing financial support to the delivery of Phase 1 of the TCR Programme. Mechanisms and resources are in place to manage those risks. The managed risks of delivery of the TCR Programme need to be balanced against the far less manageable consequences of non-delivery of town centre regeneration.</p> <p>8.3 The TCR Programme Board will continue to consider and review a risk register for the TCR Programme and for each project. Furthermore, the Board will continue to review the TCR Programme budget position and continue to give full consideration to development options and viability. The Board are also required to produce a Business Plan.</p> <p>8.4 The Overview & Scrutiny Board will periodically review progress on delivery of town centre regeneration and the associated over-arching Business Plan,</p> <p>8.5 The Council will continue to receive reports relating to large scale acquisitions (over £5M) or any proposals that are not supported by the Council's policy framework documents.</p>
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable.</p>

Equality Impacts

10	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	The economic and social benefits of town centre regeneration are significant and well evidenced such that it is envisaged that there will be a positive benefit for all residents and all those with protected characteristics. This proposal is likely to support investment that will have particular benefits for younger people and apprentices.		
	People with caring Responsibilities	As above		
	People with a disability	As above		
	Women or men	As above		
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	As above		
	Religion or belief (including lack of belief)	As above		
	People who are lesbian, gay or bisexual	As above		

	People who are transgendered	As above		
	People who are in a marriage or civil partnership	As above		
	Women who are pregnant / on maternity leave	As above		
	Socio-economic impacts (Including impact on child poverty issues and deprivation)	As above		
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Town centre regeneration will improve the economy of Torbay. Economic prosperity helps create healthier communities and by supporting regeneration projects we will be able to improve health inequalities which currently exist across Torbay.		
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of proposals which are being put forward in relation to integrated transport and other regeneration projects and capital investments to ensure that a coherent approach is taken to creating a prosperous and healthy Torbay. This project will encourage and support investment in Torbay.		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of issues which positively impact of reducing the amount of crime and disorder therefore making our town centres safer and more attractive places for residents, workers and businesses.		

Appendix 1: Proposal for delivery of a hotel on part of Harbour View (Terrace Car Park), Torquay

1. Proposal and Introduction

- 1.1 On April 6 2017 the Council agreed a Transformation Strategy for Torbay's Town Centres, as an appendix to the 2013 – 2018 Economic Strategy, and the principles for delivery of that strategy. One element of that strategy included the delivery of hotel accommodation and / or residential development at Harbour View (part of Terrace Car Park), subject to approval by Council of a business case. This appendix presents an outline business case to the Council and seeks support for delivery of a hotel to the western end of the site and, as an option, residential development at the eastern end of the site.
- 1.2 The English Riviera is a leading UK seaside destination and has been included in the England's Top 10 destinations for the past three years. The tourism sector in Torbay has performed extremely well since 2010, witnessing a 12% increase in UK visitors, an 8% increase in UK spend, a 1% increase in overseas visitors, but a 3% decrease in visitor spend. The English Riviera attracts affluent visitors, with 54% of ABC1's recorded in the 2016 visitor survey (49% in 12/13). It is acknowledged that there is short supply of high-end accommodation. If Torbay is to attract more visitors and more spend, it needs to meet the demand for better accommodation.
- 1.3 The emerging Destination Management Plan includes the following overarching objectives:
- a) Increase year round growth in numbers for both UK Domestic and International visitors
 - b) Extend the current season beyond the school holidays
 - c) Attract new International and UK visitors
 - d) Increase visitor spend
 - e) Attract investment and reinvestment into Torbay
- 1.4 As an illustration of the importance of achieving these objectives, a 5% increase in visitors during the three shoulder months could result in 40,000 additional visitors, (average 13,330 extra visitors per month), £2.7m additional spend, (average £895,944 per month) and 74 additional jobs created/supported (mix of direct/indirect/induced).
- 1.5 Similarly, there is pressure in Torbay to provide more housing to meet increasing demand. This is recognised in the new Local Plan, which identifies sites and mechanisms to deliver new homes to meet Torbay's needs. The Local Plan identifies the development potential of this site, to deliver new homes, and this is mirrored in the emerging Torquay Neighbourhood Plan.
- 1.6 The proposal is for the delivery by the Council of a turnkey 97 bed hotel at the western end of the car park, predominantly over the area currently used for accessing the multi-storey car park. The hotel would be provided to meet the

specific requirements of a specific operator, ensuring additional good quality accommodation in Torbay. The proposal includes revised access arrangements to the multi-storey car park. It ensures the retention of around 450 parking spaces (of the existing 533), some of which would be 'block booked' for use by local hotels, to help maintain parking capacity in this part of Torquay and increase car parking revenue. An illustrative sketch scheme is included as Appendix 1a to this report.

- 1.7 The headlines of the proposal are that the Council would prudentially borrow up to £10m to design and construct the hotel, with the operator entering into a minimum 21 year full repairing and insuring lease and paying annual rent to the Council. Further options for construction and lease terms are being discussed with the operator and will be included in a full business case. Further work is needed, over the next two months, to produce more detailed designs and refine the costs of the proposed building. That work will ensure costs and income streams can be better defined, but design and appraisal work to date is based on a reasonable knowledge of the site and is considered to be as robust as it can be at this stage.
- 1.8 The figures within the outline business case in themselves provide a good case for delivery of a hotel at Harbour View.
- 1.9 Various options for development of this site have been explored, utilising just the eastern end of the site. However, the costs associated with large scale development at the eastern end of the site, coupled with a significant reduction in parking spaces, results in marginal viability for those options.

2. Reasons for Proposal

- 2.1 The proposal is in accordance with the Council's Policy Framework including the Corporate Plan, Local Plan, Economic Strategy, the Transformation Strategy for Torbay's Town Centres and the emerging Destination Management Plan. The proposal will help transform Torquay's town centre, as part of a wider place making agenda, which includes change and growth in Torbay.
- 2.2 The proposal will generate additional footfall and spend in Torquay Town Centre, with the knock on benefit of attracting further investment in the town centre.
- 2.3 The proposal will help meet the needs of a key sector in Torbay and will promote Torbay nationally and internationally.
- 2.4 The proposal will generate significant revenue income to the Council, to help support town centre regeneration.
- 2.5 The proposal will not result in a significant loss of income from car parking and will support the delivery / successful operation of businesses in and around Torquay Town Centre.

Appendices

Appendix 1a: Illustrative sketch drawings for hotel development, at the western end of the site

Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>1.1 There is an evidenced need and demand for additional high quality hotel space in Torbay. There is an operator in place to occupy and operate the hotel. The hotel would be purpose built to meet the requirements of that operator.</p> <p>1.2 Various options have been considered for the location and design of the hotel at Harbour View, with the western end of the car park proving to be the most preferable option. The headlines of that proposal are that the Council would prudentially borrow up to £10m to design and construct hotel accommodation building, and to deliver other town centre regeneration projects, with the hotel operator entering into a minimum 21 year lease and paying an annual rent to the Council.</p> <p>1.3 Further work is needed to refresh previous site investigation work, to produce detailed building designs and to refine the costs of delivering hotel accommodation. This will then allow further discussion and agreement with the hotel operator, refinement of costs and the submission of a planning application.</p> <p>1.4 Pace is critically important in the delivery of town centre regeneration. The Council has agreed (in April 2017) a strategy for transformation of Torbay's town centres, including a package of proposals for each town centre, to help deliver growth and change in accordance with the Economic Strategy, Culture Strategy, Destination Management Plan and Local Plan. This proposal is in accordance with those strategies. It is important to move forward with pace on the delivery of this project.</p> <p>1.5 This report includes financial information and an impact assessment which shows the proposal is:</p> <ul style="list-style-type: none">• A commercially attractive proposition for the Council, in terms of income generation• An important project to support town centre regeneration, with no overall adverse impact on parking capacity• An important project that helps to deliver Council policy relating to the economy, planning and tourism.

<p>2.</p>	<p>What is the current situation?</p> <p>2.1 The Council has approved (April 2017) a strategy for transformation of Torbay's town centres. The development of Harbour View, for hotel and/or residential development, forms part of that strategy.</p> <p>2.2 The site has been the subject of soft market testing, since October 2016, with significant investor / developer interest but also some concerns about the location of a hotel operation at the eastern end of the site.</p> <p>2.3 The site has previously been considered for comprehensive residential development. The Local Plan and emerging Torquay Neighbourhood Plan recognise that the site has some potential for residential development.</p> <p>2.4 The site is currently used for car parking (533 spaces), generating income of £155,000 per annum at present. The car park is used by visitors and commuters. The mean occupancy is 124 spaces, but the car park is busier during July / August and for some events. Assuming an ambitious 20% growth in parking demand, the mean occupancy would rise to 148 spaces and it would be 90% full on 8 days per annum. It is 90% full on just 7 days a year. In locational terms, it is one of a few Council owned car parks around the Harbour area.</p> <p>2.5 A small number of development scenarios have been tested, to assess impact on car parking capacity and income. The loss of 125 or 150 spaces would result in the car park being 90% full on 12 days per annum and 100% full on 9 days per annum. Given the significant capacity of the car park, and the number of underused / unused spaces, the impact of loss of parking spaces has very little impact on parking income. Even loss of around 25% of spaces would only result in loss of around 1% car parking income. The proposal the Council is being asked to consider will result in the loss of around 50 spaces, which will not have a significant impact on parking capacity or income.</p> <p>2.6 Shearings currently 'block book' 40 spaces within the car park. THAT Group is looking to secure 60 'block booked' spaces, to serve the hotel proposed for Torwood Street. The hotel operator for the hotel proposed in this report would seek to secure around 80 spaces in the car park. Consequently, around 180 – 200 spaces within the car park would be very regularly used by local hoteliers, providing the Council with a guaranteed income, estimated at £127,000 per annum. The remaining spaces would be available to the public. The net income from these revised parking arrangements is estimated at £22,000 more per annum than at present.</p>
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	<p>2.7 The Town Centres Regeneration Programme Board has sought to ensure that development at Harbour View, given its out-of-town-centre location, is capable of contributing at least £250,000 to deliver other town centre projects. That option is still desirable, but the first objective is to secure a viable development and agreement with the operator. Revenue from this project towards other town centre regeneration projects would be administered in accordance with recommendations 3.3 and 3.4 of the main covering report.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>3.1 A number of options have been considered for this site, as part of the work of the Town Centre Regeneration Programme Board. These include:</p> <ul style="list-style-type: none"> • Do nothing – continued use of the land as a car park. The Board is keen to ensure there is sufficient parking capacity to serve town centres, to support growth and regeneration. The Board recognises the importance of perception, by visitors and businesses, of a sufficient number of parking spaces. The Board is aware of the income generated from car parking, in this instance that income is £155,000 per annum. However, the Board is also aware of significant capacity in a number of Council owned car parks serving town centres and then need to ‘sweat’ Council owned assets to achieve the objectives set out in paragraph 1.2 of the main report. Consequently the Council’s strategy for town centre transformation includes development on some Council owned car parks, including Harbour View. • Residential development – This option, at the eastern end of the site, has been the subject of soft market testing. It secured a good deal of market interest. However, the scale of development (35 – 40 units) required to achieve viability and a £250,000 contribution to other town centre regeneration projects resulted in significant demolition and construction costs, as well as some loss of parking (153 spaces). A smaller scale residential scheme, in tandem with delivery of a hotel at the western end of the site, on just the surface level car park (33 spaces) is a more appropriate option. • Hotel development – This option has been explored following interest from a hotel operator. A hotel at the eastern end of the site would result in significant demolition and construction costs, as well as some loss of car parking (208 spaces). There are also issues of access to the site, especially servicing, as the existing car park is not capable (for structural reasons) of accommodating service vehicles. This resulted in a development that was of

	<p>marginal viability. Consequently the option of a hotel at the western end of the site has been explored and is now proposed.</p> <p>3.2 The Town Centre Regeneration Programme Board has explored a number of delivery mechanisms for the site, including sale, a joint venture partnership for packages of sites and development partnerships for individual sites. In April 2017 the Council agreed that, as a first principle, the Council should seek to direct deliver development on its own sites. Direct delivery, by the Council, is much more attractive when there is a single, defined end user. The TDA, acting on the Council’s behalf, will continue to explore delivery and financing options for this development, which will inform a full business case for consideration by the TCR Programme Board.</p>
<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>4.1 Town Centre Regeneration supports the ambition of creating a Prosperous and Healthy Torbay with the creation of vibrant and attractive town centres identified as a specific action in the Delivery Plan for “Working towards a more prosperous Torbay”.</p> <p>4.2 The proposed delivery of hotel development on this site accords with the Council’s Strategy for Transformation of Town Centres.</p>
<p>5.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>5.1 The proposals for this site will have a direct impact on adjoining land owners / residents. Those people will be consulted as part of the formal planning process.</p> <p>5.2 The proposals for this site will have an indirect and positive impact on property owners, tenants and investors in Torquay Town Centre. There has already been widespread engagement with residents, businesses and other organisations – resulting in significant support for town centre regeneration, as expressed through the previous masterplanning processes and now being expressed in emerging Neighbourhood Plans.</p> <p>5.3 The proposal will have a direct impact on businesses in the area that ‘block book’ car parking spaces in the car park. There are ongoing discussion with those businesses.</p>

6.	<p>How will you propose to consult?</p> <p>6.1 The proposal for this site is included within the Council's Strategy for Transformation of Town Centres. The Strategy flows from the adopted Town Centre Masterplans for Torquay and Paignton, and the concept plan produced by the community for Brixham Town Centre. There has been a huge amount of community and business engagement on all those plans.</p> <p>6.2 There will be informal engagement, with a range of council services and partners, on more detailed design work as it progresses over the next few months, subject to Council support.</p> <p>6.3 As firm proposals emerge for the site these will be subject to further engagement and consultation, specifically in the build up to and as part of the formal planning process.</p>
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Section 2: Implications and Impact Assessment

7.	<p>What are the financial and legal implications?</p> <p><u>Financial Implications</u></p> <p><u>Car Park Income</u></p> <p>7.1 In addition to the implications set out in Section 2 of this appendix, there will be some loss of car parking income during the construction period, which is estimated at two years. The loss of income has been estimated at £50,000 per annum (i.e. about 1/3rd of existing income). This is a 'worst case' estimate and, in reality, it is likely that the car park will remain open during the construction period and the vast majority of parking spaces will be kept available.</p> <p><u>Hotel Development</u></p> <p>7.2 Negotiations with the hotel operator are continuing, so the precise terms of a lease cannot be reported. However, the Council's tax position in relation to construction costs means that a lease of less than 21 years will not be acceptable to the Council, unless the rental income also covers the tax risk (which is unlikely). The TDA, acting on the Council's behalf, is looking to achieve a lease period of 25 years.</p>
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	<p>7.3 Rental income would rise every 5 years, in line with inflation. As yet, the starting point for that rental income has not been confirmed but it is known that rental levels under discussion are capable of covering borrowing costs, subject to further work on construction costs.</p> <p>7.4 The Council should note that the construction cost has been estimated at £9.792m and that further work on design and costs will refine that figure. The prudential borrowing amount also includes project contingency, project management costs and professional fees.</p> <p>7.5 The hotel will attract business rates. The precise amount cannot be calculated until the detailed design stage. However, the rates from comparable developments have been used. Given the uncertainties about business rate retention over the longer term, the business case does not include retention of non-domestic rates. This is evidently a cautious position and it is likely that the development will deliver an increase in business rates being retained by the Council.</p> <p>7.6 The business case has assumed all construction spend is over two years.</p> <p>7.7 The Council will retain an asset of significant value at the end of the lease period. This has not been factored into the business case. There is also the option of the Council converting the hotel into residential or other use, at the end of the lease period.</p> <p>7.8 The hotel will also provide wider economic benefits. It will generate footfall and spend in the town centre; it will generate construction and permanent jobs; it will generate more confidence in the economy and encourage further investment in Torbay. These impacts will be assessed and presented in a future planning application.</p> <p><u>Legal Implications</u></p> <p>7.9 The TDA, acting on the Council's behalf, will ensure all proper procurement and legal requirements are followed in appointing consultants and contractors, including local labour supply, apprenticeships etc, and in securing a lease with the hotel operator.</p>
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<p>8.</p>	<p>What are the risks?</p> <p>8.1 A full risk register will be produced as part of the project management process, if the Council supports the recommendations in this report.</p> <p>8.2 There are risks associated with seeking planning permission. It is a reasonably sensitive site and adjacent to listed buildings. An inclusive design process will be followed, to reduce risks.</p> <p>8.3 There are risks of cost overruns in the construction process. The construction costs are being re-assessed at the end of October. It is suggested that a design and build contract is used, with responsibility for cost overruns assigned to the contractor.</p> <p>8.4 There are risks in relation to the future value of the building. It is proposed to use a construction technique that will allow relatively easy conversion of the building to residential use, if necessary.</p> <p>8.5 The tenant will be required to sign an agreement to lease before the construction contract is awarded or further significant cost is incurred by the Council. This agreement will commit the tenant to signing a lease for the accommodation on completion.</p>
<p>9.</p>	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable.</p>

Equality Impacts

10	Identify the potential positive and negative impacts on specific groups			
	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact	
Older or younger people	The economic and social benefits of town centre regeneration are significant and well evidenced such that it is envisaged that there will be a positive benefit for all residents and all those with protected characteristics.			
People with caring Responsibilities	As above			
People with a disability	As above			
Women or men	As above			
People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	As above			
Religion or belief (including lack of belief)	As above			
People who are lesbian, gay or bisexual	As above			
People who are transgendered	As above			

	People who are in a marriage or civil partnership	As above	
	Women who are pregnant / on maternity leave	As above	
	Socio-economic impacts (Including impact on child poverty issues and deprivation)	As above	
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Town centre regeneration will improve the economy of Torbay. Economic prosperity helps create healthier communities and by supporting regeneration projects we will be able to improve health inequalities which currently exist across Torbay.	
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of proposals which are being put forward in relation to integrated transport and other regeneration projects and capital investments to ensure that a coherent approach is taken to creating a prosperous and healthy Torbay. This project will encourage and support investment in Torbay.	
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of issues which positively impact of reducing the amount of crime and disorder therefore making our town centres safer and more attractive places for residents, workers and businesses.	

Appendix 1a: Concept / sketch drawings for hotel development, at the western end of the site



Appendix 2: Proposal to seek a development partner for a mixed use development at South Quay, Paignton Harbour

1. Proposal and Introduction

- 1.1 On April 6 2017 the Council agreed a Transformation Strategy for Torbay's Town Centres, as an appendix to the 2013 – 2018 Economic Strategy, and the principles for delivery of that strategy. One element of that strategy included the delivery of a mixed use redevelopment at South Quay, Paignton Harbour, subject to approval by Council of a business case. This appendix sets out an outline business case, seeks support from the Council for a redevelopment that could include Roundham Car Park and to appoint a development partner for the redevelopment at South Quay, Paignton Harbour. The appointment of a development partner will allow a full business case, for a redevelopment proposal, to be presented to senior officers and the Town Centres Regeneration Programme Board in the next few months.
- 1.2 A number of plans and strategies, including the Council's Economic Strategy, Local Plan, the Ports Masterplan, emerging Destination Management Plan and emerging Paignton Neighbourhood Plan, recognise the need to improve Torbay as a destination and ensure Paignton Harbour becomes a better destination for visitors, residents and businesses.
- 1.3 Similarly, there is pressure in Torbay to provide more housing to meet increasing demand. This is recognised in the new Local Plan, which identifies sites and mechanisms to deliver new homes to meet Torbay's needs. The Local Plan identifies the development potential of this site to deliver new homes.
- 1.4 There are a number of existing tenants, of Council owned property at South Quay, including businesses, sports and social clubs. These provide value to the community and to the Harbour. The Council and TDA have met with each of those tenants, to ensure the needs of those tenants are reflected in any proposed redevelopment. Those meetings have been positive, with businesses and clubs supporting redevelopment in principle. A number of those businesses have already or plan to move away from Paignton Harbour; others wish to stay and are seeking better facilities than at present.
- 1.5 The Council's Town Centres Regeneration Programme Board has reviewed a range of development options against the town centres regeneration programme objectives. It has also assessed those options against the more specific requirements to retain and improve Paignton Harbour's offer; to ensure the Harbour becomes more of a destination; to ensure there is sufficient space for businesses and sports / social clubs that need the harbour location; and the potential for a redevelopment to contribute at least £250,000 towards other town centre regeneration projects in Paignton.
- 1.6 The Programme Board's preferred redevelopment option includes the provision of at least 1230 sq mts of commercial space, including business space, restaurant / café and shops and space for remaining sports / social clubs. The preferred redevelopment proposal necessarily includes 52 residential units, which includes the redevelopment of Roundham Car Park. The illustrative redevelopment scheme (attached as Appendix 2a) shows improvements to the public realm around South

Quay. This is the scheme that the Board wants to test with a development partner, as well as exploring opportunities – on and off site – for car parking provision to meet the needs of harbour users and a new development. Smaller redevelopment options, which exclude the car park, have been tested and are not considered to be viable.

1.7 The Council's Housing Company does not include a remit to build new homes and there is some risk, for the Council, associated with the construction and sale of new homes as part of this development. Consequently it is proposed that the Council seeks a development partner for this redevelopment. That partnership, and delivery of a redevelopment scheme, should be facilitated by options for the Council to:

- part fund a redevelopment, utilising part of the Town Centre Regeneration Programme Fund
- procure residential units within the development, perhaps via the Housing Company
- retain the commercial elements of the redevelopment,
- offer the option of a long lease (e.g. 127 year lease), including a maximum of 2 years in which to secure planning permission and commence the development.

1.8 Roundham Car Park provides for some business and storage space, at ground floor level, and 117 parking spaces at 1st and 2nd floor levels. The parking spaces generate £30,930 gross income per annum (according to 2014/15 data). There is around £32,000 work outstanding to manage / maintain the car park, according to the March 2012 conditions survey. The car park is used, on an annual basis, to less than 15% of its capacity. It is recognised that on some occasions, during Paignton Regatta for example, the car park is heavily used. The redevelopment proposals would result in loss of all public parking at Roundham Car Park, but this is necessary to deliver a viable redevelopment proposal. It is recognised that some parking is required to serve Paignton Harbour. Work with a development partner will include opportunities to secure on and off-site parking to serve the harbour.

1.9 Further work is needed, over the next few months, to procure a development partner, to produce more detailed designs and costs, to define the terms of a development partnership and to work with those existing tenants that want to remain on South Quay.

2. Reasons for Proposal

2.1 The proposal is in accordance with the Council's Policy Framework including the Corporate Plan, Local Plan, Economic Strategy, the Transformation Strategy for Torbay's Town Centres, the Ports Masterplan, the Paignton Town Centre Masterplan SPD and the emerging Destination Management Plan.

2.2 The proposal will help transform Paignton's town centre and ensure Paignton Harbour is a better destination, as part of a wider place making agenda, which includes change and growth in Torbay.

2.3 The proposal will generate additional footfall and spend in Paignton Town Centre and sea front, with the knock on benefit of attracting further investment in the town centre.

2.4 The proposal will generate significant revenue income to the Council, to help support town centre regeneration.

Appendices

Appendix 2a: Illustrative sketch drawings for the proposed redevelopment

Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>1.1 A mixed use redevelopment at South Quay, Paignton Harbour, is one of the priority / Phase 1 projects agreed by Council in its Transformation Strategy for Torbay's Town Centres. Such development is supported in principle by a range of plans and strategies, all of which have been subject to wide consultation and engagement.</p> <p>1.2 Pace and scale are critically important in the delivery of town centre regeneration. The Council has agreed (in April 2017) a strategy for transformation of Torbay's town centres, including a package of proposals for each town centre, to help deliver growth and change in accordance with the Economic Strategy, Culture Strategy, the Ports Masterplan, Destination Management Plan and Local Plan. This proposal is in accordance with those strategies. It is important to move forward with pace on the delivery of this project.</p> <p>1.3 The proposed redevelopment is sensitive, given its location and existing users. There is a need to achieve a balance between a viable redevelopment proposal, that is itself transformational, and meeting the needs of the harbour and its users.</p> <p>1.4 The Council's Town Centres Regeneration Programme Board has, over the last 12 months, reviewed a range of development options against the objectives of delivering successful town centre regeneration and generating income to the Council. It has also assessed those options against the more specific criteria to:</p> <ul style="list-style-type: none"> • retain and improve Paignton Harbour's offer, for example by providing space for those social / sporting clubs that provide value to the community; • to ensure the Harbour becomes more of a destination, for example providing restaurant, retail and business space; • to ensure there is sufficient space for businesses and sports / social clubs that need a waterside location, such as the sailing, rowing and sea scout clubs; and

	<ul style="list-style-type: none"> • to deliver a viable redevelopment that can contribute at least £250,000 towards other town centre regeneration projects in Paignton. <p>1.5 The Programme Board's preferred redevelopment option meets the requirements set out in paragraph 1.4 above. It includes the provision of at least 1230 sq mts of commercial space, including business space, restaurant / café and shops and space for remaining sports / social clubs. The preferred redevelopment proposal necessarily includes 52 residential units, which includes the redevelopment of Roundham Car Park, to ensure the proposal is viable. The proposal includes improvements to the public realm around South Quay. It also complements the proposed re-use of the Harbour Lights restaurant.</p> <p>1.6 There are risks associated with the construction and sale of residential properties. The Council is not resourced to deal with these risks and the newly established housing company does not have the remit to build new homes. Consequently, the Council should seek a development partner that can work alongside the Council in reducing the risks of development and deliver, at pace, a successful redevelopment. However, the Council should also seek to retain a significant stake in the redevelopment – financially and physically – to help de-risk the project, ensure pace in delivery and to secure revenue income. The soft market testing of town centre regeneration projects, that took place at the end of 2016 and early 2017, showed considerable investor / developer interest in this site.</p> <p>1.7 Roundham Car Park is significantly underutilised, draws in relatively little in terms of income and has a backlog of repairs / maintenance relating primarily to weatherproofing. Use of the car park for development is critical to success of the redevelopment itself and to the generation of sufficient income to support other town centre regeneration projects. However, events – such as the regatta - based around the harbour and the success of a redevelopment that includes a restaurant do require some car parking provision. Consequently the successful delivery of this project should include provision of some car parking as part of the development and / or near the harbour.</p> <p>1.8 The illustrative redevelopment proposal, attached as appendix 2a, is based on survey information and a good understanding of the site. It illustrates what could be achieved at South Quay, but should not be considered as a formal development proposal. Further detailed site investigation work will be required, alongside refinement of the design and costs, to ensure a successful redevelopment. That work should be undertaken in conjunction with a development partner and will support a planning application.</p> <p>1.9 This report includes financial information and an impact assessment which shows the proposal is:</p>
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	<ul style="list-style-type: none"> • A commercially attractive proposition for the Council, in terms of income generation • An important project to support town centre regeneration, with no overall adverse impact on parking capacity • An important project that helps to deliver Council policy relating to the economy, planning and tourism. • Key to ensuring Paignton Harbour becomes a better destination in its own right.
<p>2.</p>	<p>What is the current situation?</p> <p>2.1 The Council has approved (April 2017) a strategy for transformation of Torbay's town centres. The delivery of a mix use redevelopment at South Quay, Paignton Harbour, is part of that strategy.</p> <p>2.2 The site has been the subject of soft market testing, since October 2016, with significant investor / developer interest.</p> <p>2.3 Existing, Council owned buildings on the site generate just over £73,000 gross income in rents and rates. They provide accommodation for a range of clubs and businesses. Over the last few months meetings have been held with each tenant, to better understand their needs. A number of businesses, for example those processing sea food, have recently moved from the site. Others, such as the coastal rescue service, want to find a different location that better serve their business needs. One or two businesses, such as Birchell Marine, want to be part of any redevelopment and support the redevelopment proposals. The sports and social clubs have growing membership and provide excellent community orientated services. They need, for the most part, a waterside location and they would all like better facilities than they have at present. A successful redevelopment will allow such facilities to be provided.</p> <p>2.4 Roundham Car Park provides 117 parking spaces at 1st and 2nd floor levels. The parking spaces generate £30,930 gross income per annum (according to 2014/15 data). An ambitious 20% growth in car parking demand would result in income rising to £37,100. There is around £32,000 work outstanding to manage / maintain the car park, according to the March 2012 conditions survey. The car park is used, on an annual basis, to less than 15% of its capacity.</p> <p>2.5 The Town Centres Regeneration Programme Board has sought to ensure that development at South Quay is capable of contributing at least £250,000 to deliver other town centre projects. That option is still desirable, but the first objective is to secure a viable development. Revenue from this project towards other town centre regeneration projects would be administered in accordance with recommendations 3.3 and 3.4 of the main covering report.</p> <p>2.6 The proposed redevelopment scheme has been estimated, by a local, experienced agent, as being able to deliver £148,000 per annum in commercial rents. This is likely to deliver around £75,000 in</p>

	<p>rates income, depending on the nature of end users, some of which would be income to the Council.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>3.1 A number of options have been considered for this site, as part of the work of the Town Centre Regeneration Programme Board. These include:</p> <ul style="list-style-type: none"> • Do nothing – continued use of the buildings for various purposes and continued use of the car park. The Board is keen to ensure there is sufficient parking capacity to serve town centres, to support growth and regeneration. The Board recognises the importance of perception, by visitors and businesses, of a sufficient number of parking spaces. The Board is aware of the income generated from car parking, in this instance that gross income is around £31,000 per annum. However, the Board is also aware of significant capacity in a number of Council owned car parks serving town centres and the need to ‘sweat’ Council owned assets to achieve the objectives set out in paragraph 1.2 of the main report. Consequently the Council’s strategy for town centre transformation includes development on some Council owned assets, including South Quay, Paignton Harbour. • Smaller scale development – Smaller scale development options, which include around 30 – 40 residential units and exclude use of Roundham Car Park have been assessed. However, these options are either marginal or negative in terms of viability and would not provide sufficient income for a £250,000 contribution to Paignton town centre projects. Feedback from investors / developers during soft market testing was that, ideally, Roundham Car Park should be included in the redevelopment. <p>3.2 The Town Centre Regeneration Programme Board has explored a number of delivery mechanisms for the site, including sale, a joint venture partnership for packages of sites and development partnerships for individual sites. In April 2017 the Council agreed that, as a first principle, the Council should seek to direct deliver development on its own sites. Direct delivery, by the Council, is much more attractive when there is a single, defined end user. It is less attractive when there are a significant range of end users, such as for a multi-unit residential scheme, and where there are uncertainties in the residential sales market. Consequently the Programme Board has proposed that this redevelopment proposal should be delivered by the Council and a development partner.</p>
<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>4.1 Town Centre Regeneration supports the ambition of creating a Prosperous and Healthy Torbay with the creation of vibrant and attractive town centres identified as a specific action in the Delivery Plan for “Working towards a more prosperous Torbay”.</p>

	<p>4.2 The proposed delivery of a mixed use redevelopment on this site accords with the Council's Strategy for Transformation of Town Centres.</p>
<p>5.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>5.1 The proposals for this site will have a direct impact on the occupiers of buildings on the site and on adjoining land owners / residents. There will be ongoing engagement with existing occupiers of buildings on site, as part of the detailed design and costing process leading up to a development agreement and planning application. Local residents and businesses will be consulted as part of the formal planning process.</p> <p>5.2 The proposals for this site will have an indirect and positive impact on property owners, tenants and investors in Paignton Town Centre. There has already been widespread engagement with residents, businesses and other organisations – resulting in significant support for town centre regeneration, as expressed through the previous masterplanning processes and now being expressed in emerging Neighbourhood Plans.</p>
<p>6.</p>	<p>How will you propose to consult?</p> <p>6.1 The proposal for this site is included within the Council's Strategy for Transformation of Town Centres. The Strategy flows from the adopted Town Centre Masterplans for Torquay and Paignton, and the concept plan produced by the community for Brixham Town Centre. There has been a huge amount of community and business engagement on all those plans.</p> <p>6.2 There will be informal engagement, with a range of council services and partners, on more detailed design work as it progresses over the next few months, subject to Council support.</p> <p>6.3 As firm proposals emerge for the site these will be subject to further engagement and consultation, specifically in the build up to and as part of the formal planning process.</p>

Section 2: Implications and Impact Assessment

7. What are the financial and legal implications?

Financial Implications

Rent and Rates Income

- 7.1 Existing, Council owned buildings on the site generate just over £73,000 gross income in rents and rates. They provide accommodation for a range of clubs and businesses.

Car Park Income

- 7.2 Roundham Car Park provides 117 parking spaces at 1st and 2nd floor levels. The parking spaces generate £30,930 gross income per annum (according to 2014/15 data), which would be lost as a result of development. An ambitious 20% growth in car parking demand would result in income rising to £37,100. There is around £32,000 work outstanding to manage / maintain the car park, according to the March 2012 conditions survey. The car park is used, on an annual basis, to less than 15% of its capacity.

Mixed use development

- 7.3 The proposed redevelopment scheme has been estimated, by a local, experience agent, as being able to deliver an initial rental income £148,000 per annum in commercial rents. This is likely to deliver around £75,000 in rates income, depending on the nature of end users, some of which would be income to the Council. Rental income will increase every 5 years.
- 7.4 The assessment of various development options included the testing of a loss of 60 parking spaces in Roundham Car Park. This showed that, even with the a 20% increase in demand for parking spaces, there would be a negligible impact on income. The £37,100 forecast under a 'no loss of parking' scenario would reduce to £36,500 under the 'loss of 60 spaces' scenario. This suggests that the re-provision of around 60 car parking spaces elsewhere, but close to the Harbour, will not only meet the demand for car parking but also maintain / improve car parking income levels.

Legal Implications

- 7.5 The TDA, acting on the Council's behalf, will ensure all proper procurement and legal requirements are followed in appointing consultants and contractors, including local labour supply, apprenticeships etc.

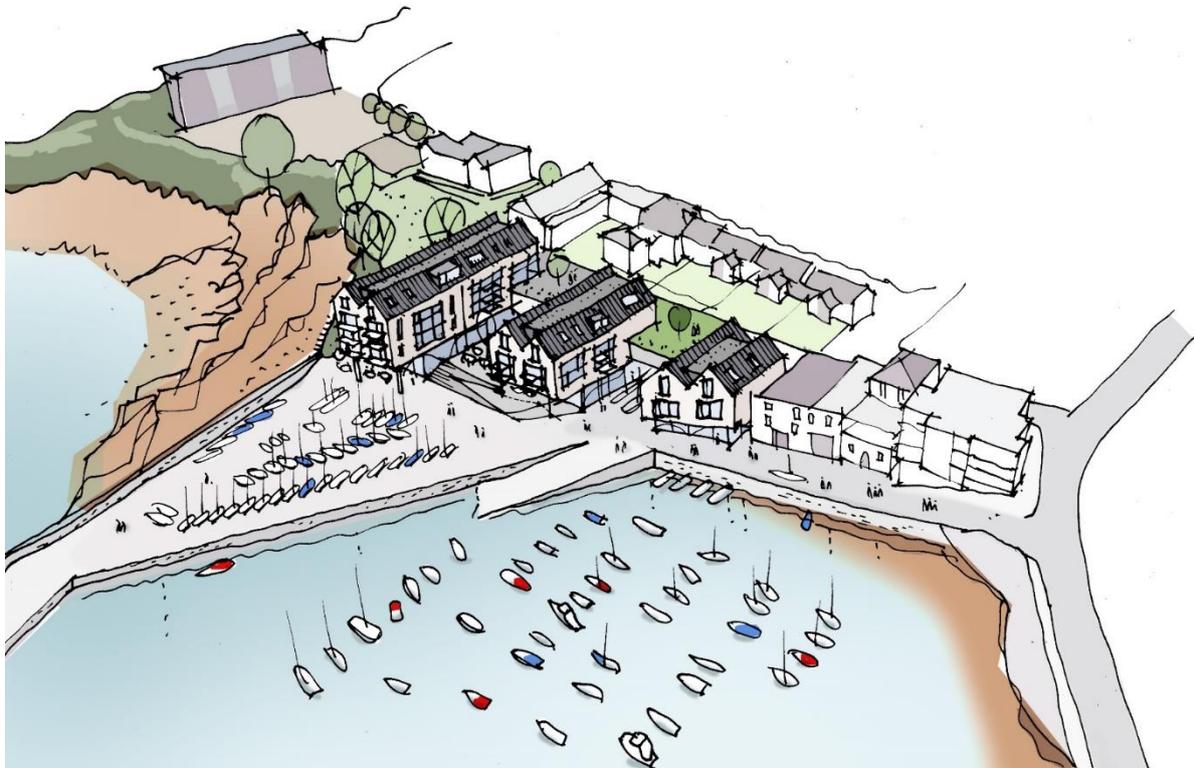
<p>8.</p>	<p>What are the risks?</p> <p>8.1 A full risk register will be produced as part of the project management process, if the Council supports the recommendations in this report.</p> <p>8.2 There are risks associated with seeking planning permission. It is a reasonably sensitive site, adjacent to listed buildings and close to the water. An inclusive design process will be followed, to reduce risks.</p> <p>8.3 There are risks associated with residential sales values. The use of a development partner will significantly reduce those risks to the Council.</p> <p>8.4 There are risks in relation to the timing and cost of construction. Financial support for the project from the Council, alongside the Council's retention of commercial space, will help secure delivery and reduce construction cost risks.</p>
<p>9.</p>	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable.</p>

Equality Impacts

10	Identify the potential positive and negative impacts on specific groups			
	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact	
Older or younger people	The economic and social benefits of town centre regeneration are significant and well evidenced such that it is envisaged that there will be a positive benefit for all residents and all those with protected characteristics.			
People with caring Responsibilities	As above			
People with a disability	As above			
Women or men	As above			
People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	As above			
Religion or belief (including lack of belief)	As above			
People who are lesbian, gay or bisexual	As above			
People who are transgendered	As above			

	People who are in a marriage or civil partnership	As above	
	Women who are pregnant / on maternity leave	As above	
	Socio-economic impacts (Including impact on child poverty issues and deprivation)	As above	
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Town centre regeneration will improve the economy of Torbay. Economic prosperity helps create healthier communities and by supporting regeneration projects we will be able to improve health inequalities which currently exist across Torbay.	
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of proposals which are being put forward in relation to integrated transport and other regeneration projects and capital investments to ensure that a coherent approach is taken to creating a prosperous and healthy Torbay. This project will encourage and support investment in Torbay.	
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of issues which positively impact of reducing the amount of crime and disorder therefore making our town centres safer and more attractive places for residents, workers and businesses.	

Appendix 2a: Illustrative sketch drawings for the proposed redevelopment at South Quay, Paignton Harbour



Appendix 3: Refurbishment of Lower Union Lane Multi-Storey Car Park, Torquay

1. Proposal and Introduction

- 1.1 On April 6 2017 the Council agreed a Transformation Strategy for Torbay's Town Centres, as an appendix to the 2013 – 2018 Economic Strategy, and the principles for delivery of that strategy. One element of that strategy included the refurbishment of Lower Union Lane Multi-Storey Car Park (MSCP). This appendix presents the outline business case to the Council for investment in the internal refurbishment of the Car Park. There is reference to the installation of solar PV on the roof space of the car park, which could contribute to the reduction in operating costs of the car park, but this is an operational matter for which the Council's approval is not sought.
- 1.2 Lower Union Lane MSCP is 50 years old and has a total life expectancy of 60 – 75 years. It serves the top end of Union Street, with its range of retail, restaurant and office space. The car park has capacity for 632 cars, which equates to around 20% of Torquay Town Centre's capacity. However, its occupancy is less than 55% on average; there are only 2 days a year when it is 90% full and it is never 100% full. The top floor of the car park is often closed. It generates an income of around £370,000 per annum, but this is projected to rise to £395,000 per annum with growth / successful delivery of town centre regeneration. It costs around £213,000 per annum to maintain, but this level of maintenance has not been forthcoming for a number of years and it is estimated that £1.814m of repair work is now needed.
- 1.3 The MSCP is tired, unattractive and feels unsafe. This is preventing greater use of the car park. However, the car park is in a very good location, is very accessible and has good capacity. It is often the first point of arrival for those people traveling to Torquay / Torbay by car. It gives a very poor first impression of Torquay and the Bay as a whole.
- 1.4 The Council's Transformation Strategy for Torbay's Town Centres promotes significant change for the upper end of Union Street. It needs to become more diverse and vibrant, with more people living and working in this part of the town. There is likely be less, but higher quality, retail space – including space to meet the needs of larger stores. This is illustrated (see appendix 3b) in the adopted Town Centre masterplan, for Torquay, which shows the potential for significant urban renewal and change in the area around Temperance Street, Lower Union Lane and Union Street. It includes the potential for large scale residential development, office and retail space and much better connections for pedestrians between Union Street and the Temperance St / Lower Union Lane area. The Council and TDA continue to explore urban renewal opportunities, working closely with the owners of the former BHS and reviewing development opportunities for Temperance St, for example. This will need large amounts of investment and the scale of change in this area is very much a focus for Phase 2 of the town centre regeneration programme.
- 1.5 The refurbishment of Lower Union Lane MSCP, coupled with improved linkage to Union Street and Union Square from the car park, is an important first phase of the regeneration of the area, as indicated in appendix 3a. The location and capacity of

the car park need better signage; the car itself needs internal refurbishment to ensure a better first experience of Torquay, to better signpost visitors / shoppers to local facilities and to ensure the car park is safe, well-lit and well used. The car park can provide parking for commuters, as well as to shoppers, visitors, local residents and businesses.

- 1.6 The use of part of Upton Place (Torquay Town Hall Car Park), plus the successful delivery of town centre regeneration, will result in growth of demand for parking at Lower Union Lane MSCP. It is important that refurbishment of the Lower Union Lane MSCP takes place in tandem, if not before, the commencement of building work at Upton Place, so that the MSCP is attractive and safe, promoting increased usage.
- 1.7 It is known that an additional 20% growth in parking demand can be accommodated at Lower Union Lane MSCP, which will result in the car park being 90% full on more than 43 days per annum. Parking income is projected to grow by £25,000 per annum. The installation of solar PV on the roof of the car park will not take up any car parking spaces (it will provide a canopy to roof-top spaces), will reduce operating costs of the car park and could provide an annual net surplus of an estimated £7,000. The Council and TDA will continue to investigate and promote development opportunities in the area, the income from which can then be used to repay prudential borrowing and / or support further regeneration activity.
- 1.8 The enhancement of the car park has an estimated cost of £1.7m. This coupled with the £1.8m of repair costs requires an investment of just over £3.5m. The proposal is for the Council to invest up to £3.5m in the refurbishment of this car park. Every effort will be made to reduce this amount, and the annual borrowing costs, by further survey work to establish more precisely the cost of lift repairs and CCTV improvements and further design work to better define refurbishment costs. This borrowing, at £293,183 per annum, over 15 years (to match the predicted lifespan of the building), will be repaid by income from student accommodation at Upton Place (or another project).
- 1.9 Council support for the outline business case and for the Town Centres Regeneration Programme fund will allow detailed survey and design work to be commissioned and a tender process to be undertaken, with a contractor appointed as a result of that. The work on refurbishing the car park will not proceed until the heads of terms and a signed agreement to lease for development at Upton Place have been completed, or another development identified that can cover the cost of prudential borrowing.

2. Reasons for Proposal

- 2.1 The proposal is in accordance with the Council's Policy Framework including the Corporate Plan, Economic Strategy and the Transformation Strategy for Torbay's Town Centres. The proposal will help transform Torquay town centre, as part of a wider place making agenda, which includes change and growth in Torbay.
- 2.2 The proposal will help deliver the Local Plan, Town Centre Masterplans (as adopted Supplementary Planning Documents), the emerging Destination Management Plan and the Great Places project.

- 2.3 The proposal will generate additional footfall and spend in the town centres, with the knock on benefit of attracting further investment.
- 2.4 The proposal will improve the perception and attractiveness of the town centres and will reduce anti-social behaviour, helping to draw in and retain additional visitors.

Appendices

Appendix 3a. Extract from the adopted Torquay Town Centre Masterplan

Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>1.1 Refurbishment of Lower Union Lane Multi-Storey Car Park (MSCP) is one of key projects (including public realm improvements) making up Phase 1 of the Council's Transformation Strategy for Torbay's Town Centres.</p> <p>1.2 This is because the car park is tired, unattractive and feels unsafe. However, given its location, capacity and potential to accommodate growth / changing demand, it is important that the car park provides a good first experience of Torquay / Torbay. Refurbishment of the car park will support comprehensive transformation of the top end of the High Street over the long term and productive / positive use of existing properties, such as BHS, Pearl Assurance House and Argos, in the shorter term.</p> <p>1.3 There is a need for pace in the delivery of town centre regeneration, including refurbishment of this car park, as it is known (e.g. from soft market testing of town centre regeneration programme proposals; from consultation responses to the proposed Destination Management Plan; from community engagement) that such improvements will lead to further confidence and investment, to further footfall and spend in the town centre.</p> <p>1.4 The proposed refurbishment, and the outline business case to support it, has been carefully and fully considered by the Town Centres Regeneration Programme Board.</p>
2.	<p>What is the current situation?</p> <p>2.1 The Council has approved (April 2017) a Transformation Strategy for Torbay's Town Centres. This proposal, for refurbishment of the Lower Union Lane Multi Storey Car Park, forms part of that strategy.</p> <p>2.2 Whilst a significant amount of work has been done, via the Town Centres Regeneration Programme Board, to design and test the proposed refurbishment, further detailed design and survey work is</p>

	<p>needed over the next two months to ensure cost effectiveness, improvements that meet the needs of all users and deliverability.</p> <p>2.3 Lower Union Lane MSCP is one of the main ‘gateways’ into the upper end of Torquay town centre, for vehicles and pedestrians. At present the car park does not provide a pleasant experience for visitors / shoppers and does not meet its potential in terms of helping to improve footfall and spend in Torquay Town Centre.</p> <p>2.4 The car park not only has the potential to accommodate growth in parking demand, from a range of different users (not just commuters and shoppers), it can also provide better signage and linkage to the High Street and other parts of town.</p> <p>2.5 Refurbishment of the car park will help generate increased use of parking spaces and, as such, increased income.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>3.1 The ‘do nothing’ option has been considered, but this would not change the perceptions of the town centre or of the car park; would not result in a better experience for visitors, residents and businesses; would not drive investment and regeneration; and would not resolve the issues outlined in Section 1 of this report.</p> <p>3.2 The Town Centres Regeneration Programme Board and officers have considered comprehensive refurbishment of the car park, including external cladding and a range of cladding options. However, external cladding adds significant extra cost (around £2m), without extending the life of the building significantly. The Programme Board did not consider it prudent to externally clad the building, but further work will explore the potential to paint / treat the outside of the building to extend its life and ensure it is more attractive.</p> <p>3.3 The Town Centres Regeneration Programme Board and officers have also considered use of parts of the building for other uses, including outdoor cinema, children’s soft play park, go-karting, parkour and an ice rink. However, the set up and operational costs of these sorts of facilities outweigh their benefit. Only the use of solar PV on the roof of the car park was considered as an acceptable option.</p>
<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>4.1 Town Centre Regeneration supports the ambition of creating a Prosperous and Healthy Torbay with the creation of vibrant and attractive town centres identified as a specific action in the Delivery Plan for “Working towards a more prosperous Torbay”.</p> <p>4.2 The proposed refurbishment of the car park accords with the Council’s Strategy for Transformation of Town Centres.</p> <p>4.3 The proposal will help deliver the Local Plan, the Economic Strategy, the Culture Strategy (including Great Place work), the Local Transport</p>

	Plan, the adopted town centre masterplans, emerging Neighbourhood Plans and the emerging Destination Management Plan.						
5.	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>5.1 The proposal will have a beneficial impact on a range of different users of the car park and Torquay town centre.</p> <p>5.2 The advice of experienced structural engineers / consultants has been commissioned to inform options, design and cost work to date.</p> <p>5.3 The projects have been, and continue to be, informed by engagement with structural engineers, designers, cost consultants and surveyors.</p>						
6.	<p>How will you propose to consult?</p> <p>6.1 The proposal for this site is included within the Council's Strategy for Transformation of Town Centres. The Strategy flows from the adopted Town Centre Masterplans for Torquay and Paignton, and the concept plan produced by the community for Brixham Town Centre. There has been a huge amount of community and business engagement on all those plans.</p> <p>6.2 There will be engagement with a range of council services and partners, on more detailed design and survey work as it progresses over the next few months, subject to Council support.</p>						
Section 2: Implications and Impact Assessment							
7.	<p>What are the financial and legal implications?</p> <p>7.1 This project is to be funded from the Town Centres Regeneration Programme fund. The cost of borrowing to fund the refurbishment (assuming an upper limit of £3.5m) is £293,183 per annum. Income from student accommodation at Upton Place can cover the borrowing costs, as well as the borrowing costs for the proposed public realm improvements (see separate appendix). However, it is intended to implement the car park refurbishment ahead of the receipt of income from student accommodation at Upton Place, which places a financial pressure on the Council for 2 – 3 years.</p> <p>7.2 The cost of the repair and enhance of the car park, which collectively make up refurbishment proposals, are as follows:</p> <table border="1" data-bbox="316 1778 1423 2069"> <thead> <tr> <th>Options</th> <th>Detail</th> <th>Cost</th> </tr> </thead> <tbody> <tr> <td>Repairs</td> <td>Bridge to BHS, top deck lighting, safety fencing, lift repairs (£600,000) etc.</td> <td>£1.8m</td> </tr> </tbody> </table>	Options	Detail	Cost	Repairs	Bridge to BHS, top deck lighting, safety fencing, lift repairs (£600,000) etc.	£1.8m
Options	Detail	Cost					
Repairs	Bridge to BHS, top deck lighting, safety fencing, lift repairs (£600,000) etc.	£1.8m					

Enhancements	Repaint, delineate pedestrian route, replace windows, carbonation / corrosion treatment, CCTV (£40-100K), installation of solar PV (£56,000)	£1.7m
Total		£3.5M

7.3 Consultants were commissioned earlier this year to review performance of the car park and propose options for refurbishment and alternative uses. The headlines of that review, on the condition / use of the car park are as follows:

- Coloured parking bays and coloured pedestrian walking zones are provided on the top deck of the car park but not on lower decks where all existing surfacing is of poor quality in terms of appearance. However, there is no issue with the condition or operation of the surface.
- The upper decks of the car park benefit from high levels of natural light, supplemented by internal lighting, in particular where the decks are above the level of the adjacent cliff face. The quality of the natural light deteriorates on the western side as the decks become shaded by the cliff, but the natural light levels are good on the Lower Union Lane side of the Car Park until below the level of the adjacent buildings.
- Lighting has a poor 'feel' to it on the lower floor levels where external light is reduced, particularly on the western side of the car park where daylight is restricted by the adjacent cliff face. This is due to the quality of the internal lighting, which does not appear to be to current standards.
- The car park has an open span design and consequently there are no issues with columns making use of the parking spaces difficult with either manoeuvring into the spaces or physically getting into or out of cars.
- The stairwells within the car park are of particularly low quality, and are not a welcoming environment.
- The cosmetic condition of the windows, stairwell balustrades and wall and floor finishes was poor and needs to be refurbished and modernised.

7.4 Economic Impacts

7.4.1 Refurbishment of the Lower Union Lane MSCP is likely to give rise to:

- Increased footfall and spend in Torquay town centre
- Improved perceptions and experience of Torquay town centre

	<ul style="list-style-type: none"> • Increased investment and confidence in the area • Increased revenue from car parking, from a range of different users • Reduced operational costs, from use of modern materials in the refurbishment and through income from solar PV. <p>7.5 <u>Social Impacts</u></p> <p>7.5.1 Refurbishment of the Lower Union Lane MSCP is likely to give rise to:</p> <ul style="list-style-type: none"> • Improved safety for users of the car park • Reduced perception of crime / poor safety • Reduced use of the car park for anti-social activities <p>7.4 <u>Legal Implications</u></p> <p>7.4.1 The TDA, acting on the Council's behalf, will ensure all proper procurement and legal requirements are followed in appointing consultants and contractors, including local labour supply, apprenticeships etc.</p>
<p>8.</p>	<p>What are the risks?</p> <p>8.1 A full risk register will be produced as part of the project management process, if the Council supports the recommendations in this report.</p> <p>8.2 There may be some disruption to users of Lower Union Lane MSCP, as a result of refurbishment work, but the existing capacity and partial utilisation of that capacity should allow disruption to be mitigated</p> <p>8.3 There are risks of cost overruns in delivering the work. Responsibility for cost overrun is likely to be assigned to the contractor</p>
<p>9.</p>	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable.</p>

Equality Impacts

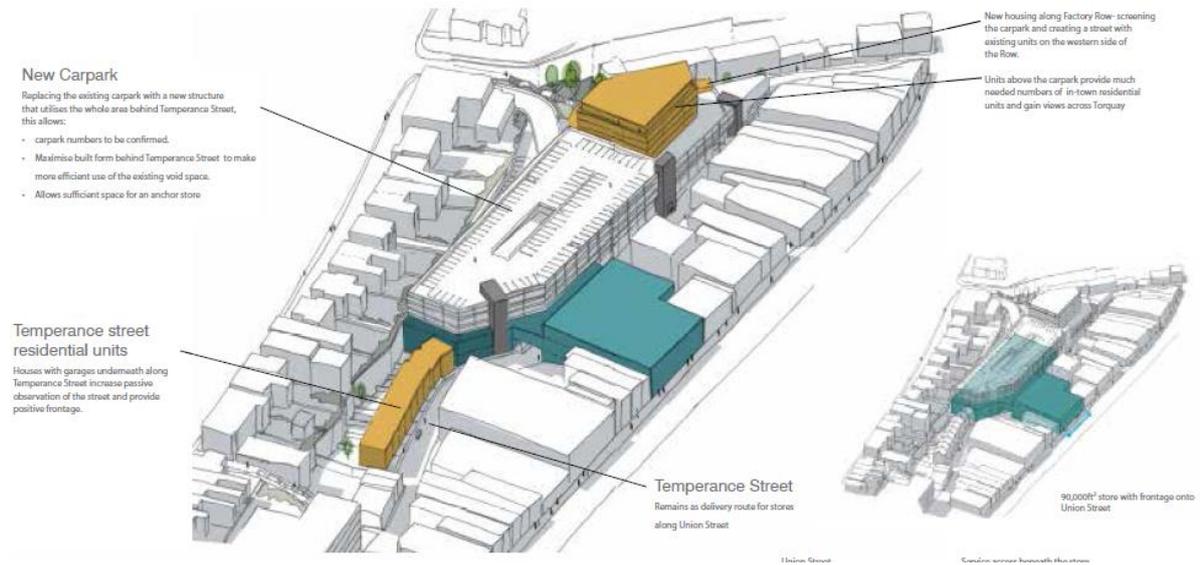
10	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	The economic and social benefits of town centre regeneration are significant and well evidenced such that it is envisaged that there will be a positive benefit for all residents and all those with protected characteristics. This proposal is likely to support investment that will have particular benefits for older people and people with a disability.		
	People with caring Responsibilities	As above		
	People with a disability	As above		
	Women or men	As above		

People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	As above		
Religion or belief (including lack of belief)	As above		
People who are lesbian, gay or bisexual	As above		
People who are transgendered	As above		
People who are in a marriage or civil partnership	As above		
Women who are pregnant / on maternity leave	As above		
Socio-economic impacts (Including impact on child poverty issues and deprivation)	As above		

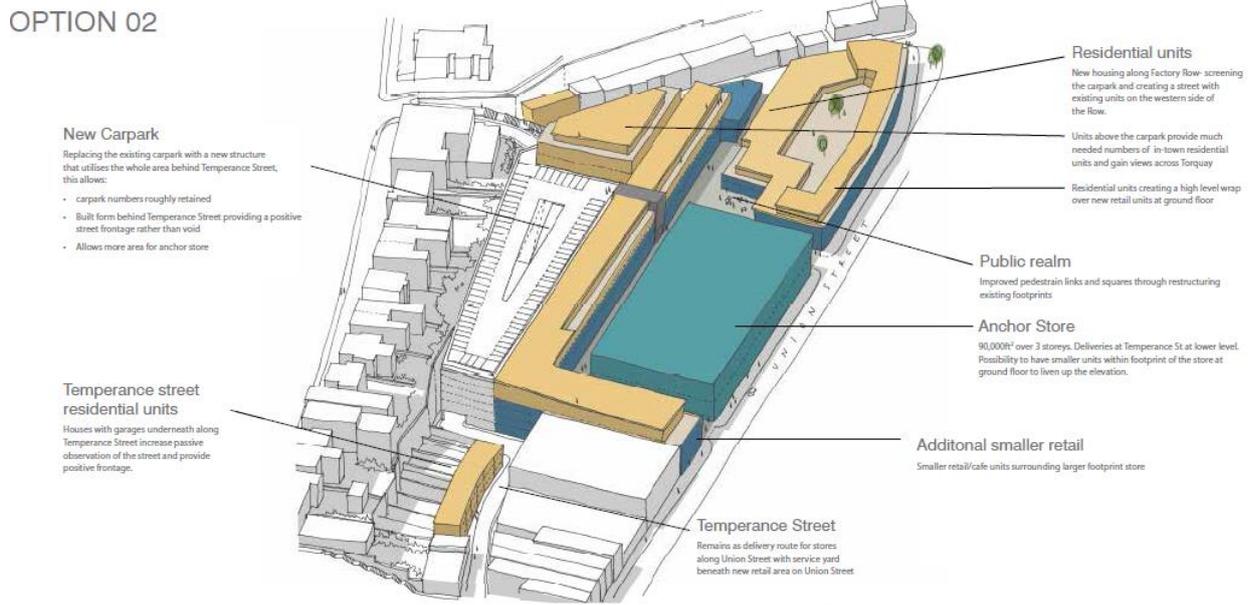
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Town centre regeneration will improve the economy of Torbay. Economic prosperity helps create healthier communities and by supporting regeneration projects we will be able to improve health inequalities which currently exist across Torbay. This project will have health, safety and wellbeing benefits to the people that use it.		
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of proposals which are being put forward in relation to integrated transport and other regeneration projects and capital investments to ensure that a coherent approach is taken to creating a prosperous and healthy Torbay. This project will encourage and support investment in Torbay.		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of issues which positively impact of reducing the amount of crime and disorder therefore making our town centres safer and more attractive places for residents, workers and businesses.		

Appendix 3a: Extract from adopted Torquay Town Centre Masterplan (2015)

Option 1:



OPTION 02



Appendix 4: Delivery of a targeted public realm improvement at Victoria Street / Torbay Road, Paignton

1. Proposal and Introduction

- 1.1 On April 6 2017 the Council agreed a Transformation Strategy for Torbay's Town Centres, as an appendix to the 2013 – 2018 Economic Strategy, and the principles for delivery of that strategy. One element of that strategy included the delivery of targeted investment in improved public realm, at seven key junctions / nodes on high streets. This appendix presents the outline business case to the Council for investment in the first of those public realm improvements, at Victoria Street / Torbay Road, Paignton, and seeks support for delivery of these improvements. The combination of public realm improvements and building improvements, as delivered through the Building Improvement Grant, will have a significant impact on the nature, appearance and perceptions of Torbay's town centres.
- 1.2 Members should also note that public realm improvement schemes are being prepared for Torquay Town Centre, with the proposal for Castle Circus completed and design work on Fleet St / Cary Parade about to commence. The full business cases for those schemes will be considered by senior officers, in consultation with the Town Centres Regeneration Programme Board, as set out in recommendation 3.6 of the main report.
- 1.3 Public space, and improvements to it, is a key element of each town centre. It is the 'glue' that connects different parts of each town. High quality public realm is extremely important to the function and success of each town, to successful regeneration, to perceptions of the quality of town centres and is a key factor in securing further investment in town centres. Investment in public realm improvements is as important as investment in delivery of other regeneration projects and should be considered as an integral part of the regeneration programme.
- 1.4 The proposed public realm improvements in Paignton will support the work to restore and reuse Paignton Picture House; will support the delivery of a new civic hub around the library, bus and rail stations (including rail station refurbishment); will support the vitality of Victoria Street and Torbay Road, including the businesses that rely on that vitality; and will support investment in other regeneration projects, including Crossways and Victoria Centre.
- 1.5 Investment by the Council in public realm improvements will help secure significant socio-economic and environmental benefits to town centres. The Council will be aware of this, given the investment some years ago by the Council in public realm improvements around Torquay Harbour which resulted in increased investment, property values, jobs and visitor numbers.
- 1.6 The emphasis, for public realm improvements, is on the creation of shared space. This is space shared by a range of different users – public transport, cars, cyclists, pedestrians. Shared space has worked well, and continues to work well, in towns and cities across the country – helping to deliver regeneration and economic recovery. This approach will provide greater accessibility to and legibility of

Torquay and Paignton. It will increase footfall, spend and time spent by people in Torquay and Paignton town centres. This approach fits well with delivery of the Great Places work in Torbay.

- 1.7 The proposal is for the Council to invest up to £3m in two initial public realm improvement projects, one for Victoria Street / Torbay Road, Paignton and one scheme for Torquay, enabling implementation of those projects by end 2018. The cost of this work will be covered by the Town Centres Regeneration Programme fund plus £100,000 from existing Section 106 monies and from any remaining underspend from the Torre to Torquay Town Centre Traffic Reversal project. The £166,000 per annum required to repay borrowing of £2.9m is to be funded by income from student accommodation at Upton Place, in accordance with the resolution of the Council in May 2017 (see item 26 of minutes for Council meeting dated 10 May 2017). Income from student accommodation at Upton Place is capable of covering these costs.
- 1.8 Council support for the outline business case will allow:
 - Detailed design work to be commissioned;
 - Necessary traffic orders to be put in place (although this may be unnecessary);
 - A tender process to be undertaken, with a contractor appointed as a result of that, and
 - A start on site in around 9 months, for Castle Circus, and around 12 months for Victoria Street / Torbay Road, Paignton.
- 1.9 The Victoria Street / Torbay Road proposal is capable of phased implementation, with each phase capable of acting as the end of the project should the Council wish to pause or stop at that point. Sketch proposals are included as Appendix 4b of this appendix. These proposals have been the subject of specialised consultancy advice and engagement with key organisations. They are considered capable of implementation, with further detailed design work needed to ensure the best scheme is delivered within time and budget.

2. Reasons for Proposal

- 2.1 The proposal is in accordance with the Council's Policy Framework including the Corporate Plan, Economic Strategy and the Transformation Strategy for Torbay's Town Centres. The proposal will help transform Torquay and Paignton's town centres, as part of a wider place making agenda, which includes change and growth in Torbay.
- 2.2 The proposal will help deliver the Local Plan, Town Centre Masterplans (as adopted Supplementary Planning Documents), the emerging Destination Management Plan and the Great Places project.
- 2.3 The proposal will generate additional footfall and spend in the town centres, with the knock on benefit of attracting further investment.

2.4 The proposal will improve the attractiveness of the town centres and will reduce anti-social behaviour, helping to draw in and retain additional visitors.

Appendices

Appendix 4a: Concept sketch drawings of public realm improvements at Victoria Street / Torbay Road, Paignton.

Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>1.1 Parts of Torquay and Paignton Town Centres are looking tired and unattractive. They are in need of investment and improvement, to build confidence in town centres, help draw in further investment and to improve perceptions of the town centres.</p> <p>1.2 Consequently the Council has approved the principle of targeted investment in improved public realm, at seven key junctions / nodes on high streets, as part of its Transformation Strategy for Torbay's Town Centres.</p> <p>1.3 There is a need for pace in the delivery of town centre regeneration and, specifically, in the pace of delivery of public realm improvements as it is known (e.g. from soft market testing of town centre regeneration programme proposals; from consultation responses to the proposed Destination Management Plan; from community engagement) that such improvements will lead to further confidence and investment.</p> <p>1.4 Improvements to public realm, around Victoria St / Torbay Rd, Paignton, and at either Castle Circus or Fleet Street / Cary Parade are considered priorities by the Town Centre Regeneration Programme Board, especially given their 'gateway' status in respect of both town centres.</p>
2.	<p>What is the current situation?</p> <p>2.1 The Council has approved (April 2017) a Transformation Strategy for Torbay's Town Centres. This proposal, for public realm improvements in Torquay and Paignton, forms part of that strategy.</p> <p>2.2 Whilst a significant amount of work has been done, via the Town Centre Regeneration Programme Board, to design and test proposed public realm improvements, further detailed design work and engagement (with key organisations) is needed over the next two months to ensure improvements that meet the needs of all users, can be delivered quickly and delivered within budget.</p> <p>2.3 The junction of Victoria Street and Torbay Road, Paignton, which includes the level crossing, is a key connection or node between</p>

	<p>Torbay Road / Seafront and the town centre (Victoria Street on through to Winner Street). Historical images show the sharing of space in this area, by vehicles and pedestrians and show that quality public realm helps to reveal the quality of buildings surrounding the area.</p> <p>2.4 At present the area provides a poor sense of place and a lack of legibility of the town centre / seafront. For example, visitors arriving by train have no clear understanding of their precise location, or the whereabouts of the sea front or the town centre. There is not a good connection, especially for pedestrians, between Victoria Street and Torbay Road – with pedestrians required to cross roads containing fast flowing traffic. Much of the space around this area is under-utilised and cluttered. The proposed improvements seek far better use of space, to re-establish shared space and to provide a much better sense of place.</p> <p>2.5 Castle Circus and Fleet St / Cary Parade are two of the main ‘gateways’ into the High Street, for vehicles and pedestrians. Schemes are being worked up that reflect that status and set a high standard for other public realm improvements.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>3.1 The ‘do nothing’ option has been considered, but this would not change the perceptions of the town centres, would not encourage investment and would not resolve the issues outlined in this appendix.</p> <p>3.2 The ‘do everything’ option (i.e. all seven public realm improvements) has been considered. This would require significant upfront investment, estimated at £8m, by the Council and well ahead of agreed land transactions on other town centre regeneration programme projects. Whilst that would have significant beneficial impacts, it is not considered that the resources (funding streams, people) are in place to deliver that scale of change at the pace required.</p> <p>3.3 In addition, Phase 2 regeneration projects are likely to have an impact on and be able to deliver enhanced public realm to the upper and central parts of Torquay High Street over the next few years. So it is considered prudent to focus on the ‘gateway’ projects, subject to funding being available.</p> <p>3.4 The phased approach to the delivery of public realm improvement projects allows the Council to take a very light touch approach if it wants to. The design work to date allows for flexibility in delivery. For example, the Council could agree to stop or pause work after Phase 1 (essentially de-cluttering work), assess the impact, and then move to the next Phase if required. In Paignton, for example, the proposals allow for land owned by Network Rail (including the taxi ranks outside the train station) to be included or excluded, whilst still providing a solution that will benefit the town centre.</p>

<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan 2015-19?</p> <p>4.1 Town Centre Regeneration supports the ambition of creating a Prosperous and Healthy Torbay with the creation of vibrant and attractive town centres identified as a specific action in the Delivery Plan for “Working towards a more prosperous Torbay”.</p> <p>4.2 The proposed delivery of public realm improvements accords with the Council’s Strategy for Transformation of Town Centres.</p> <p>4.3 The proposal will help deliver the Local Plan, the Economic Strategy, the Culture Strategy (including Great Place work), the Local Transport Plan, the adopted town centre masterplans and Healthy Torbay SPD, emerging Neighbourhood Plans and the emerging Destination Management Plan.</p>
<p>5.</p>	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>5.1 The proposal will affect a range of different users of the town centres.</p> <p>5.2 The advice of experienced highway and landscape consultants has been commissioned to inform design work to date.</p> <p>5.3 The projects have been, and continue to be, informed by engagement with highways designers, urban designers, landscape architects, the police architectural liaison officer (Designing out Crime), British Transport Police (Crime Reduction Advisor), Disability Support Torbay and Coalition of Disabled People South Devon. Similar projects, such as Frodsham Street, West Cheshire, have also informed the project to date. The Frodsham Street project was supported by the West Cheshire Access Group, a group with various disabilities including partial sighted and blind members.</p>
<p>6.</p>	<p>How will you propose to consult?</p> <p>6.1 The proposal for this site is included within the Council’s Strategy for Transformation of Town Centres. The Strategy flows from the adopted Town Centre Masterplans for Torquay and Paignton, and the concept plan produced by the community for Brixham Town Centre. There has been a huge amount of community and business engagement on all those plans.</p> <p>6.2 There will be engagement with a range of council services and partners, on more detailed design work as it progresses over the next few months, subject to Council support.</p> <p>6.3 If the proposals require formal traffic orders, these will be advertised in the usual way. If the project is approved further detailed design work will be required. Further engagement with local access groups will occur as part of that design process.</p>

	<p>6.4 Meetings are planned and will be undertaken with Council tenants, community partnership representatives, business groups and other parties, in order to engage them in the design and delivery process for town centre regeneration projects.</p>
<p>Section 2: Implications and Impact Assessment</p>	
<p>7.</p>	<p>What are the financial and legal implications?</p> <p>7.1 This project is to be funded by the Town Centres Regeneration Programme fund. Income from student accommodation can cover the borrowing costs and the borrowing costs for the refurbishment of Lower Union Lane Multi-Storey Car Park (see Appendix 3). However, it is intended to implement the public realm improvements ahead of the receipt of income from student accommodation at Upton Place, which places a financial pressure on the Council for 2 – 3 years.</p> <p>7.2 The direct socio-economic and environmental impacts of public realm improvements, such as proposed, are difficult to gauge. This was recognised in a publication by Oxford Brookes University and Trowers & Hamlins in 2016 (Highly Valued, Hard to Value). Based on an assessment of a large range of projects the publication showed that a cautious valuation of regeneration, as a whole, produced a benefit-cost ratio of 2.3 (every £1 of expenditure = £2.30 benefit). As a subset of regeneration, public realm improvements tend to deliver a benefit-cost ratio of 0.9.</p> <p>7.3 <u>Economic Impacts</u></p> <p>7.3.1 Assessment of the Torbay Waterfront development and public realm work, around Torquay Harbour, in 2006, showed that investment by the Council resulted in:</p> <ul style="list-style-type: none"> • A 21% increase in private sector investment (around £3.2m) and around £2.73m in the purchase of buildings; • A 45% increase (around £2m) in planned investment by businesses <p>7.3.2 Investment by the Council in public realm around Torquay Harbour was predicted to generate 80 FTE jobs, 75 FTE safeguarded jobs and £9,500,000 private finance. Analysis by consultants showed that these outputs would be delivered in 2008. It is worth noting that delivery of the Torquay Waterfront development (hotel, apartments and restaurants) will represent a £35m investment – significantly outweighing the £9.5m predicted.</p> <p>7.3.3 Investment in a similar scheme in Bromley town centre has been assessed as providing the following benefits:</p> <ul style="list-style-type: none"> • A better perception of the area

	<ul style="list-style-type: none"> • More confidence, with 80% of businesses being confident of improved performance, 58% attributing this to the £6.8M investment. • Increased customer / visitor satisfaction • 86 additional jobs • An additional £4.1M generated by 119 businesses • Increased customer satisfaction (from 88% - 90%) • Reduced property vacancy rates • Significantly increased footfall in targeted investment areas • An improved and stronger leisure offer - more licences, outdoor seating, more diversity • Increased demand for commercial space • Increased investment as a result of improved confidence <p>7.3.4 A publicised assessment (The Pedestrian Pound) of economic impacts across a wider set of public realm projects revealed:</p> <ul style="list-style-type: none"> • Business performance: Footfall and trading up by 40%; retail sales up by 30%; 25% increase in footfall, in Coventry and Bristol. • Urban renewal: Public investment leads to increased employment (evidence shows increased by 300% in Temple Bar District, Dublin); Increase in visitors (300% increase in North Terrace, Trafalgar Sq); Increase in property prices; Higher employment densities where there are public realm improvements (as people want to be located in those places); Raised self-esteem of residents, improved investor confidence; Public realm improvements give better access to services for those people without a car. <p>7.4 <u>Social Impacts</u></p> <p>7.4.1 There has already been very positive feedback, from a range of access and public safety groups, to the proposals for public realm improvements in Torquay and Paignton. These include police architectural liaison officer (Designing out Crime), British Transport Police (Crime Reduction Advisor), Disability Support Torbay and Coalition of Disabled People South Devon.</p> <p>7.4.2 In response to a site visit to completed public realm improvements at Frodsham Street, Chester, the West Cheshire Access Group (which represents people with a range of disabilities, said in summary:</p> <ul style="list-style-type: none"> • Shared Space: removal of all standard curbs between areas which traffic are allowed to use and areas reserved for use by pedestrians. People can, if they wish, walk down the middle of the street; traffic is obliged to drive slowly and carefully ; or pedestrians can stick to the pedestrian-only space at each side of the street. • The two big plus points: <ol style="list-style-type: none"> 1. the area reserved for pedestrians has been completely cleared of all obstacles: this is “incredibly liberating”. Frodsham
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	<p>Street used to be full of street furniture and obstructions in all sorts of random places.</p> <p>2. there is a high degree of colour contrast between the street surface where traffic can run, the corduroy strip itself and the area reserved for use by pedestrians.</p> <ul style="list-style-type: none"> • Very sceptical before site visit . However, having now experienced this, “when are you going to do the same to all the other streets in Chester.” Can’t see any disadvantages to it. • Guide dog, had no problem navigating down the pedestrian reserved area and, even if he had wandered over the corduroy strip, handler could easily detect this and correct him. • A lot of positive benefits for visually impaired people. The final result is a massive improvement to Frodsham street , as a totally blind pedestrian. <p>7.4.3 Public realm improvements can dramatically reduce anti-social behaviour and other public spaces, in the following ways:</p> <ul style="list-style-type: none"> • The materials palette can help to create a real sense of quality and distinctiveness for the site. This helps to strengthen the character of the site and encourages the public to feel a sense of ownership over the space. • Lighting can be a deterrent to anti-social behaviour in the evening/night-time, and is fundamental in creating welcoming and safe routes through the site for the public, especially later at night. • An enhanced and civilized environment generally makes people feel safer and behave in a more responsible and respectful way. • <i>“The natural policing that occurred as a result of the higher level of activity has played a major part in discouraging crime and drug abuse there.” (pg 21. Decent parks? Decent Behaviour?, CABE)</i> • There is evidence that investing in the design and care of high quality public places is more effective in tackling anti-social behaviour than the blanket use of tough security measures” (pg 3. <i>Decent parks? Decent Behaviour?, CABE)</i> <p>7.5 <u>Legal Implications</u></p> <p>7.5.1 The TDA, acting on the Council’s behalf, will ensure all proper procurement and legal requirements are followed in appointing consultants and contractors, including local labour supply, apprenticeships etc.</p>
<p>8.</p>	<p>What are the risks?</p> <p>8.1 A full risk register will be produced as part of the project management process, if the Council supports the recommendations in this report.</p> <p>8.2 There are risks to businesses associated with delivery of these projects. There will be some disruption caused as a result of works to the highway. There will be publicity about the work to help avoid disruption.</p>

	<p>8.3 There are risks to people as a result of the delivery and operation of shared space. All necessary steps will be taken to ensure the all highway users remain safe during the delivery and operation of shared space in these locations.</p> <p>8.4 There are risks to utility services during delivery of the work. This will be mitigated by careful survey and design work.</p> <p>8.5 There are risks of cost overruns in delivering the work. Responsibility for cost overrun is likely to be assigned to the contractor</p>
9.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable.</p>

Equality Impacts

10	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	The economic and social benefits of town centre regeneration are significant and well evidenced such that it is envisaged that there will be a positive benefit for all residents and all those with protected characteristics. This proposal is likely to support investment that will have particular benefits for younger people and people with a disability.		
	People with caring Responsibilities	As above		
	People with a disability	As above		
	Women or men	As above		

People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	As above		
Religion or belief (including lack of belief)	As above		
People who are lesbian, gay or bisexual	As above		
People who are transgendered	As above		
People who are in a marriage or civil partnership	As above		
Women who are pregnant / on maternity leave	As above		
Socio-economic impacts (Including impact on child poverty issues and deprivation)	As above		

	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Town centre regeneration will improve the economy of Torbay. Economic prosperity helps create healthier communities and by supporting regeneration projects we will be able to improve health inequalities which currently exist across Torbay. This project will have health, safety and wellbeing benefits to the people that use it.		
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of proposals which are being put forward in relation to integrated transport and other regeneration projects and capital investments to ensure that a coherent approach is taken to creating a prosperous and healthy Torbay. This project will encourage and support investment in Torbay.		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	Town centre regeneration will take account of issues which positively impact of reducing the amount of crime and disorder therefore making our town centres safer and more attractive places for residents, workers and businesses.		

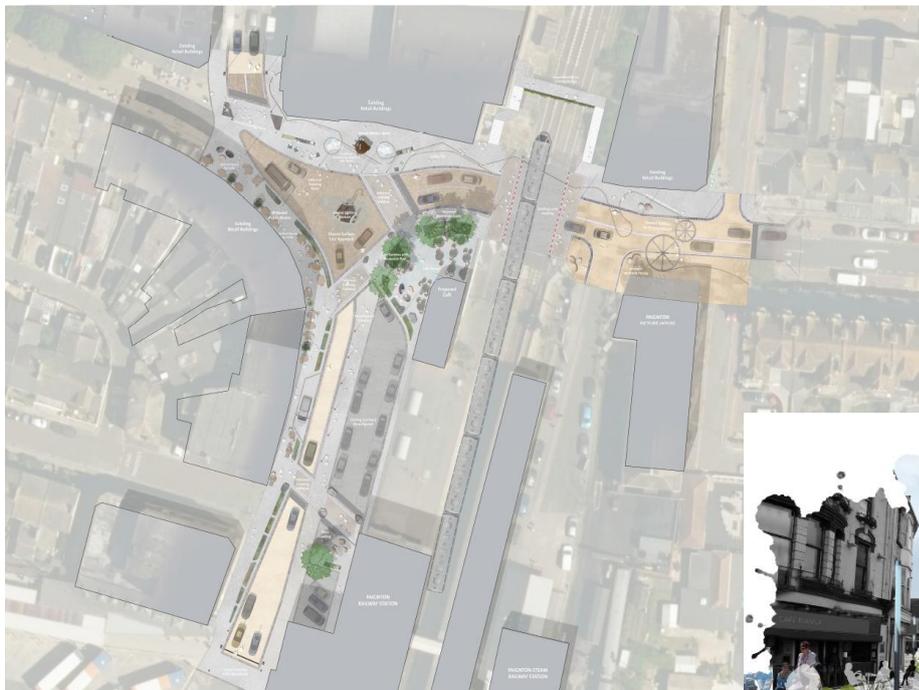
Appendix 4a: Proposed public realm improvements at Victoria Street / Torbay Road, Paignton

Victoria Street / Torbay Road, Paignton

Historic images:



Proposed layout:



Artist's impression:





Meeting: Council

Date: 19 October 2017

Wards Affected: All Wards

Report Title: Proposal to Vary Parking Charges

Is the decision a key decision? No

When does the decision need to be implemented? Immediately

Executive Lead Contact Details: Councillor Excell, Executive Lead for Community Services, robert.excell@torbay.gov.uk

Supporting Officer Contact Details: Kevin Mowat, Executive Head of Business Services, 01803 208428, kevin.mowat@torbay.gov.uk

1. Proposal and Introduction

- 1.1 On 29 September 2017, the Chief Finance Officer, in consultation with the Executive Head of Business Services and the Chief Executive, took a decision to vary the off street parking charges from 1 November and to vary the on street parking charges from 2 November to move from seasonal parking charges to fixed year-round tariffs across all parking places managed by the Council across Torbay.
- 1.2 The Mayor has requested the Council to reconsider this and is recommending that the scheduled winter tariff should remain in place for 2017/2018 in accordance with the approved budget.

2. Reason for Proposal

- 2.1 The setting of fees and charges is a Council decision and therefore, following the request of the Mayor, the matter has been referred to Council to make the final decision.

3. Recommendation(s) / Proposed Decision

Mayoral Recommendations:

- 3.1 That the decision taken by the Chief Finance Officer to vary the off street parking charges from 1 November and to vary the on street parking charges from 2 November, set out in Appendices 1 and 2 to the submitted report be rescinded and the original parking charges (set out in Appendices 3 and 4 to the submitted report) be implemented.
- 3.2 That the Executive Head of Business Services be requested to publish the relevant Traffic Regulation Orders (TROs) to Revoke the 'Borough of Torbay (Street Parking

Places {Pay & Display} Order No2 2017' and 'Borough of Torbay (Off Street Parking Places) Order No3 2017' and implement the TROs set out in 3.1 above.

Officer Recommendation:

- 3.3 That the decisions taken by the Chief Finance Officer on 29 September 2017 to vary the off street parking charges from 1 November and to vary the on street parking charges from 2 November, set out in Appendices 1 and 2 to the submitted report, be approved by Council and implemented as advertised.

Appendices

Appendix 1: Record of Decision – Proposal to vary the off street parking charges as of 1 November 2017

Appendix 2: Record of Decision – Proposal to vary the on street parking charges as of 2 November 2017

Appendix 3 Order 1 – off street parking

Appendix 4 Order 2 – on street parking

Background Documents

Parking Strategy 2016 ~ 2021

'Pay and Display' income figures for previous two years, and the current summer and winter tariffs.

Section 1: Background Information

1. What is the proposal / issue?

To vary the on street and off street parking charges from November 2017 to remove seasonal variations, making the parking charges easier to understand and to meet the predicted shortfall in parking income for 2017/18. This forecast shortfall was identified just prior to the end of Quarter 2 (week 25) and may be due, in part, to the relatively poor summer weather. However, the shortfall represents a real risk that the requirements of the Mayor's budget for 2017/18 may not be met, especially as the period of reduced winter tariffs would normally commence in November. Furthermore, the Council's Medium Term Financial Plan, and therefore the Council's base budget, assumes a 3% year on year growth in income associated with fees and charges, across the authority.

The officers have proposed a variation to the parking charges that would see the removal of seasonal tariffs for on street and off street parking. This change would see the tariffs remain consistent across all Council operated car parks and on street pay and display spaces, throughout the year, with no seasonal summer or winter tariffs being implemented. Nine of the tariffs would reduce from the existing summer rates, two are new tariff bands and seven remain unchanged from the current summer charges. The officer proposal also includes the re-introduction of the evening tariff commencing at 6.00 p.m. which has been requested by a number of stakeholder groups. Full details of the proposed new charges can be found in Appendix 1 and 2.

2. What is the current situation?

The Council approved Summer and Winter parking tariffs for 2017/2018 as part of the budget setting process for 2017/2018.

The Council's Parking Strategy 2016-2021 provides for parking charges to be kept under review and simplified.

Having examined the parking income generated over the past two years and looking at income received to date the Executive Head of Business Services advised that the anticipated income generation for 2017/2018 was likely to fall short of anticipated levels without action being taken to vary parking charges.

His professional view was that the current seasonal parking charges are confusing to the public as there is a perceived increase when the charges revert back to the summer tariffs and setting a fixed year round tariff would be easier to understand, more efficient as it would reduce the need to re-programme all the parking machines at least twice a year, and would help to meet the income targets set for parking services. The negative impact of reverting to the summer tariff would cease. The criticism this year reached the national press and portrayed Torbay in a very negative light. Also, it is

	<p>clear from benchmarking with neighbouring local authorities that seasonal charging is not common practice.</p>
<p>3.</p>	<p>What options have been considered?</p> <p>Option 1 (Officer Recommendation):</p> <p>To vary the charges in accordance with the decisions taken by the Chief Finance Officer to remove seasonal tariffs for on street and off street parking. This option would see the tariff remain consistent across all Council operated car parks and on street pay and display spaces with no seasonal summer or winter tariffs being implemented. This recommendation also re-introduces the evening tariff commencing at 6.00 p.m. which has been requested by a number of stakeholder groups. In contrast the retention of original Traffic Regulation Orders, as recommended in Option 2, will keep the evening tariff commencement time at 10.00 p. m., which has proved to be quite unpopular since it was introduced.</p> <p>On Street Parking: By introducing parking charges that apply all year round the Council will avoid the significant resource impact of having to upload new tariffs to all of the pay machines twice a year, along with the associated signage and public notices. Currently when charges change from the reduced winter tariff to the summer tariff it causes reputational damage to the Council because each Spring the public perceive this as an increase in charges rather than a simple reversion to the summer tariff. The proposed charges should therefore provide greater clarity to our customers as the charges will remain consistent throughout the year.</p> <p>Off Street Parking: The Council has adopted a lower rate winter tariff for off street parking since November 2013, these proposals would see the parking charges remain consistent throughout both the summer and winter seasons in all of the Torbay Council operated car parks. Neighbouring authorities no longer impose seasonal charges. The proposed changes are in line with the Council's approved Parking Strategy. (Objective 3 - Keep parking charges under review)</p> <p>The Council also now has a reduced rate annual car park permit in place that equates to being able to park in the car parks for £1 a day for regular users. There have been high sales for this type of permit as well as the £50 off-peak permit that is valid in the car parks between 3pm and 10am each day. Both of these options provide regular car park users with very affordable, and value for money options, to park in Torbay.</p> <p>By introducing parking charges that apply all year round the Council would also reduce its costs on backboard overlays as well as staff costs on having to upload new tariffs to all of the pay machines, these changes from the reduced winter tariff to the summer tariff also create a reputational damage to the Council each Spring due to the perceived increase in charges by the public. The proposed charges should also provide greater clarity to our customers with a consistent year round tariff.</p>

	<p>To alleviate concerns raised by the Mayor's Executive Group reduced rates are included for 30 minutes and 1 hour periods. Overnight charges are also reintroduced from 6.00 p.m. to 8.00 a.m. at locations where charges apply 24 hours a day.</p> <p>If Council accepts this option the new charges will be implemented from 1 and 2 November in accordance with the Traffic Regulation Orders (TROs) advertised in the Herald Express on 4 October 2017.</p> <p>Option 2 (Mayor's Recommendation)</p> <p>To rescind the decisions taken by the Chief Finance Officer to vary the on street and off street parking charges and implement the original Traffic Regulation Orders (as set out in Appendices 3 and 4 to the submitted report).</p> <p>This option is not supported by officers as there is a risk that the annual income may well fall significantly short of the target set in the 2017/2018 budget and consequently place further pressure on the Council's revenue budget.</p> <p>It will also cause the usual upset and confusion to the public when the charges revert back to the summer rate in March 2018.</p> <p>If Council accepts this option there will be further costs to the Council as we will have to advertise further public notices to revoke the Traffic Regulation Orders advertised on 4 October, which would mean any changes made to parking charges after 20 October would not be able to come into effect from 1 and 2 November 2017. This will also cost around £600 to implement. This option does not provide the availability of the night time charge commencing at 6.00 p.m. in all car parks merely in the three short stay car parks.</p> <p>Work has commenced on the Option 1 tariff change and an alteration to Option 2 may result in the tariff work not being completed in time and the loss of income to the Council for the days before the implementation can occur as the legal order ceases and the current charges are no longer valid. This will also incur reputational damage to the Council and a loss of income.</p>
<p>4.</p>	<p>How does this proposal support the ambitions, principles and delivery of the Corporate Plan?</p> <p>Principles:</p> <ul style="list-style-type: none"> • Use reducing resources to best effect <p>Targeted actions:</p> <ul style="list-style-type: none"> • Ensuring Torbay remains an attractive and safe place to live and visit
<p>5.</p>	<p>How does this proposal contribute towards the Council's responsibilities as corporate parents?</p> <p>This proposal has no direct link to the Council's responsibilities as corporate parents.</p>

6.	<p>How does this proposal tackle deprivation?</p> <p>This proposal provides a consistent approach across all Council car parks and on street parking.</p>
7.	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>The following were consulted on the proposal to vary on street and off street parking charges from November to remove seasonal parking tariffs:</p> <ul style="list-style-type: none"> • Kevin Mowat, Executive Head of Business Services • Councillor Robert Excell, Executive Lead for Community Services • Mayor’s Executive Group • Martin Phillips, Chief Accountant • Chief Executive Officer
8.	<p>How will you propose to consult?</p> <p>Through meetings and circulation of papers.</p>

Section 2: Implications and Impact Assessment

9.	<p>What are the financial and legal implications?</p> <p>Evidence suggests that the Council is due to have a shortfall in its projected parking income for 2017/2018 which will put additional pressure on the Council's revenue budget.</p> <p>In order to implement changes to parking charges the Council is required to draft a new Traffic Regulation Order (TRO) and lodge public notices with the Herald Express advising of the details and the date the new changes will come into operation. There is no appeal process for this.</p> <p>The Council's Medium Term Financial Plan, and therefore the base budget, assumes a 3% year on year growth in income associated with fees and charges.</p>
10.	<p>What are the risks?</p> <p>If the Council does not support the Officer Recommendation and leaves the winter tariff unchanged, Members will be accepting the risk that the annual income may well fall significantly short of the target and consequently place further pressure on the Council's revenue budget.</p> <p>There is also a reputational risk to the Council if we do not implement the new charges advertised on 4 October 2017.</p>
11.	<p>Public Services Value (Social Value) Act 2012</p> <p>Not applicable</p>
12.	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>The parking income figures for the previous two years indicate that the Council is due to fall short of its income target for 2017/2018 unless action is taken to review the charges.</p>
13.	<p>What are key findings from the consultation you have carried out?</p> <p>The Mayor and Executive Lead for Community Services were concerned that not applying seasonal charges would reduce the number of visitors particularly to the town centres during the winter and would therefore impact on our economy and also not make the additional income expected over the winter. They recommended that the winter charges be kept for 2017/2018 and that consideration be given to night time charges being applied from 6.00 p.m.</p>

	<p>Due to the way the Traffic Regulation Orders (TRO) are processed it would not be possible to keep the winter charges and at the same time make changes to the existing TRO. That is why this has not been put forward as a viable option.</p>
<p>14.</p>	<p>Amendments to Proposal / Mitigating Actions</p> <p>Following discussion at the Mayor’s Executive Group meeting, reduced tariffs have been proposed for 30 minutes and 1 hour parking periods and the earlier commencement time for overnight parking charges have been included in the revised Traffic Regulation Order (TRO).</p>

Equality Impacts

15	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people			there is no differential impact
	People with caring Responsibilities			there is no differential impact
	People with a disability			there is no differential impact
	Women or men			there is no differential impact
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>			there is no differential impact
	Religion or belief (including lack of belief)			there is no differential impact
	People who are lesbian, gay or bisexual			there is no differential impact
	People who are transgendered			there is no differential impact
	People who are in a marriage or civil partnership			there is no differential impact
	Women who are pregnant / on maternity leave			there is no differential impact

	Socio-economic impacts (Including impact on child poverty issues and deprivation)			there is no differential impact
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)			there is no differential impact
16	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	None		
17	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	None		

Record of Officer Decision

Proposal to vary the off street parking charges as of 1 November 2017

Decision Taker and Date Decision Taken:

Chief Finance Officer on 29 September 2017 in consultation with the Chief Executive and Mayor

Summary of Matter or Issue Requiring Decision:

The proposed charges would see the tariff remain consistent across all Council operated car parks with no seasonal Summer or Winter tariffs being implemented.

The following officers of the Council, individuals and organisations were consulted:-

Kevin Mowat, Executive Head of Business Services
 Councillor Robert Excell, Executive Lead for Community Services
 Mayor's Executive Group
 Martin Phillips, Chief Accountant

The following background papers were used in considering the issue

Pay and display income figures for previous two years, and the current Summer and Winter tariffs.

Decision Taken:

“Borough of Torbay (Off Street Parking Places) Order No3 2017”

Parking charges in Torbay Councils off street parking places to be varied from 1 November 2017 as follows:

<u>Parking Period</u>	<u>Summer charge</u>	<u>Winter charge</u>	<u>proposed charge</u>
Up to 30 minutes	£1.00	50p	60p
Up to 1 hour	£1.50	£1.00	£1.30
Up to 1.5 hours	£2.00	£1.50	£2.00
Up to 2 hours	£2.50	£2.00	£2.50
Up to 3 hours	£4.00	n/a	£3.50
Up to 4 hours	£4.50	£3.00	£4.00
Up to 5 hours	£5.50	n/a	£5.50
Up to 6 hours	n/a	n/a	£6.50
Up to 24 hours	£10.00	£5.00	£8.00
Overnight	£2.50 (10pm to 8am)	£3.50 (10pm to 8am)	£3.00 (6pm to 8am)

Summer charges currently operate from 21 March to 30 October, Winter charges operate from 31 October to 20 March (dates inclusive). Proposed charges would be see a fixed annual charge in place with no seasonal changes to the tariffs.

That the Council will continue to work with businesses and residents to incentivise increased footfall within the town centres where requested to do so for specific events such as Christmas late night shopping.

Summary of Reason(s) for Decision Taken:

The Council has adopted a lower rate Winter tariff since November 2013, these proposals would see the parking charges remain consistent throughout both the Summer and Winter seasons in all of the Torbay Council operated car parks. Neighbouring authorities no longer impose seasonal charges. The proposed changes are in line with the Council's approved Parking Strategy.

The Council also now has a reduced rate annual car park permit in place that equates to being able to park in the car parks for £1 a day for regular users. There have been high sales for this type of permit as well as the off-peak permit that is valid in the car parks between 3pm and 10am each day.

The reintroduction of the earlier start time for the overnight parking charge will assist the night time economy across the bay.

By introducing a yearly parking charge the Council would also reduce its costs on backboard overlays as well as staff costs on having to upload new tariffs to all of the pay machines, these changes from the reduced winter tariff to the summer tariff also create a reputational damage to the Council each Spring due to the perceived increase in charges by the public. The proposed charges should also provide greater clarity to our customers with a consistent year round tariff.

Summary of Alternatives or Options considered and rejected and Background Papers:

Leave the Winter tariff unchanged and accept the risk that the annual income may well fall significantly short of the target and consequently place further pressure on the Council's revenue budget.

Details of any conflict of interest and dispensation granted to the Officer taking the decision or by any Member of the Council in delegating responsibility for any specific express delegation:

None

Implementation:

The new charges will come into force from 1 November 2017.

A copy of this decision and any supporting documentation considered by the Officer taking this decision may also be available for inspection by the public at the Council's officers or posted upon payment of any copying and postage charges. Any member of the public wishing to take up either of these options is asked to please ring (01803) 207087 or email governance.support@torbay.gov.uk

Signed: _____ Date: 29 September 2017
Chief Finance Officer

Record of Officer Decision

Proposal to vary the on street parking charges as of 2 November 2017

Decision Taker and Date Decision Taken:

Chief Finance Officer on 29 September 2017, in consultation with the Chief Executive and Mayor

Summary of Matter or Issue Requiring Decision:

The proposed charges would see the tariff remain fixed across all Torbay Council on street pay and display parking places with no seasonal Summer or Winter tariffs being implemented.

The following officers of the Council, individuals and organisations were consulted:-

Kevin Mowat, Executive Head of Business Services
 Councillor Robert Excell, Executive Lead for Community Services
 Mayor's Executive Group
 Martin Phillips, Chief Accountant

The following background papers were used in considering the issue

Pay and display income figures for previous two years, and the current Summer and Winter tariffs.

Decision Taken:

“Borough of Torbay (Street Parking Places {Pay & Display}) Order No2 2017”

Parking charges in Torbay Councils on street pay and display parking places to be varied from 2 November 2017 as follows:

<u>Parking Period</u>	<u>Summer charge</u>	<u>Winter charge</u>	<u>proposed charge</u>
Up to 30 minutes	£1.00	50p	60p
Up to 1 hour	£1.50	£1.00	£1.30
Up to 1.5 hours	£2.50	£1.50	£2.50
Up to 2 hours	£3.00	£2.00	£3.00
Up to 3 hours	£4.00	£3.00	£4.00
Up to 4 hours	£5.00	£4.00	£5.00
Up to 5 hours	n/a	n/a	£6.00
Up to 6 hours	£7.50	£6.00	£7.00
Up to 24 hours	£10.00	£10.00	£9.00
Overnight	n/a	n/a	£3.50* (6pm to 8am)

* Overnight charge only available at locations where charges apply 24 hours a day.

Summer charges currently operate from 22 March to 31 October, Winter charges operate from 1 November to 21 March (dates inclusive). Proposed charges would be see a year round charge in place with no seasonal changes to the tariffs.

There is no proposed change to the charges for the Commuter Parking Places (£1.50 for up to

4 hours, £2.50 to park all day).

Summary of Reason(s) for Decision Taken:

The proposals would see the parking charges remain consistent throughout both the Summer and Winter seasons in all of Torbay Councils on street pay and display parking places. This is in line with the Council's approved Parking Strategy.

By introducing a yearly parking charge the Council would also reduce its costs on having to upload new tariffs to all of the pay machines. Currently when charges change from the reduced winter tariff to the summer tariff it causes reputational damage to the Council because each Spring the public perceive this as an increase in charges rather than a simple reversion to the summer tariff. The proposed charges should therefore provide greater clarity to our customers as the charges will remain consistent throughout the year.

These changes will see the reintroduction of the overnight parking charge commencing at 6.00 p.m.

Summary of Alternatives or Options considered and rejected and Background Papers:

Leave the Winter tariff unchanged and accept the risk that the annual income may well fall significantly short of the target and consequently place further pressure on the Council's revenue budget.

Details of any conflict of interest and dispensation granted to the Officer taking the decision or by any Member of the Council in delegating responsibility for any specific express delegation:

None

Implementation:

This decision may be implemented immediately.

A copy of this decision and any supporting documentation considered by the Officer taking this decision may also be available for inspection by the public at the Council's offices or posted upon payment of any copying and postage charges. Any member of the public wishing to take up either of these options is asked to please ring (01803) 207087 or email governance.support@torbay.gov.uk

Signed: _____ Date: 29 September 2017
Chief Finance Officer

DATED:

17th February

2017

**BOROUGH OF TORBAY,
(OFF STREET PARKING PLACES)
ORDER 2017**

**Steve Parrock
Executive Director
Torbay Council
Town Hall
Torquay
TQ1 3DR**

Off Street Order.

**BOROUGH OF TORBAY,
(OFF STREET PARKING PLACES)
ORDER 2017**

The Council of the Borough of Torbay ("the Council") in exercise of its powers under Sections 32, 33 and 35 of the Road Traffic Regulation Act 1984 ("the 1984 Act") as amended by the Parking Act 1989 and the Traffic Management Act 2004 and of all other enabling powers with the consent of the County Council of Devon in accordance with Section 39(3) of the 1984 Act and after consulting with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act hereby makes the following Order:-

Part I

1. This Order shall come into operation on the *21st March 2017* and may be cited as "Borough of Torbay (Off Street Parking Places) Order 2017".

2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the "Borough of Torbay (Off Street Parking Places) Order No.2 2016" is hereby revoked.

3. (1) In this Order, except where the context otherwise requires the following expressions have the meanings hereby respectively assigned to them:-

"authorised vehicle" shall mean any vehicle specified in Articles 9(2) and 9(3) that is permitted to park within a parking place specified in Schedule 6;

"car park permit" shall mean any season ticket issued for a period not exceeding one year and expiring at any time;

"car sharing bays" means a bay set aside for vehicles displaying a minimum of two car park permits of the type specified in Article 7(1)(l) of this Order, and displayed in the manner specified in Article 7(2) of this Order;

"civil enforcement officer" means a person authorised by or on behalf of the Council to supervise any parking place;

"commercial vehicle" means a vehicle being used for or constructed or adapted for commercial purposes having a gross unladen weight of more than 2 tonnes;

"disabled person's vehicle" has the same meaning as in the Local Authorities Traffic Orders (Exemptions for Disabled Persons)(England) Regulations 2000;

"disabled person's badge" has the same meaning as in the Disabled Persons(Badges for Motor Vehicles)(England) Regulations 2000;

"e-permit" means an electronic permit purchased via the mobile telephone parking system;

“goods” includes postal packets of any descriptions; and delivering and collection in relation to any goods including checking the goods for the purpose of their delivery or collection;

“goods vehicle” means a motor vehicle which is constructed or permanently adapted for the use of the carriage of goods or burden of any description, and unless it is an articulated vehicle within the meaning of S138(3) of the Act, is not drawing a trailer;

“hallkeepers vehicle” means a vehicle nominated for use by Torbay Councils Facilities Management Officer’;

“library vehicle” means a vehicle nominated by Torbay Councils ‘Community & Performance Librarian’;

“mobile enforcement vehicle” means a vehicle nominated by Torbay Councils ‘Service Lead for Parking Services’;

“mobile telephone parking” means the purchase of a period of parking for one specific vehicle registration number via a mobile telephone to facilitate a cashless and ticketless parking transaction;

“motor car” has the same meaning as in Section 136 of the Act;

“motor cycle” and “invalid carriage” have the same meaning respectively as in Section 136 of the Act;

“parking bay” means a space in a parking place which is provided for the leaving of a vehicle;

“parking disc” means a disc, issued by a Local Authority, 125 millimetres square coloured blue and capable of showing the quarter hour period during which a period of waiting begins;

“parking place” means any area of land provided in pursuance of Section 32 and 33 of the 1984 Act for use as a parking place and as specified in the Schedules or in any amending Order for the time being in force and shall include approach roads, footpaths, footways, verges (including flower beds) and grassed areas not forming part of the adopted highway and for the purpose of avoidance of doubt, the area of land comprised within a parking place shall be as shown on any plan attached to this Order and the said plan or plans shall in any proceedings be conclusive evidence as to the areas of land so comprised and shall include parking places at which a pay and display machine is installed;

“pay and display machine” means an apparatus of a type and design approved by the Secretary of State for Transport for the purpose of this Order being apparatus designed to indicate the time by a clock and to issue numbered tickets indicating the payment of a charge, the period in respect of which it has been paid, the vehicle registration number noted by the user at the time of purchase, the day and time at which the charge was paid, or the expiry time of the period paid for;

“pay and display ticket” means a ticket issued by a pay and display machine;

“payment machine” means an apparatus in a pay on exit parking place where the user is required to input their vehicle registration number into the machine and then pay a parking charge dependant on the amount of time their vehicle has remained in the parking place;

“pedal cycle” means a unicycle, bicycle, tricycle, or cycle having four wheels or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as is to be treated as not being a motor vehicle for the purposes of the 1984 Act”

“permitted hours” means the hours specified for charging purposes in the Schedules to this Order in respect of any parking place and are the hours during which a parking charge shall be paid for the leaving of a vehicle in that parking place;

“printing vehicle” means a vehicle nominated by Torbay Councils ‘Printing Manager’;

“relevant position” is as defined in Regulation 4 of the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons)(England) Regulations 2000;

“security vehicle” means a vehicle nominated by Torbay Councils ‘Corporate Security/CCTV Manager’;

“telecommunication apparatus” has the same meaning as defined in Section 4(3) of the Telecommunications Act 1984;

“traffic sign” means a sign of any size, colour and type prescribed or authorised under or having effect as though prescribed or authorised under, section 64 of the Act;

“whiskey 1 vehicle” means a vehicle nominated for by Torbay Councils ‘Corporate Debt/Income Manager’;

(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

Part 2

Designation of Parking Places

4. Each area which is specified in Schedules 1 to 6 of this Order is designated as a parking place.

Vehicles for which Parking Places are Designated.

5. Each parking place may be used, subject to the provisions of this Order, for the leaving during the permitted hours of such vehicles as are motor cars, commercial vehicles, coaches, motor cycles, pedal cycles or disabled persons vehicles, provided that they are parked within a relevant bay to their class of vehicle.

Amount and Method of Payment of Initial Charge at Pay & Display Parking Places and Display of Tickets

6. (1) The initial charge paid for a vehicle left in a parking place specified in Schedules 1 to 3 during the period 22nd March to 30th October (both dates inclusive) shall be subject to the tariffs specified in Schedule 7 of this Order.
- (2) The initial charge paid for a vehicle left in a parking place specified in Schedules 1 to 3 during the period 31st October to 21st March (both dates inclusive) shall be subject to the tariffs specified in Schedule 8 of this Order.
- (3) The initial charge paid for at any time for a vehicle left in a commercial vehicle parking bay at the parking places specified in Schedule 6 shall be subject to the tariffs specified in Schedule 9 of this Order.
- (4) Any vehicle left in a parking place specified in Schedules 1 to 3 that displays a car park permit issued by Torbay Council Parking Services starting with the prefix 'ST', shall –
- (a) pay an initial charge in the tariff set as Parking Promotion 1 as specified in Schedule 10 of this Order;
 - (b) display the permit in accordance with Articles 7(1)(h) and 7(2) of this Order;
- (5) The Council may introduce other temporary parking tariffs called 'parking promotions' in addition to the tariffs specified in Schedule 10 of this Order, that can only be purchased during specific times and dates as advertised at each parking place that the parking promotion applies to. If an initial charge is paid for at a promotional rate during a time that the said promotional rate does not apply then the ticket shall only remain valid for the lengths of time permitted in paragraphs (1) and (2) of this Article, depending on the amount of charge paid for and the maximum stay for that parking place.
- (6) The initial charge shall be payable immediately on the leaving of the vehicle in a parking place –
- (a) if a pay and display machine is installed, by the insertion of coins of denominations between 5p and £2 to the correct amount;
 - (b) where provision is made for mobile telephone parking this method of payment may be used as an alternative to a pay and display ticket specified in paragraph (a) of this Article, and any such payment shall only relate to the one specific vehicle registration number identified by the customer;
- (7) Upon payment of the initial charge for the vehicle as per paragraph 6(a) of this Article the driver thereof shall exhibit on the vehicle, in accordance with provisions of paragraph (8) of this Article, a pay and display ticket issued by a pay and display machine relating to the parking place in which the vehicle is left.

(8) The ticket referred to in paragraph (7) of this Article shall be exhibited in the vehicle at all times during which the vehicle is left in a parking place during the permitted hours so that all the particulars on that side of the pay and display ticket which bears the indication that a parking charge has been paid, the day and time by which the parking period started, and the vehicle registration number entered into the pay & display machine at the time of purchase (where applicable) are readily visible from the front or near side of the vehicle to a person standing at the front or near side of the vehicle.

(9) The ticket referred to in paragraph (7) of this Article may –

- (a) be transferred between all long stay parking places specified in Schedule 1 of this Order;
- (b) not be transferred between vehicles, regardless of whether or not the vehicle registration number is noted on the ticket;
- (c) only be used in the vehicle registration number entered into the pay & display machine by the driver at the time of purchase;

(10) All vehicles shall be parked wholly within a marked parking bay in a parking place in accordance with Article 14 of this Order.

(11) No person shall cause or permit a vehicle to be left parked in a marked shoppers parking bay at Brunswick Square Car Park or Preston Gardens Car Park –

- (a) for a longer period than 20 minutes, or;
- (b) whilst displaying a pay and display ticket or car park permit;

(12) No vehicle shall remain in a parking place after the expiry of time paid for, as per the provisions of paragraphs (1) to (5) of this Article, has expired.

(13) If a vehicle is left in a valid parking bay within a parking place whilst displaying a valid car park permit specified in Article 7(1)(a) to (g) and & 7(i), then that vehicle shall be exempt from paying any additional parking charge.

(14) In any parking place a parking bay(s) may be set aside for use by vehicles displaying a valid disabled persons badge in the relevant position and no other vehicle shall park in such bays or spaces set aside for disabled drivers.

(15) In any parking place a parking bay(s) may be set aside for use by motor cycles only, and no other class of vehicle shall park in such bays or spaces set aside for motor cycles.

(16) Pay and display tickets purchased in accordance with the provisions of paragraphs (1) to (5) of this Article may be transferred between any other Council parking place specified within Schedule 1 of this Order.

(17) In any parking place a parking bay(s) may be set aside for use by vehicles displaying a minimum of two car park permits of the type specified in Article 7(1)(h)

of this Order, and displayed in the manner specified in Article 7(2) of this Order. Any such bay(s) will be known as 'Car Sharing Bays' and no other vehicle shall park in such bays or spaces set aside as 'Car Sharing Bays'.

(18) In any parking place a parking bays(s) may be set aside for use by pedal cycles only, and no other class of vehicle shall park in such bays or spaces set aside for pedal cycles.

(19) In any parking place specified in Schedule 2 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform or a civil enforcement officer, cause or permit any vehicle to wait if a period of less than one hour has elapsed since the termination of the last period of waiting (if any) by that vehicle in that car park;

(20) If a vehicle is left in a pay and display parking place otherwise than in accordance with this Order then a penalty charge shall be payable in accordance with Article 10 of this Order.

Car Park Permits

7. (1) A vehicle shall be exempt from paying the parking charges specified in Article 6 (1) to (9) when a valid car park permit specified in paragraphs (1)(a) to (1)(k) and paragraph (1)(m) of this Article is displayed in the vehicle in accordance with paragraph (2) of this Article -
- (a) an 'annual permit' purchased at the cost specified in Schedule 11 may be used from the valid from date noted on the face of the permit and shall remain valid for a period of 12 months until the expiry date noted on the face of the permit, and shall be valid for use in up to four vehicle registration numbers notified to Parking Services in writing. The permit shall be valid for use in the parking places specified in Schedules 1 to 3 of this Order and will allow the user to park for the maximum period permitted for permit holders in that parking place;
 - (b) a 'weekly car park permit' purchased at the cost specified in Schedule 10 shall remain valid for a period of one week (7 calendar days) from the start date scratched off by the user on the face of the permit. The permit shall be valid for use in the parking places specified in Schedules 1 and 2 of this Order and will allow the user to park for the maximum period permitted for permit holders in that parking place;
 - (c) a '3 day car park permit' purchased at the cost specified in Schedule 11 shall remain valid for a period of 3 calendar days from the start date scratched off by the user on the face of the permit. The permit shall then be valid for use in the parking places specified in Schedules 1 and 2 of this Order and will allow the user to park for the maximum period permitted for permit holders in that parking place;
 - (d) a 'monthly all car park permit' purchased at the cost specified in Schedule 11 shall be valid from the start date scratched off by the user on the face of the permit, and shall remain valid for a period of one month until the same day of the following month. The e-permit or

car park permit shall be valid for use in the parking places specified in Schedules 1 to 3 (excluding Lower Union Lane car park) of this Order and will allow the user to park for the maximum period permitted for permit holders in that parking place;

- (e) an 'off peak permit valid from 3pm to 10am' purchased at the cost specified in Schedule 11 shall remain valid for a period of 12 months until the expiry date noted on the permit. The e-permit or car park permit shall be valid for use in the parking places specified in Schedules 1 and 2 of this Order and will allow the user to park for the maximum period permitted for permit holders between 3pm and 10am each day in that parking place;
- (f) a 'commercial car park permit' purchased at the cost specified in Schedule 11 shall remain valid for a period of one week (7 calendar days) from the start date scratched off by the user on the face of the permit. The permit shall be valid for use in the commercial parking bays at the places specified in Schedule 6 of this Order and will allow the user to park for the maximum period permitted in that parking place;
- (g) a 'Disabled Persons Parking Permit' can be issued to Blue Badge holders who have reduced mobility and provide documentary evidence to the Council as detailed in the application form. An admin fee as set by the Council which is specified in the permit application form will be payable in full by the applicant prior to the permit being issued. The permit shall be valid for use in all parking places specified in Schedules 1 and 2 of this Order and will allow the permit holder to park for the maximum period allowed to permit holders. The permit will remain valid for the period noted on the face of the permit as indicated by the valid from date and expiry date. The applicants valid Disabled Persons Badge must be clearly displayed in the relevant position in order for the permit to be valid for use, and all other terms and conditions provided with the permit must be adhered to;
- (h) where a permit has been issued with a serial number prefix of 'ST', the permit may be used from the valid from date noted on the face of the permit and shall remain valid until the expiry date noted on the face of the permit, and shall be valid for use in up to two vehicle registration numbers notified to Parking Services in writing. The permit shall be valid for use in all parking places specified in Schedules 1 to 3 of this Order and will allow the user to park for the maximum period permitted for permit holders in that parking place (with the exception of Town Hall car park where the permit may only be used between the hours of 15:00 and 08:00) provided that –
 - (i) a pay and display ticket has been purchased in accordance with Article 6 (4) of this Order, and –
 - (ii) the pay and display ticket is displayed in accordance with Articles 6(7) and 6(8) of this Order;

- (i) the Council may from time to time make permits available at a charge determined at that time, and any such permit shall be subject to the terms of this Order as well as special conditions of use that may apply to the permit;

(2) The permits referred to in this Article shall be exhibited in the vehicles front windscreen at all times during which the vehicle is left in a parking place during the permitted hours so that all the particulars on that side of the permit which bears the valid from date, expiry date, serial number, hologram (where applicable) and valid location are readily visible from the front or near side of the vehicle to a person standing on the near side of the vehicle.

(3) If a Permit is mutilated or accidentally defaced or the figures or particulars thereon have become illegible or the colour of the Permit has become altered by fading or otherwise the permit shall become invalid and the Permit Holder shall be required to surrender it to the Council and apply for the issue to him of a duplicate Permit. The cost of issuing a replacement permit shall be £20 payable by the permit holder. If a permit has been obtained or defaced in an attempt to defraud the Council then the individual will not be entitled to apply for another permit.

(4) If a Permit is lost or destroyed, the Permit Holder may apply to the Council for the issue to him of a duplicate Permit and the Council, upon being satisfied as to such loss or destruction, shall issue a duplicate Permit and upon such issue the Permit that has been replaced shall become invalid. The cost of issuing a replacement permit shall be £20 payable by the permit holder.

(5) Car park permits may not be copied under any circumstances. If the Council has reason to believe that a permit has been copied or falsified then the Council may at its absolute discretion by serving notice in writing on the permit holder at the address provided by that person on their application for the permit, or at any other address believed to be that persons place of abode, withdraw the permit and the permit holder shall surrender the permit to the Council within 48 hours of the receipt of the aforementioned notice.

(6) In any parking place a parking bay(s) may be set aside for the sole use of pay & display customers, any such bays will be identified by signs in the parking place. Torbay Council car park permits will not be valid for use in these locations.

(7) An administration fee of £20 shall apply if an applicant requests changes be made to the vehicle registration numbers recorded against their car park permit or e-permit.

(8) No refunds can be given under any circumstances for car park permits purchased from the Council.

(9) A car park permit specified in Article 7 (1) (a) to (g) and (i) will only be issued once the relevant charges have been paid in full to Torbay Council.

(10) Car Park Permits provided by Torbay Council shall not be valid for use in any on street pay and display parking facilities within Torbay.

(11) All vehicles displaying a valid car park permit shall be parked wholly within a relevant marked bay.

(12) A discount of 10% shall apply on purchases of all car park permits specified in Article 7(1) (a) to (g) and 7(1)(i) for vehicles in Car Tax bands A, B and C.

(13) A 10% discount shall apply where a minimum of twenty car park permits specified in Article 7(1)(a) to (g) and (i) are purchased in one transaction.

Reserved Bays

8. (1) Any vehicle parked or left in a reserved parking bay specified in Schedule 4 shall display at all times a valid reserved bay parking permit, so that all particulars on that side of the permit which bear the valid from date, expiry date, serial number, hologram and valid location are readily visible from the front or near side of the vehicle to a person standing at the front or near side of the vehicle;

(2) All vehicles shall be parked wholly within their relevant marked parking bay in a reserved parking place;

(3) The cost of a reserved bay is noted in Schedule 12. Where a bay is hired for a period of 12 months, the bay will be reoffered to the current user for first refusal for the next 12 month period;

(4) If a vehicle is left in a reserved parking place otherwise than in accordance with paragraphs (1) and (2) of this Article then a penalty charge shall be payable in accordance with Article 10 of this Order.

Reserved Parking Areas

9. (1) Any authorised vehicle parked or left in a reserved parking area specified in a Schedule 5 shall be parked wholly within a relevant marked parking bay;

(2) In any parking place a parking bay(s) may be set aside for use by the following specific vehicles:

- (i) Livered Torbay Council operational vehicles that may wait between the hours of 8am and 6pm, Monday to Friday inclusive, for a period not exceeding 2 hours;
- (ii) Library Vehicle – being a vehicle nominated by Torbay Councils 'Community & Performance Librarian';
- (iii) Whiskey 1 Vehicle – being a vehicle nominated for by Torbay Councils 'Corporate Debt/Income Manager';
- (iv) Security Vehicle – being a vehicle nominated by Torbay Councils 'Corporate Security/CCTV Manager';
- (v) Mobile Enforcement Vehicle – being a vehicle nominated by Torbay Councils 'Service Lead for Parking Services'

- (vi) Printing Vehicle – being a vehicle nominated by Torbay Councils 'Printing Manager';
- (vii) Hallkeepers Vehicle – being a vehicle nominated for use by Torbay Councils Facilities Management Officer';

(3) In any parking place a parking bay(s) may be set aside for use by all vehicles to wait for a period not exceeding 30 minutes for the purpose of enabling goods to be loaded on or unloaded from that vehicle between the hours of 8am and 6pm on Mondays to Fridays inclusive;

(4) If a vehicle is left in a reserved parking area otherwise than in accordance with paragraphs (1) and (2) of this Article then a penalty charge shall be payable in accordance with Article 10 of this Order.

Contravention in a Parking Place

- 10. If a vehicle is left in a parking place during the charging hours without complying with the provisions of this Order, then a contravention shall be deemed to have occurred and a penalty charge shall be payable. A penalty charge notice showing the information required by the Traffic Management Act 2004 may then be issued by a civil enforcement officer in accordance with the requirements of that Act.
- 11. (1) When a penalty charge notice has been issued in respect of a vehicle in accordance with the provisions of Article 10 of this Order, no person not being the driver of the vehicle, a civil enforcement officer or a person duly authorised by the Council shall remove the notice from the vehicle.

(2) When a ticket or permit has been exhibited on a vehicle in accordance with the provisions of Articles 6 – 9 of this Order no person shall remove the ticket or permit from the vehicle until the vehicle has been removed from the parking place.

Manner of Payment of the Penalty Charge

- 12. (1) The Penalty charge notice shall be paid to the Council in accordance with the instructions indicated on the penalty charge notice, either –
 - (a) by cheque or postal order, which shall be delivered or sent by post to the address indicated in the penalty charge notice; or
 - (b) by any other acceptable means which is agreed by the Council or authorised agent and the person or persons paying the penalty charge.
- (2) The penalty charge must be paid to the Council before the end of twenty-eight days beginning with the date of the penalty charge notice.
- (3) If the penalty charge is paid to the Council before the end of a period of fourteen days beginning with the date of the penalty charge notice, the amount of the penalty charge shall be reduced in accordance with the provisions of the Traffic Management Act 2004.
- (4) For the purposes of this Article the penalty charge shall be taken to be paid when it is received at the office at the address indicated on the penalty charge

notice and if the end of the period of twenty-eight days specified in paragraph(2) of this Article or the end of the period of fourteen days specified in paragraph(3) of this Article falls upon a day the said office is closed, the period within which the payment of the penalty charge shall be made shall be extended until the time at which the said office closes on the next full day on which that office is open.

No Additional Coins to be inserted after Payment of Initial Charge

13. No person shall insert in a pay and display machine relating to the parking bay in which a vehicle is left any coins additional to those inserted by way of payment of the initial charge in respect of that vehicle.

Manner of Standing in Parking Places

14. Every vehicle left in a parking place shall so stand –
 - (1) that every part of the vehicle is within the limits of a marked parking bay which shall be the appropriate bay in relation to the type of vehicle;
 - (2) if the vehicle cannot be parked wholly within one marked bay then a valid pay and display ticket must be purchased and clearly displayed as per Article 6 for each marked parking bay that the vehicle occupies;

Tickets As Evidence

15. For the purposes of Section 35(3)-(5) of the 1984 Act any indication of date and time printed on a ticket issued by a ticket machine shall, unless the contrary is proved, be conclusive of the date of and the time at which such ticket was purchased.

Conditions

16. Where a parking place is described as available for use by vehicles of a specified class, the driver of a vehicle shall not permit it to wait in that parking place unless it is of the specified class.
17. The driver of a motor vehicle using a parking place shall stop the engine as soon as the vehicle is in position in the parking place and shall not start the engine except when about to change the position of the vehicle or in order to depart from the parking place.
18. The driver of the vehicle shall not, except with written consent of the Council, permit that vehicle to wait in a parking place unless the vehicle is licensed in accordance with the provisions of Section 1 of the vehicle (Excise) Act 1962.
19. The driver of a motor vehicle using a parking place shall not sound any horn or other similar instrument without proper cause.
20. No person shall subject to the provisions of Article 21 hereof or except with the permission of any person duly authorised by the Council drive any vehicle in any parking place or otherwise be within the parking place other than for the purpose of

leaving a vehicle in the parking place in accordance with the provisions of this Order or for the purpose of returning to or removing such a vehicle from the parking place.

21. In a parking place no person shall –
- (1) erect or cause or permit to be erected any tent, booth, stand, building or other structure without the written consent of the Council;
 - (2) light or cause or permit to be lit any fire;
 - (3) carry on any trade or business of whatever description without the prior written consent of the Council;
 - (4) distribute, allow to be or cause to be distributed advertising material except with the prior written consent of the Council;
 - (5) deposit or cause to be deposited, any rubbish or litter of whatever description, except in a container provided in the parking place for that purpose
 - (6) transfer fuel out or into a vehicle, except where necessary to allow the vehicle to be driven;
22. No person shall in a parking place wantonly shout or otherwise make any loud noise or play any radio or sound system to the disturbance or annoyance of users of the parking place or residents of premises in the neighbourhood.
23. No person shall in a parking place use any threatening abusive or insulting language gesture or conduct with intent to put any person in fear or so as to occasion a breach of the peace or whereby a breach of the peace is likely to be occasioned.
24. No person shall use any part of a parking place or any vehicle left in a parking place-
- (1) for sleeping or camping purposes;
 - (2) for heating cooking or preparing food;
 - (3) for the purpose of repairing servicing cleaning or washing any vehicle or part thereof other than is reasonably necessary to enable that vehicle to depart from the parking place or with the consent of the Council;
 - (4) for the transfer of goods of any description from one vehicle to another or the loading and unloading of goods except with prior written consent of the Council;
25. No person shall use a parking place or any lift provided at a parking place as a means of passage proceeding from one road to another.
26. (1) Where in a parking place signs, bollards, cones or barriers are erected or surface markings are laid for any purpose and in particular, but not only for, the following purposes:
- (a) regulating the direction in which vehicles should or should not proceed;
 - (b) delineating or indicating areas, parking bays, parking spaces, access or circulation spaces into which vehicles should or should not proceed;
 - (c) indicating areas where vehicle are not permitted to wait;

- (d) indicating the class or type of vehicle which may use a particular area, parking bay or parking space;
- (2) No person shall leave a motor vehicle in contravention of, or interfere with, such signs, bollards cones or barriers;
27. Where in any parking place a container or containers have been provided for the collection of waste glass or cullet for the purpose of recycling, it shall not be a breach of Article 20 hereof for any person to enter a parking place, whether on foot or in a vehicle, for the purpose of so depositing glass or cullet in such container, provided that such person leaves the parking place immediately thereafter or else proceeds immediately thereafter to park or remove a vehicle in accordance with the remaining Articles of this Order.
28. Where a car park supervisor or authorised person is present at a parking place no person shall use a motor vehicle in contravention of their directions.
29. Where a car park supervisor or authorised person is reasonably of the opinion that any of the provisions in Articles 16 to 26 inclusive have been contravened or not complied with in respect of a vehicle left in a parking place, they may –
- (1) require any person apparently in charge of the vehicle to remove it from the parking place or they may themselves remove the vehicle from the parking place or alter its position, or cause it to be removed, or its position to be altered and where it is so removed shall provide for its safe custody and the Council may recover any costs so incurred as a Civil debt;
 - (2) require any person whom they reasonably believe to be responsible for, or to have information concerning the said contravention or non compliance, to provide his/her name and address and evidence of identity;
30. Any person removing or altering the position of a vehicle by virtue of Article 29 of this Order, may do so by towing or driving the vehicle, or in such other manner as they may think necessary and may take such measures in relation to the vehicle as they may think necessary to enable them to remove it or alter its position, as the case may be.
31. (1) Notwithstanding the provisions of this Order, the Council may by notice displayed on or near a parking place, close or temporarily reserve for any purpose, that parking place or part thereof, for any period and no driver of any vehicle shall use that parking place or any part thereof when it is so closed except with the prior written consent of the Council;
- (2) Notwithstanding the provisions of this Order, the Council may by notice displayed on entry to and in the car park, close or temporarily reserve for any purpose, that parking place or part thereof, for any period. Any remaining vehicles left in the car park after the notified closing time, and before the stated opening time, may be released on demand by a person authorised in that behalf by the Council, subject to a release fee of £75 being paid to the Council by the driver of the vehicle;

(3) Where a parking place is enlarged or otherwise altered or a new parking place created, the Council may apply the provisions of this Order to that enlarged, altered or new parking place and this Order shall be construed accordingly;

32. (1) In any parking place no person shall leave unattended any shopping trolley other than in any area which is indicated as an authorised collection point for such trolleys;

(2) Without prejudice to paragraph (1) of this Article, a person authorised in that behalf by the Council may remove any shopping trolley left unattended other than at an authorised collection point;

(3) Where any shopping trolley is removed by a person authorised in that behalf by the Council in accordance with paragraph (2) of this Article, the owner of such trolley may collect it from the place to which it has been removed within thirty days of its removal on the payment to the Council of the sum of £10;

33. No person shall use any vehicle while it is in a parking place in connection with the sale of any article to any person in or near the parking place or in connection with the selling or offering for sale of his skill or services without the consent in writing of the Council.

34. In case of emergency any person duly authorised by the Council may move or cause to be moved any vehicle left in a parking place.

35. No person shall drive a vehicle in a parking place at a speed in excess of 10 miles per hour, or other such speed, as may be indicated on a sign displayed in the parking place.

Exemptions from Charges

36. (1) The following vehicles left in parking bays during the charging hours shall be exempt from the payment of any charge in a parking place specified in the foregoing provisions of this Order –

- (a) any liveried Torbay Council or Tor2 vehicles;
- (b) police, fire or ambulance vehicles used by authorised officers in the course of their duty;
- (c) breakdown service vehicles attending vehicles which have broken down in a parking place specified in Schedules 1 to 3;
- (d) any motor cycles parked in a designated motor cycle bay;
- (e) any vehicle displaying a valid car park permit in accordance with Article 7(1) (a) to (m) of this Order;
- (f) any vehicle displaying a valid exemption notice that has been provided by Torbay Council Parking Services;

(2) Any vehicle left in Meadfoot Road car park (specified in Schedule 1 to this Order) that is displaying in a prominent position at all times between the hours of 6pm and 10am, a "CPZ Area A" residents permit that is issued and is valid under the terms specified within the "Borough Of Torbay, Torquay Harbour North Controlled Parking Zone (Area A) Traffic Regulation Order 2011" and any order that revokes that order.

Derogation

37. The restrictions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any other made or having effect as if made under the Act or by or under any other enactment.
38. The powers conferred by this Order on a civil enforcement officer may be exercised by a police constable in uniform.
39. When this Order comes into effect the "Borough of Torbay (Off Street Parking Places) Order 2016" is hereby revoked.

DATED the 17th day of February 2017.

THE COMMON SEAL of
The Council of
The Borough of Torbay was
Hereunto affixed in the presence of:

Proper Authorised Signatory.



The Council of The
Borough of Torbay S / No: 6479



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Schedule 1: Long Stay Pay & Display Parking Places

Brixham

Breakwater
Freshwater
Oxen Cove
Shoalstone

Paignton

Broadsands
Churchward Road
Clennon Valley
Cliff Park
Colin Road
Crown & Anchor
Goodrington
Preston Gardens
Quaywest
Roundham
Station Lane*
Victoria
Youngs Park

Torquay

Abbey Park
Beacon Quay
Brunswick Square
Chilcote Close
Hampton Avenue
Kilmorie
Lymington Road Coach Station
Meadfoot Beach
Meadfoot Road
Melville Street
Princes Street
Shedden Hill
St Marychurch
Torre Valley
Town Hall
Union Square
Walls Hill

* Long stay car park that also has a section of short stay parking with a maximum stay of 60 minutes.

Schedule 2: Short Stay Pay & Display Parking Places

21st March to 30th October (dates inclusive)

Maximum stay 3 hours, no return within 1 hour

Brixham
Brixham Central*

Paignton
Great Western

Maximum stay 1 hour, no return within 1 hour

Torquay
Lower Union Lane Shoppers

31st October to 20th March (dates inclusive)

Maximum stay 4 hours, no return within 1 hour

Brixham
Brixham Central*

Paignton
Great Western

* Maximum permitted stay of 4 hours does not apply to Torbay Council car park permit holders.

Maximum stay 1 hour, no return within 1 hour

Torquay
Lower Union Lane Shoppers

Schedule 3: Pay On Exit Parking Places

Torquay

Harbour

Lower Union Lane Multi-storey

Schedule 4: Reserved Bays

Brixham

Breakwater Car Park

Freshwater Car Park

Southern Quay

Paignton

Victoria Car Park

Torquay

Beacon Quay Car Park

Chilcote Close

Harbour Car Park

Lymington Road Coach Station

Shedden Hill Car Park

St Dominics Close

Town Hall

Zion Road

Schedule 5: Reserved Parking Areas

Torquay

Town Hall *(following bays in operation at this location: Whiskey 1 Vehicle Bay, Hallkeepers Bay, Library Vehicle Bay, Mobile Enforcement Vehicle Bay, Printing Vehicle Bay, Security Vehicle Bay, Operational/Liveried Vehicle bays max stay 2 hours Mon-Fri 8am-6pm, loading bay maximum stay 30 minutes)*

Schedule 6: Commercial Vehicle Parking Places

Brixham
Freshwater
Oxen Cove

Paignton
Clennon Valley
Victoria

Torquay
Lymington Road Coach Station
Shedden Hill

Schedule 7 – Tariff Tables for Off Street Parking Places 21st March to 30th October (dates inclusive) (listed in Schedules 1 to 3)

Brixham

Car Park	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 5 hours	Up to 24 hours	Overnight (available 10pm to 8am, valid until 10am)
Breakwater Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Brixham Central Car Park ¹	£1.00	£1.50	£2.00	£2.50	£4.00	n/a	n/a	n/a	£2.50
Freshwater Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Oxen Cove Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Shoalstone Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50

¹ – Maximum stay of 3 hours permitted during the period 8am to 10pm every day.

Paignton

Car Park	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 5 hours	Up to 24 hours	Overnight (available 10pm to 8am, valid until 10am)
Broadsands Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Churchward Road Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Clennon Valley Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Cliff Park Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Colin Road Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Crown & Anchor Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Goodington ¹	£1.00	£1.50	£2.00	£2.50	£4.00	n/a	n/a	n/a	£2.50
Great Western Car Park ¹	£1.00	£1.50	£2.00	£2.50	£4.00	n/a	n/a	n/a	£2.50
Preston Gardens Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Quaywest Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Roundham Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Station Lane Car Park ²	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Victoria Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Youngs Park Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50

¹ – Maximum stay of 3 hours permitted during the period 8am to 10pm every day.

² – Long stay car park also has a section of parking bays that allow a maximum stay of 60 minutes.

Torquay

Car Park	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 5 hours	Up to 24 hours	Overnight (available 10pm to 8am, valid until 10am)
Abbey Park Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Beacon Quay Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Brunswick Square Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Chilcote Close Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Hampton Avenue Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Harbour Car Park ³	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Kilmorrie Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Lower Union Lane Multi Storey Car Park ³	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Lower Union Lane Short Stay Car Park ⁴	£1.00	£1.50	n/a	n/a	n/a	n/a	n/a	n/a	£2.50
Lymington Road Coach Station Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Meadfoot Beach Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Meadfoot Road Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Melville Street Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Princes Street Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Shedden Hill Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
St Marychurch Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Torre Valley Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Town Hall Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Union Square Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50
Walls Hill Car Park	£1.00	£1.50	£2.00	£2.50	£4.00	£4.50	£5.50	£10.00	£2.50

³ – Pay on exit car park.

⁴ – Maximum stay of 1 hour permitted during the period 10am to 10pm every day.

Schedule 8 – Tariff Tables for Off Street Parking Places 31st October to 20th March (dates inclusive) (listed in Schedules 1 to 3)

Brixham

Car Park	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 4 hours	Up to 24 hours	Overnight (available 6pm to 8am, valid until 10am)
Breakwater Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Brixham Central Car Park ¹	50p	£1.00	£1.50	£2.00	£3.00	n/a	£3.50
Freshwater Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Oxen Cove Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Shoalstone Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a

¹ – Maximum stay of 4 hours permitted during the period 8am to 6pm every day.

Paignton

Car Park	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 4 hours	Up to 24 hours	Overnight (available 6pm to 8am, valid until 10am)
Broadsands Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Churchward Road Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Clennon Valley Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Cliff Park Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Colin Road Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Crown & Anchor Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Goodrington	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Great Western Car Park ¹	50p	£1.00	£1.50	£2.00	£3.00	n/a	£3.50
Preston Gardens Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Quaywest Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Roundham Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Station Lane Car Park ²	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Victoria Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Youngs Park Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a

¹ – Maximum stay of 4 hours permitted during the period 8am to 6pm every day.

² – Long stay car park also has a section of parking bays that allow a maximum stay of 60 minutes.

Torquay

Car Park	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 4 hours	Up to 24 hours	Overnight (available 5pm to 8am, valid until 10am)
Abbey Park Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Beacon Quay Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Brunswick Square Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Chicote Close Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Hampton Avenue Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Harbour Car Park ³	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Kilmerie Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Lower Union Lane Multi Storey Car Park ³	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Lower Union Lane Short Stay Car Park ⁴	50p	£1.00	n/a	n/a	n/a	n/a	£3.50
Lymington Road Coach Station Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Meadfoot Beach Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Meadfoot Road Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Melville Street Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Princes Street Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Shedden Hill Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
St Marychurch Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Torre Valley Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Town Hall Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Union Square Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a
Walls Hill Car Park	50p	£1.00	£1.50	£2.00	£3.00	£5.00	n/a

³ – Pay on exit car park.

⁴ – Maximum stay of 1 hour permitted during the period 10am to 6pm every day.

Schedule 9 -- Tariff Tables for Commercial Vehicle Parking Places (listed in Schedule 6)

Brixham

Car Park	Up to 1 hour	Up to 4 hours	Up to 24 hours
Freshwater Car Park	£5.00	£10.00	£15.00
Oxen Cove Car Park	£5.00	£10.00	£15.00

Paignton

Car Park	Up to 1 hour	Up to 4 hours	Up to 24 hours
Clennon Valley Car Park	£5.00	£10.00	£15.00
Victoria Car Park	£5.00	£10.00	£15.00

Torquay

Car Park	Up to 1 hour	Up to 4 hours	Up to 24 hours
Hampton Avenue Car Park	£5.00	£10.00	£15.00
Lymington Road Coach Station Car Park	£5.00	£10.00	£15.00
Shedden Hill Car Park	£5.00	£10.00	£15.00

Schedule 10: Promotional Parking Charges

<u>Parking period up to:</u>	<u>Charge</u>
Parking Promotion 1 – up to 6 hours	50p
Parking Promotion 1 – up to 12 hours	£1.00

Schedule 11 – Car Park Permits

Permit type	Period valid for	Car parks it is valid for use in	Time restrictions on use	Registration specific	Cost
Annual Permit	12 calendar months (start date is always 1 st day of a month)	All pay & display car parks, all pay on exit car parks	Maximum stay permitted for permit holders in each car park	Yes – maximum of 2 registrations	£365.00
Monthly All Car Park Permit	1 month (start can vary, e.g. permit could be valid from 5 th June to 4 th July)	All pay & display car parks	Maximum stay permitted for permit holders in each car park	Yes – maximum of 2 registrations	£50.00
Weekly Permit	7 days (consecutive)	All pay & display car parks	Maximum stay permitted for permit holders in each car park	Yes – only 1 registration	£35.00
3 Day Car Park Permit	3 days (consecutive)	All pay & display car parks	Maximum stay permitted for permit holders in each car park	Yes – only 1 registration	£20.00
Weekly Commercial	7 days (consecutive)	Freshwater, Oxen Cove, Victoria, Clennon Valley, Lymington Road Coach Station, Shedden Hill	Maximum stay permitted for permit holders in each car park	Yes – Only 1 registration	£65.00
Off Peak Permit	12 calendar months (start date is always 1 st day of a month)	All pay & display car parks	Only valid from 3pm to 10am	Yes – Only 1 registration	£50.00
Disabled Persons Parking Permit	12 calendar months (start date is always 1 st day of a month)	All pay & display car parks	Maximum stay permitted for permit holders in each car park	Yes – Only 1 registration	£40.00

Schedule 12 – Reserved Bay Charges

Brixham					
Location	No. of spaces	Cost for 3 months	Cost for 6 months	Cost for 12 months	
Breakwater Car Park	3	n/a	n/a	£550	
Freshwater Car Park	26	n/a	n/a	£550	
Southern Quay	58	n/a	n/a	£650	

Paignton					
Location	No. of spaces	Cost for 3 months	Cost for 6 months	Cost for 12 months	
Victoria Car Park	42	n/a	n/a	£550	

Torquay					
Location	No. of spaces	Cost for 3 months	Cost for 6 months	Cost for 12 months	
Beacon Quay Car Park	3	n/a	n/a	£550	
Chilcote Close	11	n/a	n/a	£550	
Harbour Car Park	19	n/a	n/a	£550	
Harbour Car Park	Not specified	n/a	n/a	£550	
Lymington Road Coach Station	32	Bays issued to Innovation Centre tenants only – not for general public sale			
Shedden Hill Car Park	10	Bays issued to Torquay Lawn Tennis Club – not for general public sale			
St Dominics Close	4	n/a	n/a	£550	
Town Hall Car Park	6	Bays issued to Torquay Magistrates Court – not for general public sale			
Zion Road	14	n/a	n/a	£550	

Schedule 13: Revocations

Borough of Torbay (Off Street Parking Places) Order No.2 2016

DATED:

17th February

2017

**BOROUGH OF TORBAY,
(STREET PARKING PLACES {PAY & DISPLAY})
ORDER 2017**

**STEVE PARROCK
Executive Director
Torbay Council
Town Hall
Torquay
TQ1 3DR**

On Street Order.

**BOROUGH OF TORBAY
(STREET PARKING PLACES {PAY & DISPLAY})
ORDER 2017**

Torbay Council (hereinafter referred to as 'the Council') in exercise of their powers under Sections 1 (1), 2(1) – (3), 4(2), 45, 46, 46C, 49, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the hereby make the following Order:-

Part I

1. This Order shall come into operation on the *22nd March 2017* and may be cited as "Borough of Torbay (Street Parking Places {Pay & Display}) Order 2017".

2. (1) In this Order, except where the context otherwise requires the following expressions have the meanings hereby respectively assigned to them:-

"civil enforcement officer" means a person authorised by or on behalf of the Council to supervise any parking place;

"CPZ A permit holder" means a resident who has been issued with a permit by the Council to a in accordance with the provisions of the "Borough of Torbay, Torquay Harbour North Controlled Parking Zone (Area A) Traffic Regulation Order 2011" and any Order that revokes or varies that Order;

"cycle" has the same meaning as in Section 196 of the Road Traffic Act 1972;

"disabled person's vehicle" has the same meaning as in the Local Authorities Traffic Orders (Exemptions for Disabled Persons)(England) Regulations 2000;

"disabled person's badge has the same meaning as in the Disabled Persons(Badges for Motor Vehicles)(England) Regulations 2000;

"e-permit" means an electronic parking permit purchased via the mobile telephone parking system;

"goods" includes postal packets of any descriptions; and delivering and collection in relation to any goods including checking the goods for the purpose of their delivery or collection;

"goods vehicle" means a motor vehicle which is constructed or permanently adapted for the use of the carriage of goods or burden of any description, and unless it is an articulated vehicle within the meaning of S138(3) of the Act, is not drawing a trailer;

"mobile telephone parking" means the purchase of a period of parking via a mobile telephone to facilitate a cashless and ticketless parking transaction;

"motor cycle" and "invalid carriage" have the same meaning respectively as in Section 136 of the Act;

“parking bay” means a space in a parking place which is provided for the leaving of a vehicle;

“parking disc” means a disc, issued by a Local Authority, 125 millimetres square coloured blue and capable of showing the quarter hour period during which a period of waiting begins;

“parking permit” shall mean any season ticket issued for a period not exceeding one year and expiring at any time;

“parking place” means an area of Highway designated as a parking place by Article 3 of this Order;

“parking meter” means an apparatus of a type and design approved by the Secretary of State for Transport for the purpose of this Order being apparatus designed to indicate the time by a clock and to issue numbered tickets indicating the payment of a charge, the period in respect of which it has been paid and the day and time at which the charge was paid, or the expiry time of the period paid for;

“passenger vehicle” means a motor vehicle (other than a motor cycle or invalid carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than twelve passengers exclusive of the driver, and not drawing a trailer;

“permitted hours” means the hours specified for charging purposes in the Schedules to this Order in respect of any parking place and are the hours during which a parking charge shall be paid for the leaving of a vehicle in that parking place;

“relevant position” is as defined in Regulation 4 of the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons)(England) Regulations 2000;

“resident permit holder” means a resident who has been issued with a permit by the Council to a in accordance with the provisions of the "Borough of Torbay (Various Streets, Torquay) (Street Parking Places {Pay & Display}) Order 2013" and any Order that revokes or varies that Order;

“telecommunication apparatus” has the same meaning as defined in Section 4(3) of the Telecommunications Act 1984;

“traffic sign” means a sign or road marking of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under, Section 64 of the Act.

(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(3) Without prejudice to anything done before or to any liability incurred before the coming into force of this Order, the Orders specified in Schedule 15 are hereby revoked.

Part 2

Designation of Parking Places

3. Each area on a highway in Torquay which is described as a designated parking place in Schedules 1- 12 of this Order is designated as a parking place.

Marking on the Carriageway of Parking Places and Parking Bays.

4. The limits of each parking place and the limits of any parking bay shall be indicated by the Council on the carriageway by appropriate traffic signs.

Vehicles for which Parking Places are Designated.

5. Each parking place may be used, subject to the provisions of this Order, for the leaving during the permitted hours of such vehicles as are passenger vehicles, goods vehicles, motor cycles or disabled persons vehicles.

Amount and Method of Payment of Initial Charge at Parking Places and Display of Tickets

6. (1) The initial charge for a vehicle left in a parking place during the permitted hours during the period 22nd March to 31st October (dates inclusive) specified in Schedules 1 to 12 shall be subject to the tariffs specified in Schedule 13 of this Order.

(2) The initial charge for a vehicle left in a parking place during the permitted hours during the period 1st November to 21st March (dates inclusive) specified in Schedules 1 to 12 shall be subject to the tariffs specified in Schedule 14 of this Order.

(3) The initial charge shall be payable immediately on the leaving of the vehicle in a parking place –
 - (a) if a pay and display machine is installed, by the insertion of coins of denominations between 5p and £2 to the correct amount;
 - (b) where provision is made for mobile telephone parking this method of payment may be used as an alternative to a pay and display ticket specified in paragraph (a) of this Article, and any such payment shall only relate to the one specific vehicle registration number identified by the customer at the time of purchase;
(4) Upon payment of the initial charge for the vehicle the driver thereof shall exhibit on the vehicle, in accordance with provisions of paragraphs (5) of this Article, a ticket issued by a parking meter relating to the parking space in which the vehicle is left.

(5) The ticket referred to in paragraph (4) of this Article shall be exhibited on the vehicle-

- (1) at all times during which the vehicle is left in a parking place during the permitted hours so that all the particulars on that side of the ticket which bears the indication that a parking charge has been paid, the day and time by which the parking period started, and the vehicle registration number entered into the pay & display machine at the time of purchase (where applicable) are readily visible from the front or near side of the vehicle to a person standing on the near side of the vehicle;
 - (2) where the vehicle is not fitted with a front glass windscreen, on the near side of the vehicle facing towards the near side of the road and not less than 35 centimetres and not more than two metres above the carriageway in the immediate vicinity;
 - (3) if a vehicle is left in a parking place outside the charging hours, and is allowed to remain in the parking place during the charging hours, the driver shall purchase a ticket in accordance with this Article before removing the vehicle from the parking place;
 - (4) all vehicles shall be parked wholly within a marked parking space in a parking place and parked with its longitudinal axis parallel to the kerb;
- (6) If a vehicle is left in a parking place otherwise than in accordance with this Article then a penalty charge shall be payable in accordance with Article 8 of this Order.

Parking Permits

7. (1) A vehicle shall be exempt from paying the parking charges specified in Article 6 (1) when a valid parking permit specified in paragraphs (1)(a) to (1)(c) of this Article is displayed in the vehicle in accordance with paragraph (2) of this Article -
 - (a) an 'annual on street permit' purchased at the cost specified in Schedule 15 may be used from the valid from date noted on the face of the permit and shall remain valid for a period of 12 months until the expiry date noted on the face of the permit, and shall be valid for use in up to four vehicle registration numbers notified to Parking Services in writing. The permit may be in the form of a parking permit or an e-permit, and the permit shall be valid for use in the parking places specified in Schedules 1 – 12 of this Order;
 - (b) a 'monthly on street permit' purchased at the cost specified in Schedule 15 may be used for a period of one calendar month and shall be valid for use in one vehicle, the registration number of which must be notified to Parking Services in writing. The permit may be in the form of a parking permit or an e-permit, and the permit shall be valid for use in the parking places specified in Schedules 1 – 12 of this Order;
 - (c) a 'commuter on street permit' purchased at the cost specified in Schedule 15 may be used for a period of one calendar month and shall be valid for use in one vehicle, the registration number of which must be notified to Parking Services in writing. The permit may be in the form of a parking permit or an e-permit, and the permit shall only be valid for use in the Sands Road and Steartfield Road as specified

in Schedule 1, Lymington Road and Magdalene Road as specified in Schedule 6, and Newton Road as specified in Schedule 8 of this Order;

(2) The parking permits referred to in this Article shall be exhibited in the vehicles front windscreen at all times during which the vehicle is left in a parking place during the permitted hours so that all the particulars on that side of the permit which bears the valid from date, expiry date, serial number, hologram (where applicable) and valid location are readily visible from the front or near side of the vehicle to a person standing on the near side of the vehicle. This does not apply to e-permits purchased via a mobile telephone parking.

(3) If a Permit is mutilated or accidentally defaced or the figures or particulars thereon have become illegible or the colour of the Permit has become altered by fading or otherwise the permit shall become invalid and the Permit Holder shall be required to surrender it to the Council and apply for the issue to him of a duplicate Permit. The cost of issuing a replacement permit shall be £20 payable by the permit holder. If a permit has been obtained or defaced in an attempt to defraud the Council then the individual will not be entitled to apply for another permit.

(4) If a Permit is lost or destroyed, the Permit Holder may apply to the Council for the issue to him of a duplicate Permit and the Council, upon being satisfied as to such loss or destruction, shall issue a duplicate Permit and upon such issue the Permit that has been replaced shall become invalid. The cost of issuing a replacement permit shall be £20 payable by the permit holder.

(5) Parking permits may not be copied under any circumstances. If the Council has reason to believe that a permit has been copied or falsified then the Council may at its absolute discretion by serving notice in writing on the permit holder at the address provided by that person on their application for the permit, or at any other address believed to be that persons place of abode, withdraw the permit and the permit holder shall surrender the permit to the Council within 48 hours of the receipt of the aforementioned notice.

(6) An administration fee of £20 shall apply if an applicant requests changes be made to the vehicle registration numbers recorded against their parking permit or e-permit.

(7) No refunds can be given under any circumstances for parking permits or e-permits purchased from the Council.

(8) A parking permit or e-permit specified in Article 7 (1) (a) to (c) will only be issued once the relevant charges have been paid in full to Torbay Council in the method specified by the Council.

(9) Parking permits provided by Torbay Council shall not be valid for use in any off street pay and display parking facilities within Torbay.

(10) All vehicles displaying a valid parking permit shall be parked wholly within a relevant marked bay.

(11) A discount of 10% shall apply on purchases of all car park permits specified in Article 7(1)(a) to (c) for vehicles in Car Tax bands A, B and C.

Contravention In a Parking Place

8. If a vehicle is left in a parking place during the charging hours without complying with the provisions of this Order, then a contravention shall be deemed to have occurred and a penalty charge shall be payable. A penalty charge notice showing the information required by the Traffic Management Act 2004 may then be issued by a civil enforcement officer in accordance with the requirements of that Act.
9. (1) When a penalty charge notice has been issued in respect of a vehicle in accordance with the provisions of Article 8 of this Order, no person not being the driver of the vehicle, a civil enforcement officer or a person duly authorised by the Council shall remove the notice from the vehicle.
- (2) When a ticket or permit has been exhibited on a vehicle in accordance with the provisions of Articles 6 and 7 of this Order no person shall remove the ticket or permit from the vehicle until the vehicle has been removed from the parking place.

Manner of Payment of the Penalty Charge

10. (1) The Penalty charge notice shall be paid to the Council in accordance with the instructions indicated on the penalty charge notice, either –
- (a) by cheque or postal order, which shall be delivered or sent by post to the address indicated in the penalty charge notice; or
 - (b) by any other acceptable means which is agreed by the Council or authorised agent and the person or persons paying the penalty charge.
- (2) The penalty charge must be paid to the Council before the end of twenty-eight days beginning with the date of the penalty charge notice.
- (3) If the penalty charge is paid to the Council before the end of a period of fourteen days beginning with the date of the penalty charge notice, the amount of the penalty charge shall be reduced in accordance with the provisions of the Traffic Management Act 2004.
- (4) For the purposes of this Article the penalty charge shall be taken to be paid when it is received at the office at the address indicated on the penalty charge notice and if the end of the period of twenty-eight days specified in paragraph(2) of this Article or the end of the period of fourteen days specified in paragraph(3) of this Article falls upon a day the said office is closed, the period within which the payment of the penalty charge shall be made shall be extended until the time at which the said office closes on the next full day on which that office is open.

Parking Meters to be Installed at Parking Places

11. There shall be one or more parking meter in the vicinity of each parking place.

Indications by Parking Meters Tickets

12. (1) Payment of the initial charge for a vehicle left in a parking place shall be indicated on a numbered ticket indicating that the charge has been paid for in respect of the parking place in which the vehicle has been left parked and the day and time of payment of the charge or expiry time of the period paid for and by exhibition of that ticket on the vehicle in the manner specified in Article 6, in any parking place specified in Schedules 1 to 12.
- (2) The expiry of the initial period for which the initial charge has been paid shall be indicated where there is exhibited on the vehicle a ticket issued by a parking meter relating to the parking bay in which the vehicle is left showing the day and either the time of payment of the charge and the time shown on the clock on the said parking meter is more than 30 minutes, or 1, 1.5, 2, 3, 4, 6, or 24 hours later (as appropriate to the initial time paid for) or an expiry time which has elapsed.

Indications By Parking Meters & Tickets as Evidence

13. (1) If at any time while a vehicle is left in a parking place during the permitted hours no ticket is exhibited on that vehicle in accordance with the provisions of paragraph (1) of the last preceding Article it shall be presumed unless the contrary is proved that the initial charge has not been duly paid;
- (2) If at any time while a vehicle is left in a parking place during the permitted hours the clock on the parking meter from which the ticket was obtained relating to the parking bay in which the vehicle is left and the ticket exhibited on the vehicle give one of the indications mentioned in paragraph (2) of the preceding Article, it shall be presumed unless the contrary is proved that the initial charge has been duly paid and that the initial period for which payment was made by the initial charge has already expired.

No Additional Coins to Be inserted after Payment of Initial Charge

14. No person shall insert in a parking meter relating to the parking bay in which a vehicle is left any coins additional to those inserted by way of payment of the initial charge in respect of that vehicle.

Manner of Standing In Parking Places

15. Every vehicle left in a parking place in respect of which a charge has been incurred shall so stand –
 - (a) parallel and adjacent to kerb, unless in the case of a parking place to which special provisions as to the manner of standing of vehicles in that parking place are specified in Column 3 of Schedules 1 - 12 to this Order;
 - (b) in the case of any parking place that the distance between the edge of the carriageway and the nearest wheel of the vehicle is not more than 50 centimetres and;
 - (c) that every part of the vehicle is within the limits of a parking bay which shall be the appropriate bay in relation to the parking meter in which has been or should have been inserted any coin for the purpose of payment of the initial

charge. Provided that, in the case of any parking place referred to in paragraph (b) of this Article –

- (i) where the length of any vehicle, being a passenger vehicle, precludes it from standing wholly within the limits of a parking bay, being the appropriate bay as provided in paragraph(c) of this Article, such vehicle may so stand in that parking place that, and shall be deemed for the purposes of Articles 15(b) and 23(3) of this Order to be wholly within the limits of a parking bay if:-
- (ii) the extreme front portion of the extreme rear portion, as the case may be, of the vehicle is within 50 centimetres of the limits of that parking bay, which are indicated on the carriageway in the manner provided in Article 4 of this Order; and
- (iii) no part of the vehicle is within the limits of any other parking bay.

Alteration of Position of Vehicles in Parking Places

16. Where any vehicle is standing in a parking place in contravention of the provisions of the preceding Article or of the provisions of Article 23(3) of this Order a civil enforcement officer may alter or cause to be altered the position of the vehicle in Order that its position shall comply with those provisions.

Removal of Vehicle from Parking Places

17. Where a civil enforcement officer is of the opinion that any of the provisions contained in this Order have been contravened or not complied with in respect of a vehicle left in a parking place, he/she may remove or cause to be removed the vehicle from the parking place and, where it is removed, shall provide for the safe custody of the vehicle.

Movement of Vehicles in Parking Places In Emergencies

18. Any person duly authorised by the Council, or a police constable in uniform may move or cause to be moved, in case of emergency, to any place he thinks fit, any vehicle left in a parking place.

Power to Suspend Use of Parking Places

19. (1) Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever he/she considers such suspension reasonably necessary:-
- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
 - (b) for the purpose of any building operation, demolition or excavation in or adjacent to the parking place or the maintenance, improvement or the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line, traffic sign or parking meter;
 - (c) for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;

- (d) on any occasion on which it is likely by reason of some special event that any street may be thronged or obstructed; or
- (e) for the convenience of occupiers of premises adjacent to the parking place at times of weddings and funerals, or on other special occasions.

(2) A Police Constable in uniform may suspend for not longer than twenty-four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

(3) At the discretion of the Chief Officer of police a parking place or any part thereof shall be suspended whenever he/she considers such suspension reasonably necessary to enable the Police to discharge their duties.

(4) Any person suspending the use of a parking place or any part thereof in accordance with paragraphs(1) or (2) above shall thereupon:-

- (a) in the case of a parking place within which the use of all parking bays relating to one parking meter has been suspended, place or cause to be placed over the parking meter relating to those parking bays a cover indicating that the use of the bays is suspended, also traffic signs adjacent to the bays, both actions indicating that waiting by vehicles is prohibited, and ;
- (b) in the case of a parking place the use of any part or parts of which, whether including a parking bay or not, has been suspended, place or cause to be placed in or adjacent to that part or those parts a traffic sign or traffic signs indicating that waiting is prohibited.

(5) On any suspension of the use of a parking place or part of a parking place in accordance with the provisions of paragraph (1) above, if the use of all the bays relating to one parking meter has been suspended, any person duly authorised by the Council may temporarily remove that parking meter and any post, bracket or other support on which such parking meter is fitted.

(6) No person shall cause or permit a vehicle to be left in any part of a parking place during such period there is in or adjacent to that part of the parking place a traffic sign placed in pursuance of paragraph (4)(a) and (b) above

Provided that nothing in this paragraph shall render it unlawful to cause or permit any vehicle being used for fire brigade, ambulance or Police purposes or any vehicle being used for any purpose specified in Article 21(1)(b), (d) or (e) of this Order to be left in that part of the parking place during such period to in this paragraph, or to any other vehicle so left if that vehicle is left without the permission (i)of the person suspending the use of the parking place or part thereof in pursuance of (1) above, or (ii) of a Police constable in uniform.

Restriction of Use of Vehicles at Parking Places

20. No person shall use any vehicle, while it is in a parking place during the permitted hours, in connection with the sale of any article to any person in or near the parking place or in connection with the selling or offering for sale their skill in handicraft or their services in any other capacity;

Provided that nothing in this Article shall prevent the sale of goods from a vehicle if the vehicle is one which may be left in a parking place in accordance with Article 6 of this Order and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is effected.

Restrictions of Waiting of Vehicles In Parking Places

21. (1) Without prejudice to the foregoing provisions of this Order with respect to vehicles which are left in a parking place in accordance with those provisions, any vehicle may wait during the permitted hours anywhere on the carriageway in a parking place, other than a parking place or part of a parking place the use of which has been suspended, if –
- (a) the vehicle is waiting only for so long as may be necessary to enable a person to board or alight from the vehicle;
 - (b) the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his/her control or to such waiting being necessary to avoid an accident;
 - (c) the vehicle is a vehicle used for fire brigade purposes or an ambulance, or a vehicle (other than a passenger vehicle) in the service of a police force in either case being in pursuance of statutory powers or duties;
 - (d) the vehicle is waiting only for so long as may be necessary to enable it to be used in connection with the removal of any obstruction to traffic;
 - (e) the vehicle is in the service of or employed by the Post Office and is waiting whilst postal packets addressed to premises adjacent to the parking place in which the vehicle is waiting are being unloaded from the vehicle, or, having been unloaded there from, are being delivered or while postal packets are being collected from premises or posting boxes adjacent to the parking place in which the vehicle is waiting, or is in use in connection with the servicing of telephone kiosks adjacent to the parking place;
 - (f) the vehicle not being a passenger vehicle is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
 - (g) the vehicle is waiting otherwise than in a parking bay if goods are being sold or offered for sale from the vehicle by a person who is licensed by the Council to sell goods from a stationary pitch situated in or adjacent to the parking place;
- (2) No charge specified in the foregoing provisions of this Order shall be payable in respect of any vehicle waiting in a parking place in accordance with the foregoing provisions of this Article
- (3) Except as provided in the foregoing provisions of this Article, the driver of a vehicle shall not cause or permit the vehicle to wait in a parking place during the permitted hours
- (4) Nothing in the foregoing provisions of this Article shall be taken as authorising anything which would be a contravention of any regulations made or having effect as if made under Section 25 of the Act

Manner of Waiting In Parking Places

22. A person causing or permitting a vehicle to wait in a parking place by virtue of the provisions of sub-paragraph (e), (f) or (g) in paragraph (1) of the last preceding Article shall take all such steps as are necessary to ensure:-
- (a) in the case of a parking place in relation to which special provisions as to the manner of standing of vehicles in that place are specified in Column 3 of Schedules 1 - 12 to this Order that the vehicle shall so stand –
 - (i) unless the length of the vehicle precludes compliance with this sub-paragraph, as to be in accordance with those provisions and so that every part of the vehicle is within the limits of the parking place, or
 - (ii) if the length of the vehicle does preclude compliance with the last preceding sub-paragraph that the longitudinal axis of the vehicle is parallel to the edge of the carriageway nearest to the vehicle and the distance between the said edge and the nearest wheel of the vehicle is not more than thirty centimetres; and
 - (b) in the case of any other parking place, that the longitudinal axis of the vehicle is parallel to the edge of the carriageway nearest to the vehicle and the distance between the said edge and the nearest wheel of the vehicle is not more than thirty centimetres.

Exemptions from Charges

23. (1) If at the time when a vehicle is left during the permitted hours in a parking bay there is on every parking meter relating to that bay or in or adjacent to that bay notices placed by any person duly authorised by the Council, or a civil enforcement officer, indicating that the meters relating to that bay are out of order that vehicle shall be exempt from the initial charge provided that it is removed within two hours after the said meters are rectified; if it is not removed within that period the initial charge shall be treated as having been incurred and paid at the time when the vehicle was left in the parking bay and all the provisions of this Part of this Order shall apply accordingly
- (2) The following vehicles left in parking bays during the permitted hours shall be exempt from the payment of any charge or compliance with any limitation of time during which a vehicle may be left in a parking place specified in the foregoing provisions of this Order –
- (i) an invalid carriage;
 - (ii) a vehicle issued to a disabled person by the Department of Health & Social Security in lieu of an invalid carriage;
 - (iii) a disabled persons vehicle which displays in the relevant position a disabled persons badge.
- (3) Without prejudice to the generality of this Article, a vehicle to which this Article applies shall stand in the parking bay in accordance with the provisions of Article 15(a) AND (b) of this Order and wholly within the limits of that bay.
- (4) Any vehicle left in any parking place specified in Schedule 9 to this Order, that is displaying in a prominent position at all times during the permitted hours, a "CPZ Area A" residents permit that is issued and is valid under the terms specified within the "BOROUGH OF TORBAY, TORQUAY HARBOUR NORTH

CONTROLLED PARKING ZONE (AREA A) TRAFFIC REGULATION ORDER 2011" and any order that revokes or varies that order.

(5) Any vehicle left in any parking place specified in Schedule 8 to this Order, that is displaying in a prominent position at all times during the permitted hours, a "residents parking permit" that is issued and is valid under the terms specified within the "BOROUGH OF TORBAY (VARIOUS STREETS, TORQUAY) (STREET PARKING PLACES {PAY & DISPLAY}) ORDER 2013".

Installation of Parking Meters etc

24. The Council may install in such positions on or in the vicinity of a parking place as they may think fit such parking meters as are required by this Order for the purposes of that parking place, and carry out such other work as is authorised by this Order or is reasonably required for the purposes of the satisfactory operation of a parking place.

Derogation

25. The restrictions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any other made or having effect as if made under the Act or by or under any other enactment.

26. The powers conferred by this Order on a civil enforcement officer may be exercised by a police constable in uniform.

DATED the 17th day of February 2017.

THE COMMON SEAL of)
The Council of)
The Borough of Torbay was)
Hereunto affixed in the presence of:



Proper Authorised Signatory.

The Council of The Borough of Torbay S / No: 6480

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Schedule 1: Pay & Display Parking 8am to 6pm

Paignton

Location	Description	Special manner of standing of vehicles in Parking Place
Adelphi Road	South side from a point 10 metres west of its junction with Esplanade Road in a westerly direction for a distance of 18 metres	Adjacent to kerb
Adelphi Road	South side from a point 34 metres west of its junction with Esplanade Road in a westerly direction for a distance of 33 metres	Adjacent to kerb
Adelphi Road	South side from its junction with Queens Road in an easterly direction for a distance of 22 metres	Adjacent to kerb
Dendy Road	North side from the eastern wall of No.14 to the western wall of No.16	Adjacent to kerb
Dendy Road	North side from the western wall of No.10 west for a distance of 11 metres	Adjacent to kerb
Dendy Road	North Side from the eastern wall of No.2 west for a distance of 12 metres	Adjacent to kerb
Dendy Road	North side from a point 15.5 metres west of the junction with Hyde Road west for a distance of 23 metres	Adjacent to kerb
Dendy Road	South side from the boundary wall of Nos. 13/15 west to the boundary of Nos.19/21	Adjacent to kerb
Dendy Road	South side from a point 33.5 metres west of the junction with Hyde Road west for a distance of 28 metres	Adjacent to kerb
Dendy Road	South side from a point 18 metres west of its junction with Hyde Road in a westerly direction for a distance of 6 metres	Adjacent to kerb
Hyde Road	North east from the north west wall of No.59 south east for a distance of 15 metres	Adjacent to kerb
Hyde Road	North east from the north west wall of No.39 south east for a distance of 71 metres	Adjacent to kerb

Hyde Road	North east side from a point 0.5 metres north west of the boundary wall of Nos. 31/33 south east for a distance of 21 metres	Adjacent to kerb
Queens Road	East side from a point 14.5 metres south of the junction with Torbay Road south for a distance of 48.5 metres	Adjacent to kerb
Queens Road	East side from a point 72.5 metres south of the junction with Torbay Road south for a distance of 54 metres	Adjacent to kerb
Queens Road	West side from a point 8.5 metres south of the junction with Queen's Park Road south for a distance of 45 metres	Adjacent to kerb
Queens Road	West side from a point 64 metres south of the junction with Queen's Park Road south for a distance of 24 metres	Adjacent to kerb
Sands Road	North side from a point 2.5 metres west of the western boundary of No.11 (Sandgate Lodge) in a westerly direction for a distance of 38 metres	Adjacent to kerb
Sands Road	South side from a point 40 metres east of the boundary of Nos. 16/18 in an easterly direction for a distance of 38 metres	Adjacent to kerb
Sands Road	South side from a point 7.5 metres east of the boundary of Nos. 16/18 in an easterly direction for a distance of 15.5 metres	Adjacent to kerb
Stearfield Road	South side from a point 6 metres west of its junction with Esplanade Road in a westerly direction for a distance of 35 metres	Adjacent to kerb
Stearfield Road	South side from a point 89 metres west of its junction with Esplanade Road in a westerly direction for a distance of 37 metres	Adjacent to kerb
Torquay Road	East side from the north boundary of No.52 south to a point 92 metres north of the junction with Victoria Street	Adjacent to kerb

Torquay

Location	Description	Special manner of
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		standing of vehicles in parking place
Babbacombe Road	South side from the junction with Torwood Street eastwards for a distance of 8 metres	Adjacent to kerb
Ellacombe Road	South west side from a point 15 metres north west of its junction with Market Street in a north westerly direction for a distance of 9 metres	Adjacent to kerb
Market Street	South east side, the traffic island at the junctions with Ellacombe and Princes Roads, from a point opposite the boundary of Nos.63/65 north for 12 metres	Adjacent to kerb
Market Street	West side from a point 25 metres south of its junction with Castle Lane to the boundary of Nos.13/15	Adjacent to kerb
Market Street	West side from a point 30 metres north of its junction with Castle Lane north east for a distance of 26 metres	Adjacent to kerb
Market Street	West from the south western wall of No.47 North east to the boundary of Nos.53/55	Adjacent to kerb
Market Street	West side from the boundary wall of Nos. 59/61 north east for a distance of 23 metres	Adjacent to kerb
Pimlico	East side from a point 19 metres south-east of its junction with Stentiford Hill Road for a distance of 26 metres in a south-easterly direction	Adjacent to kerb
The Terrace	North east side between the unnamed roads to and from Montpelier Road	Adjacent to kerb
Torwood Street	North side from the western boundary of No.4 east for a distance of 34 metres	Adjacent to kerb
Torwood Street	North side from a point 4 metres west of the boundary of Nos.24/26 east to the boundary of Nos.28/30	Adjacent to kerb
Torwood Street	North side from the boundary of Nos.48/50 to its junction with Babbacombe/South Hill Road	Adjacent to kerb
Torwood Street	South side from a point 38 metres east of its junction with Parkhill Road to the junction with Babbacombe Road	Adjacent to kerb

Torwood Street	South side lay by opposite Nos. 26 – 32 Torwood Street	Adjacent to kerb

Schedule 2: Pay & Display Parking 9am to 5pm

Torquay

Location	Description	Special manner of standing of vehicles in parking place
Abbey Road	North side from a point 11 metres west of the western boundary of No.25 eastwards for a distance of 71 metres	Adjacent to kerb
Abbey Road	North side from a point 11 metres west of the eastern boundary of No.31 westwards for a distance of 86 metres	Adjacent to kerb
Abbey Road	North side from the southern boundary of No.61 north west for a distance of 42 metres	Adjacent to kerb
Abbey Road	North side from the boundary of Nos.71/73 south east for a distance of 14 metres	Adjacent to kerb

Schedule 3: Pay & Display Parking 10am to 6pm

Paignton

Location	Description	Special manner of standing of vehicles in Parking Place
Torbay Road	South side from a point 16 metres east of the junction with Garfield Road east for a distance of 35 metres.	Adjacent to kerb

Schedule 4: Pay & Display Parking 9am to 6pm

Paignton

Location	Description	Special manner of standing of vehicles in Parking Place
Torbay Road	North side from a point 16.5 metres east of the junction with Parkside Road east for a distance of 34.5 metres	Adjacent to kerb
Torbay Road	North side from a point 61metres east of the junction with Parkside Road east for a distance of 40 metres	Adjacent to kerb
Torbay Road	North side from a point 15 metres east of the junction with Garfield Road east for a distance of 45 metres	Adjacent to kerb
Torbay Road	North side from a point 68 metres east of the junction with Garfield Road east for a distance of 14 metres	Adjacent to kerb
Torbay Road	South side from a point 7 metres east of the link road to Queens Park Road east for a distance of 37 metres	Adjacent to kerb
Torbay Road	South side from a point 50 metres east of the junction with Garfield Road east for a distance of 12 metres	Adjacent to kerb

Schedule 5: Pay & Display Parking 8am to 6pm, Monday to Saturday

Torquay

Location	Description	Special Manner of standing of vehicles in Parking Place
Babbacombe Road	South side from a point 75.5 metres east of its junction with Torwood Street and South Hill Road for a distance of 142.5 metres in an easterly direction	Adjacent to kerb
Babbacombe Road	South-east side from a point 238 metres north-east of its junction with Torwood Street and South Hill Road in a north-easterly direction for a distance of 21 metres	Adjacent to kerb
Castle Road	North east side from a point 53 metres south east of Castle Circus south east for 45 metres	Adjacent to kerb
Lymington Road	North east side from a point 135 metres north west of the junction with St Marychurch Road south east for a distance of 27 metres	Adjacent to kerb
Lymington Road	South west side from a point 128.9 metres south east of the junction with Trematon Avenue south east for a distance of 34.5 metres	Adjacent to kerb
Union Street	the south-west side from a point 4.5 metres south-west of its junction with Higher Union Lane in a south-easterly direction for a distance of 28 metres.	Adjacent to kerb
Union Street	the south-west side from a point 43.5 metres south-east of its junction with Higher Union Lane in a south-easterly direction for a distance of 22 metres.	Adjacent to kerb
Union Street	the north-east side from a point 30.5 metres south-east of its junction with Trematon Avenue in a south-easterly direction for a distance of 16.5 metres.	Adjacent to kerb
Union Street	the south-west side from a point 31 metres north-west of its junction with Higher Union Lane in a north-westerly direction for a distance of 11 metres.	Adjacent to kerb
Union Street	the north-east side from a point 15 metres north-west of its junction with Trematon Avenue in a north-westerly direction for a distance of 12 metres.	Adjacent to kerb

Union Street	the south-west side from a point 58 metres south-east of its junction with Palm Road in a south-easterly direction for a distance of 53 metres.	Adjacent to kerb
Union Street	the north-east side from a point 38 metres north-west of its junction with Trematon Avenue in a north-westerly direction for a distance of 63 metres.	Adjacent to kerb

Schedule 6: Pay & Display Parking 9am to 5pm, Monday to Saturday

Torquay

Location	Description	Special manner of standing of vehicles in parking place
Lymington Road	North side from its junction with Sunbury Hill in an easterly direction for a distance of 132.5 metres	Adjacent to kerb
Lymington Road	South-west side from a point 37 metres north-west of its junction with Trematon Avenue in a north-westerly direction for a distance of 86 metres	Adjacent to kerb
Magdalene Road	North side from a point 19 metres west of its junction with Trematon Avenue in a north-westerly direction for a distance of 193 metres	Adjacent to kerb

Schedule 7: Pay & Display Parking 9am to 6pm, Monday to Saturday

Paignton

Location	Description	Special manner of standing of vehicles in Parking Place
Palace Avenue	North side from a point 4 metres east of the junction of Coverdale Road east for a distance of 45 metres	Adjacent to kerb
Palace Avenue	North side from a point 23.5 metres east of the junction with Crown & Anchor Way to a point 16 metres west of the junction of Coverdale Road	Adjacent to kerb
Palace Avenue	North side from the boundary of Nos.61/59 to a point 12 metres west of its junction with Crown & Anchor Way	Adjacent to kerb
Palace Avenue	South side northern most east to west arm from a point 1 metre opposite the boundary wall of No.39 and the Methodist Church west for a distance of 36 metres	Adjacent to kerb
Palace Avenue	South side northern most east to west arm from a point 3 metre east of the boundary wall of Nos.25/27 west for a distance of 48 metres	Adjacent to kerb
Palace Avenue	South side southern most east to west arm from a point 3.5 metres west opposite the boundary wall of Nos.36/38 west for a distance of 47 metres	Adjacent to kerb
Palace Avenue	South side southern most east to west arm from a point opposite the boundary wall of Nos.18/20 west for a distance of 46 metres	Adjacent to kerb
Palace Avenue	South side from a point 10 metres west of its junction with Coverdale Road south west for a distance of 68 metres	Adjacent to kerb
Palace Avenue	South side from the boundary wall of Nos.2/4 south west for a distance of 35.5 metres	Adjacent to kerb
Palace Avenue	South side from a point 14 metres west of the side road adjacent to No.42 to the boundary wall of Nos.48/50	Adjacent to kerb

Schedule 8: Pay & Display Parking 8am to 6pm, Resident Permit Holders Exempt

Torquay

Location	Description	Special manner of standing of vehicles in Parking Place
Newton Road	The north side from a point 34 metres west of the junction with Rougemont Avenue in a westerly direction for a distance of 248 metres	Adjacent to kerb

Schedule 9: Pay & Display Parking 8am to 6pm, CPZ A Permit Holders Exempt

Torquay

Location	Description	Special manner of standing of vehicles in Parking Place
Parkhill Road	North west side from the boundary of Nos.1/3 to the south side of the junction with Meadfoot Road	Adjacent to kerb
Torwood Gardens Road	South side from the junction with Parkhill Road to the access road between the Church and Apsley House	Adjacent to kerb
Torwood Gardens Road	South side from a point 5 metres east of the west boundary wall of Apsley House east for a distance of 10 metres	Adjacent to kerb
Torwood Gardens Road	South side from a point 19 metres east of the west boundary wall of Apsley House east for a distance of 57 metres	Adjacent to kerb
Torwood Gardens Road	North east side from the junction with Babbacombe Road south for a distance of 28 metres	Adjacent to kerb

Schedule 10: Pay & Display Parking At Any Time

Torquay

Location	Description	Special manner of standing of vehicles in Parking Place
Torbay Road	North-west side from a point 46 metres east of its junction with The King's Drive for a distance of 179.5 metres in a north-easterly direction	Adjacent to kerb
Torbay Road	South-east side from a point 61 metres east of its junction with The King's Drive for a distance of 147.5 metres in a north-easterly direction	Adjacent to kerb
Torbay Road	The north side of the north carriageway from a point 117 metres west of the junction with Cary Parade westwards for a distance of 346.5 metres	Adjacent to kerb
Torbay Road	The south side of the south carriageway from a point 285.5 metres west of the junction with Vaughan Road westwards for a distance of 178 metres	Adjacent to kerb
Torbay Road	The south side of the south carriageway from a point 108 metres west of the junction with Vaughan Road westwards for a distance of 44 metres	Adjacent to kerb

Schedule 11: Pay & Display Parking At Any Time during the period 8th September to 20th July (both dates inclusive)

Paignton

Location	Description	Special manner of standing of vehicles in Parking Place
Eastern Esplanade	The east side from a point 29.5 metres north of its junction with the unnamed lane opposite the Pier connecting Eastern Esplanade with Esplanade Road (Pier Approach) north for a distance of 256 metres	Echelon parking facing east

Schedule 12: Pay & Display Parking At Any Time, during the period 15th September to the Wednesday preceeding the late Spring Bank Holiday (both dates inclusive)

Paignton

Location	Description	Special manner of standing of vehicles in Parking Place
Eastern Esplanade	The east side from a point 23 metres south of its junction with the unnamed lane opposite the Pier connecting Eastern Esplanade with Esplanade Road (Pier Approach) south for a distance of 223 metres	Echelon parking facing east
Eastern Esplanade	The east side from a point 262 metres south of its junction with the unnamed lane opposite the Pier connecting Eastern Esplanade with Esplanade Road (Pier Approach) south for a distance of 236 metres	Echelon parking facing east

Schedule 13 – Tariff Tables 22nd March to 31st October (dates inclusive)

Paignton

Street	Charging Hours	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 6 hours	24 hours
Adelphi Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Dendy Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Eastern Esplanade	24 hours a day, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Hyde Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Palace Avenue	9am to 6pm, Mon-Sat	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Queens Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Sands Road	8am to 6pm, daily	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Stearfield Road	8am to 6pm, daily	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Torbay Road	9am to 6pm, daily (one section is 10am to 6pm daily)	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Torquay Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00

Torquay

Street	Charging Hours	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 6 hours	24 hours
Abbey Road	9am to 5pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Babbacombe Road	8am to 6pm, Mon-Sat (one section is 8am to 6pm, daily)	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Castle Road	8am to 6pm, Mon-Sat	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Ellacombe Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Lymington Road	8am to 6pm, Mon-Sat	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Lymington Road (commuter spaces)	9am to 5pm, Mon-Sat	n/a	n/a	n/a	n/a	n/a	£1.50	£4.00	£2.50
Magdalene Road	9am to 5pm, Mon-Sat	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Market Street	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Newton Road	8am to 6pm, daily	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Parkhill Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Pimlico	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
The Terrace	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Torbay Road	24 hours a day, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00

Torwood Gardens Road	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Torwood Street	8am to 6pm, daily	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00
Union Street	8am to 6pm, Mon-Sat	£1.00	£1.50	£2.50	£3.00	£4.00	£5.00	£7.50	£10.00

Schedule 14 – Tariff Tables 1st November to 21st March (dates inclusive)

Paignton

Street	Charging Hours	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 6 hours	24 hours
Adelphi Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Dendy Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Eastern Esplanade	24 hours a day, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Hyde Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Palace Avenue	9am to 6pm, Mon-Sat	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Queens Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Sands Road	8am to 6pm, daily	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Stearfield Road	8am to 6pm, daily	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Torbay Road	9am to 6pm, daily (one section is 10am to 6pm daily)	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Torquay Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00

Torquay

Street	Charging Hours	Up to 30 minutes	Up to 1 hour	Up to 1.5 hours	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 6 hours	24 hours
Abbey Road	9am to 5pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Babbacombe Road	8am to 6pm, Mon-Sat (one section is 8am to 6pm, daily)	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Castle Road	8am to 6pm, Mon-Sat	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Ellacombe Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Lymington Road (section between Trematon Avenue and Caslle Circus)	8am to 6pm, Mon-Sat	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Lymington Road (commuter spaces between Trematon Avenue and Sunbury Hill)	9am to 5pm, Mon-Sat	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Magdalene Road	9am to 5pm, Mon-Sat	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Market Street	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Newton Road	8am to 6pm, daily	n/a	n/a	n/a	n/a	n/a	£1.50	n/a	£2.50
Parkhill Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00

Pimlico	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
The Terrace	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Torbay Road	24 hours a day, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Torwood Gardens Road	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Torwood Street	8am to 6pm, daily	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00
Union Street	8am to 6pm, Mon-Sat	50p	£1.00	£1.50	£2.00	£3.00	£4.00	£6.00	£10.00

Schedule 14 – On Street Parking Permits

<u>Permit Type</u>	<u>Charge</u>
Annual On Street Permit	£600.00
Monthly On Street Permit	£80.00
Monthly Commuter On Street Permit	£50.00

Schedule 15: Revocations

Borough of Torbay (Street Parking Places (Pay & Display)) Order 2016