



Title: **Coach Parking – Review of Cary Park area – consideration of objections**

Public Agenda Item: **Yes**

Wards Affected: **St Marychurch**

To: **Transport Working Party** On: **25th October 2012**

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

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

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

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

The review considered options for additional coach parking along with improvements which can be implemented to improve the situation for coaches and the residents in the areas surrounding coaching hotels.

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

- 2.1 It is recommended that members approve option 1 to:

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1**.

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

- 3.1 The Devon and Torbay Local Transport Plan 2011-2026 sets out how transport should be delivered over the next 15 years. It is the adopted Council policy document on transport, guiding all transport development and encourages the provision of additional dedicated coach loading bays in all three town centres to meet the demand from coach operators.

- 3.2 The report presented to the Transport Working Party on 10th May 2012 was as a result of reviewing a specific section of the Torbay Parking Policy 2006 (version 3 – TMA) which noted that coaches play a significant role in the provision of long distance travel and commuter services and in the provision of transport for specific groups such as educational parties, theatre visitors, tourists and people with mobility difficulties.
- 3.2 Consultation with Council Ward Members and the coaching industry has been undertaken, positive feedback received and members recommended that the proposed schemes involving a change to the existing Traffic Regulation Orders as detailed be advertised and implemented should no objections be forthcoming. Objections received were reported to members at the meeting of the Transport Working Party on 2nd August 2012 and modified proposals for Cary Avenue agreed.
- 3.3 The proposed restrictions were advertised both on site and in the Herald Express 23rd August 2012 – 13th September 2012 and the objections as shown in **Appendix 2** have been received for consideration by members.

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

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

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

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

The Devon and Torbay Local Transport Plan 2011 – 2026 notes that Torbay attracts many coaches to the area, mainly from holiday coach tours and foreign student exchanges. Long term parking is available at various Council car parks and in particular Torquay Coach Station.

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

A1.2 The parking strategy provides a balance between the provision and use of on-street and off-street car parking. Each of these parking provisions has its role to play within the overall parking stock in supporting the various activities that take place in Torbay. The balance in the deployment of both on-street and off-street parking is generally recognised as an effective tool in the management of traffic in and around town centres.

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

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

The review of coach parking within the bay area is included in the Devon and Torbay Local Transport Plan 2011-2026 and members were requested to provide comments in respect of this review. Feedback has been received from various Ward Members and representatives of the coach industry.

A1.4 Reports have subsequently been presented to the Transport Working Party on 16th February 2012 (Coach Parking Review), 29th March 2012 (Coach Parking

Review – Shedden Hill Car Park Update), 10th May 2012 and 2nd August 2012 (Cary Park area).

A1.5 This report deals with the correspondence received following the advertising of the amendments to the Traffic Regulation Orders in the Cary Park area of Torquay, which were approved by members on the 2nd August 2012.

It was recommended that the parking in Cary Avenue, be regulated by the implementation of seasonal (1st April – 30th September) no loading at any time restrictions. The proposal is shown in the Plan attached in **Appendix 1**.

The proposed restrictions were advertised both on site and in the Herald Express 23rd August 2012 – 13th September 2012 and the objection / correspondence received is as shown in **Appendix 2** for consideration by members. Comments regarding Aveland Road will be addressed at the time of review.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 By making the best use of the available road and car park space the Council will be able to reduce congestion and improve pedestrian safety during the busy summer months, whilst retaining car parking during the football season, therefore reducing the number of wasted journeys made by drivers as they search for on-street parking spaces.

A2.2 Remaining risks

A2.2.1 None

A3. Other Options

The following options have been considered:-

Option 1

It is recommended that members approve the following:

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1**.

Option 2

- Do not implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1**.

A4. Summary of resource implications

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

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with Council Ward Members and the coach trade, has being undertaken and positive feedback received. The proposed parking restrictions were advertised, both on site and in the local media, during the period 23rd August 2012 – 13th September 2012 and one letter of objection is shown in **Appendix 2**.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

Appendix 1 Proposed amendments to the Traffic Regulation Orders.

Appendix 2 Copy of the letter of objection.

Documents available in members' rooms

None.

Background Papers:

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

Devon and Torbay Local Transport Plan 2011 - 2026

Torbay Parking Policy 2006 (version 3 – TMA).

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