



**Meeting: Transport Working Party**

**Date: 24<sup>th</sup> October 2013**

**Wards Affected: St Marychurch**

**Report Title: Cary Park Parking Alterations – Review**

**Executive Lead Contact Details: Sue Cheriton – Executive Head Residents & Visitor Services**

**Supporting Officer Contact Details: John Clewer - Senior Engineer - Highways Development & Traffic**

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**1. Purpose**

1.1 This report is in response to comments received following the review of the alterations made to various parking restrictions in and around the Cary Park area of St Marychurch. The area of the review is as shown in **Appendix 1**.

**2. Proposed Decision**

2.1 It is recommended that members approve the advertising and implementation, should no objections be forthcoming, of the changes to the current parking restrictions as per option 6.1. Any objections will be presented to a future meeting of the Transport Working Party.

**3. Action Needed**

3.1 That the restrictions as identified in section 6.1. be advertised and if no objections received, implemented.

**4. Summary**

4.1 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 10<sup>th</sup> 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.

- 4.4 Reports have subsequently been presented to the Transport Working Party on 16<sup>th</sup> February 2012 (Coach Parking Review), 29<sup>th</sup> March 2012 (Coach Parking Review – Shedden Hill Car Park Update), 10<sup>th</sup> May 2012, 2<sup>nd</sup> August 2012 and 25<sup>th</sup> October 2012 (Cary Park area).
- 4.1 This report is in response to comments received following the review of the alterations made to various parking restrictions, in an attempt to regulate the parking of coaches, in and around the Cary Park area of St Marychurch. The area of the review is as shown in **Appendix 1**.

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## Supporting Information

### 5. Position

- 5.1 This report is in response to comments received following the review of the alterations made to various parking restrictions, in an attempt to regulate the parking of coaches, in and around the Cary Park area of St Marychurch.
- 5.2 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.
- 5.3 The report presented to the Transport Working Party on 10<sup>th</sup> 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.
- 5.4 Reports were subsequently presented to the Transport Working Party on 16<sup>th</sup> February 2012 (Coach Parking Review), 29<sup>th</sup> March 2012 (Coach Parking Review – Shedden Hill Car Park Update), 10<sup>th</sup> May 2012, 2<sup>nd</sup> August 2012 and 25<sup>th</sup> October 2012 (Cary Park area).
- 5.5 Following the meeting on 25<sup>th</sup> October 2012, a works order was placed to implement the changes to the restrictions in and around the Cary Park area and the works were completed by the 9<sup>th</sup> January 2013.
- 5.6 A petition was received (attached as **Appendix 2**) and was presented to the members of the Transport Working Party on 25<sup>th</sup> April 2013 and a delegated decision (attached as **Appendix 3**) was made on the 24<sup>th</sup> May 2013 stating that the six monthly review will be carried out as scheduled. The final decision on whether any changes will be made would depend upon the results of the consultation.

- 5.7 Consultation has been undertaken in the local area in the form of on-street notices, a press release to the local media, a specific page for the review on the [torbay.gov.uk](http://torbay.gov.uk) website and letters being distributed to local businesses, coach companies, hotels, local members, community groups and other stakeholders. Comments were requested to be made on or before 4<sup>th</sup> October 2013 and a good response has been forthcoming.
- 5.8 The comments received are as attached in **Appendix 4** and can be summarised as follows:

#### Aveland Road

- Request for 'cars only' restrictions as in St Georges Crescent, preferably extended to Warbro Road
- Coaches are making it difficult / unsafe to access / exit driveways due to visibility
- Coaches – servicing student use, bowling club, football club, school and Anchorage Hotel (possibly coaches of a greater size that can access the frontage?) are parking and causing problems
- Double yellow lines requested to be implemented at the junction of Aveland Road / Warbro Road to ease access / visibility.

#### Cary Avenue

- Vehicles (e.g. ice cream vans) are parking on the restrictions by the entrance to the play park and trading. This area could be built out to prevent parking and create an uncontrolled crossing point for pedestrians. Whilst not part of this review members may wish to present this idea as part of a future road safety initiatives report.
- Coaches are regularly parking in the 'Cars Only' bays by the play park.
- Enforcement of the new restrictions is poor.
- Removing the parking of vehicles outside the tennis club (during the summer months) has allowed vehicle speeds to increase; request parking is reinstated all year round, with the consequent reduction in vehicle speeds.
- Reduce the number and size of the parking signs around the park area to lessen the visual impact of the scheme. Unfortunately this cannot be done as all signage has to be to Department for Transport specification.

#### Palermo Road

- No comments

#### St Albans Road

- No comments

#### St Annes Road

- Day time coach parking should be changed to free car parking for shoppers, between the hours of 9am – 5pm
- Various objections to coach parking due to loss of free parking for shops, loss of privacy, loss of coach parking revenue, coach parking not compatible

in conservation and residential areas, pollution and safety when crossing from park fronting church, inc Mrs Williams petition, requesting coaches be removed from St Annes Road

- Coach parking is restricting visibility and blocking access when turning into / out of Churchway.

#### St Georges Crescent

- A great success.

#### General Comments

- Cary Ave – lines don't go far enough, take around bend towards Stanley Road (outside boundaries of review area)
- Coaches and other large vehicles parking in 'cars only' area
- Good job, keep it free parking no meters!
- Coach drivers are abusing the parking restrictions
- Manor Road – DYL's from cnr with Cary Park Road to first entrance (outside boundaries of review area)
- Provide free overnight parking for coaches (3pm – 10am) in appropriate local car parks
- Coach companies feel it is working well.
- Remove the three disused bus bays around the park area to deter coaches and leave them free for car parking.
- Local Community Partnership are in favour of the changes which have been made and would ask for the double yellow lines to be extended around the corner by the dance school as this gets very congested (outside boundaries of review area)

5.9 After considering the above comments, the following works are proposed as per the plans attached as **Appendix 5**

#### Aveland Road

- Extend 'cars only' restrictions to the junction with Warbro Road.
- Implement double yellow lines restrictions at the junction of Aveland Road / Warbro Road.

#### St Annes Road

- Implement parking restrictions in the current coach bay to allow limited waiting between 8am – 6pm 1 hour no return in 2 hours, therefore enabling car parking during the day and coach parking in the evening 6pm – 8am, as was previously in place.
- Alter the existing parking restrictions fronting the property known as 'Valetta', from 8am – 6pm 1 hour no return in 1 hour to limited waiting between 8am – 6pm 1 hour no return in 2 hours.

## **6 Possibilities and Options**

- 6.1 The members of the Transport Working Party are requested to approve the advertising of the restrictions as listed in 5.9 and implement, should no objections be forthcoming. Any objections will be presented to a future meeting of the Transport Working Party.
- 6.2 The members of the Transport Working Party may wish to recommend the implementation of some of the restrictions as listed in 5.9
- 6.3 The members of the Transport Working Party may wish to recommend that the proposed alterations to the existing Traffic Regulation Order are not advertised.

## **6 Preferred Solution/Option**

Members are recommended that the option in 6.1 above would be the most appropriate action.

## **7 Consultation**

Consultation has been undertaken in the local area in the form of on-street notices, a press release to the local media, a specific page for the review on the [torbay.gov.uk](http://torbay.gov.uk) website and letters being distributed to local businesses, coach companies, hotels, local members, community groups and other stakeholders. Balanced feedback has been received.

## **8. Risks**

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. If this change to the existing Traffic Regulation Orders (TRO) is not approved, congestion will continue and wasted journeys undertaken (as car drivers / local shoppers search for parking spaces) may increase with the resultant rise in both traffic movements and vehicle emissions.

### **Appendices:**

**Appendix 1** – Plan of the review area

**Appendix 2** – Copy of petition received

**Appendix 3** – Copy of the delegated decision

**Appendix 4** – Copy of comments and photographs received during the review process

**Appendix 5** – Details of the proposed changes to the parking restrictions

**Additional Information:**

None

**Documents available in Members' Rooms:**

None

**Background Papers:**

Torbay Council Parking Policy 2012 - 2015