



Title: **Torbay Parking Review (Pay and Display) – Consideration of Objections to proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards **All Wards**
Affected:

To: **Transport Working Party** On: **5th January 2012**

Key Decision: **No** **Implemented following legal procedures.**

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

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

- 1.1 Improve the management of parking in areas of high demand through the use of on-street pay and display to encourage turnover of parking.
- 1.2 Promote sustainable travel through the introduction of on-street pay and display in areas of commuter parking.
- 1.3 Allow income from parking to be re-invested into frontline services.

2. Recommendation(s) for decision

- 2.1 That the following actions be progressed in the identified areas.

Pimlico/Lymington Road

Implement scheme as advertised

Magdalene Road

Implement scheme as advertised and advertise additional 15 spaces in the road as 4 hour maximum stay pay and display.

Babbacombe Road

Implement scheme with 3 hour maximum stay

Newton Road

Implement a Controlled Parking Zone in Newton Road with a set charging policy for commuters (see appendix 2) and reduce pay and display proposals to 10 spaces using advertised tariff of £1 for 4 hours.

Sands Road

Implement scheme as advertised

Stearfield Road

Implement scheme with 4 hour maximum stay

Adelphi Road

Implement compromise on scheme with maximum stay period of 4 hours and re-advertise middle section of the road as residents parking only.

3. Key points and reasons for recommendations

- 3.1 Following a meeting of the Full Council on the 31st October 2011 Members decided to implement a number of new on street pay and display locations subject to the necessary statutory consultation with the public, these locations, revised income, capital costs and tariffs are included in appendix 2.
- 3.2 In light of the response received from the statutory consultation, some amendments to the proposal approved by Full Council are recommended.

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

Patrick Carney

Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

- A1.1 The Council needs to respond boldly to the Coalition Government's plans and the state of public finances that became evident through the second half of 2010. As a result of this the Council established the Productivity Improvement Programme (PIP) in October 2010. PIP included the following three projects: 1. Torbay Council Design (currently on hold); 2. Procurement; and 3 Revenue Income and other associated efficiency programmes.
- A1.2 A collaborative approach was used to identify and develop income generating opportunities working closely with lead officers from across the Council. As a result of the initial proposals officers identified potential locations of high demand or long stay commuter parking.
- A1.3 An initial open Public Meeting of the Transport Working Party was held on 5th September 2011 to consider the proposals included in the parking opportunities originally included within the PIP Project. Following the meeting further consultations took place with town traders, local groups and Community Partnerships in the areas affected specifically by the introduction of more parking meters.
- A1.4 The initial on street parking meters proposals specifically considered a number of new locations which included shopping areas, commuter zones and seafront parking sites. As a result of the extensive consultation a number of proposed locations were withdrawn completely, replaced by alternatives, or deferred for further investigation following a meeting of the Transport Working Party on the 18th October 2011.

The key changes in view of the consultation are as follows:

- Secondary shopping areas -These areas were shown to be already suffering in the current economic climate and could not sustain parking meters
 - High investment requirements – some areas required expensive infrastructure improvements which would not be justified against the level income expected and were withdrawn
 - Residential areas – some areas were adjusted or withdrawn as these were considered mostly residential zones
 - Wider parking reviews - required in some instances where there was conflict between the needs of different groups within an area or additional works to be costed
- A1.5 The recommendations in this report reflect the proposals put forward by the Transport Working Party and after further consultation with the local traders and businesses, the community partnerships affected and other interested groups.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.2 The public are aware of the plans to extend on street pay and display locations which have generated many objections to the schemes – these have been included

in determining these proposals which have been assessed along with other budget pressures.

A2.2 Remaining risks

A2.2.1 The lead time for implementing the new on street pay and display locations is subject to a 12 week order time for parking equipment and installation.

A3. Other Options

A3.1 The following options have been considered for each area identified:-

Pimlico/Lymington Road

1. Implement scheme as advertised
2. Do not implement advertised scheme

Magdalene Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Implement scheme and advertise additional 15 spaces in Magdalene Road as 4 hour maximum stay.

Babbacombe Road

1. Implement scheme as advertised
2. Implement scheme with 3 hour maximum stay
3. Do not implement advertised scheme
4. Remove loading bays from scheme and implement a 10 minute tariff with a charge of 30p as well as a 20 minute tariff for 50p
5. Implement the first 10 minutes parking as free

Newton Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Implement a charging policy for permits with 10 spaces left as pay and display with one machine. This would be in the form of a separate Controlled Parking Zone for Newton Road where permits could be sold to commuters and nearby residents at set charges

Sands Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Implement scheme but with 4 hours maximum stay to match comments regarding Adelphi and Steartfield Roads

Steartfield Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Implement scheme but at 4 hour maximum stay period

Adelphi Road

1. Implement scheme as advertised
2. Do not implement advertised scheme

3. Implement scheme leaving out the middle section of the road and re-advertise as residents parking and extend maximum stay period to 4 hours

A4. Summary of resource implications

- A4.1 In order to implement the new on street pay and display locations additional resources will be required from the Business Services Business Unit and the Residents and Visitors Services Business Unit. A sum of £6,000 has been allowed for to back fill any current posts involved with the implementation of the new areas.

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

- A5.1 An initial overview equality impact assessment (EIA) for the overall project has been completed.

A6. Consultation and Customer Focus

- A6.1 Extensive consultation has taken place by officers and members of the Transport Working Party. This process has included an open meeting on 5th September 2011 and 18th October 2011 for all interested members of the public to attend including verbal representations from community leaders and businesses. There has also been consultation with a local traders group and the following Community Partnerships:

- Shiphay and the Willows Community Partnership
- Torquay Town Centre Community Partnership
- Torre and Upton Community Partnership
- Preston Community Partnership
- St Marychurch and District Community Partnership
- Wellswood and Torwood Community Partnership
- Ellacombe Community Partnership
- Paignton Community Partnership

In addition specific location related consultation has taken place with Upton Park Friends Group and Torquay Museum.

Verbal and written declarations from the public have been received including two formal petitions both relating to the on-street parking proposals.

The Transport Working Party has considered all representations received prior to making the recommendations in this report

A summary of the feedback is outline below and within Appendix 1.

Pimlico/Lymington Road

No objections received and supported by Ward Partnership

Magdalene Road

Objection from Ward Partnership regarding a resident in Magdalene Road with no off street parking.

Objection from Bowls Club was also received requesting an increased turnover of vehicles in the road so that their Members can visit more easily and to include a further 15 spaces of unrestricted parking in the road as pay and display but only with a maximum stay of 4 hours.

Babbacombe Road

Objections received from 7 hotels and guest house proprietors concerned that passing trade will be deterred by parking charges. The scheme does include a 4 space loading bay which effectively allows 10 minutes free parking however it is clear that those objecting feel this will not work. Instead the hotel and guest house owners are requesting the first 10 minutes parking to be free in all the pay and display spaces. This would be achieved by offering a free 10 minute ticket from the pay and display machine and would be enforced in the normal way if the ticket is expired. This however would set a precedent as no other on street pay and display area would offer the first 10 minutes free and most town centre areas would request such a free parking offer should it be implemented in Babbacombe Road. This obviously would result in a loss of income.

Torquay Museum has objected on the grounds that parking charges would deter customers visiting the Museum also that if charging was to go ahead then 2 hours would not be long enough in the area for those attending lectures. The Museum has requested we investigate the possibility of creating a small parking area for them in the Harbour Car Park nearby which might give the impression to their customers that this area is for their sole use.

Newton Road

15 objections from Torbay Hospital staff have been received who state they use the area regularly to park to attend work. Many are not entitled to a parking permit to park on the Hospital site. Some Hospital staff have expressed a wish to purchase permits to park in Newton Road.

2 objections from local residents, one resident lives in Newton Road and has two vehicles to their family but only one off street parking space.

Sands Road

No objections received

Stearfield Road

Only two objections received. One from a guest house owner in Leighon Road and one from the Ward Partnership stating that the maximum stay should be 4 hours.

Adelphi Road

9 objections received from guest house and hotel owners in Adelphi Road very concerned as their businesses do not provide enough parking for guests and so some guests park on street. Also they are concerned as those proprietors who live on site will have no where to park without payment being required. Ward Councillors have met with the guest house and hotel owners and a possible compromise would be to leave the middle section of the road non pay and display and using a Controlled Parking Zone offer residents parking in this area of the road.

Finally proprietors are requesting 4 hours maximum stay instead of 2 hours to give guests extra time if having to park in the road.

A7. Are there any implications for other Business Units?

A7.1 Commercial Services Business Unit and Procurement will be required to assist with the implementation of the new on street pay and display areas.

Appendices

Appendix 1 Summary of objections

Appendix 2 Update Scheme Summary

Documents available in members' rooms

None

Background Papers:

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

None