



Title: Coach Parking - Review

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards
Affected:

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

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

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

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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.

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

2. Recommendation(s) for decision

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

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

3. Key points and reasons for recommendations

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

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

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

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

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

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

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

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

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

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

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

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

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

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

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

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

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

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

Brixham

Coach Set Down Point

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

Coach Parking

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

Paignton

Coach Parking

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

Torquay

Coach Set Down Point

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

Coach Parking

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

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

Brixham

Central Car Park, Brixham

Comments

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

Paignton

Colin Road, Paignton

Comments

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

Torquay

Central drop off and pick up points

Pimlico

Comments

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

Outside the Town Hall car park

Comments

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

Parking in existing car parks

Shedden Hill, Torquay

Comments

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

Terrace (now harbour), Torquay

Comments

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

Coach access to Cockington

Comments

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

Proposed drop off sites

Brixham

Comments

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

Paignton

Broadsands Beach

Comments

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

Churston Station / Weary Ploughman

Comments

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

Torquay

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

Comments

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

Meadfoot Beach car park

Comments

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

Babbacombe Road (Outside the Museum)

Comments

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

Babbacombe Downs

Comments

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

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

Cary Park area

Comments

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

Torquay Seafront

Comments

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

St Anne's Road

Comments

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

Regina hotel

Comments

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

Torbay Hotel, Torbay Road

Comments

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

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

General

Time required for drop off / pick up

Comments

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

A1.7 Proposals

A1.7.1 Babbacombe Downs Road, Torquay

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

A1.7.2 Cary Park area, Torquay

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

A1.7.4 Garfield Road, Paignton

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

A1.7.6 St Annes Road, Torquay

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

A1.7.7 Torbay Road, Torquay

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

A1.7.8 Broadsands Car Park

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

A1.7.9 Shedden Hill Car Park

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

A1.7.10 Time required for drop off / pick up

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

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

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

A2.2 Remaining risks

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

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

A3. Other Options

Option 1

It is recommended that members approve the following:

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

Option 2

- Do nothing.

Option 3

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

A4. Summary of resource implications

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

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with Council Ward Members and the coach trade, has being undertaken and positive feedback received.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

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

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

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

Documents available in members' rooms

None.

Background Papers:

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

Devon and Torbay Local Transport Plan 2011 - 2026

Torbay Parking Policy 2006 (version 3 – TMA).

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