



Title: Coach Parking Review – Shedden Hill Car Park Update

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards  
Affected:

To: **Transport Working Party**

On: **29<sup>th</sup> March 2012**

Key Decision: **No.**

How soon does the decision need to be implemented **April 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **John Clewer**

☎ Telephone: **7665**

✉ E.mail: **john.clewer@torbay.gov.uk**

---

## 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 by members 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.
- 1.2 This review provides an update following the report on coach parking which was presented to the Transport Working Party on 16<sup>th</sup> February 2012 and deals with the possible introduction of coach parking within the Shedden Hill car park to improve the situation for coaches within central Torquay.

## 2. Recommendation(s) for decision

2.1 It is recommended that members approve the following

- That the alterations required to the existing Traffic Regulation Order are advertised to enable the existing car spaces (backing on to the tennis club) to be designated as permanent coach bays for up to six vehicles.
- That the existing height restriction barrier is removed.

### **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. A report entitled 'Torbay Coach Parking Review' was presented to the members of the Transport Working Party on the 16<sup>th</sup> February 2012 and, after due consideration, was approved with the exception of the plans for Shedden Hill, Torquay. Members asked for more information to be provided with regard to the possible loss of income due to replacing up to 50 car spaces with coach spaces.
- 3.3 Consultation with Council Ward Members and the coaching industry has been undertaken and positive feedback received.
- 3.4.1 **Appendix 1** shows the location of the proposed coach facilities within the Shedden Hill car park.  
**Appendix 2** shows a graph of the occupancy levels for the Shedden Hill car park during the months of June to September 2011.

**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 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.

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.

A1.4 A report entitled 'Torbay Coach Parking Review' was presented to the members of the Transport Working Party on the 16<sup>th</sup> February 2012 and, after due consideration, was approved with the exception of the plans for Shedden Hill (see **appendix 1**), Torquay. Members asked for more information to be provided with regard to the possible loss of income due to replacing up to 50 car spaces with coach spaces.

**Appendix 2** shows a graph of the occupancy levels for the Shedden Hill car park during the months of June to September.

From studying the graph it can be seen that the car park only ran at maximum capacity (258 vehicles) for one day on 5<sup>th</sup> August. There were two other days when the car park held over 200 vehicles, recording totals of 239 (6<sup>th</sup> August) and 211 (17<sup>th</sup> August) vehicles respectively.

Therefore if coach parking was introduced and the capacity of the car park lowered from 258 to 200 vehicle spaces, using the occupancy figures for 2011 income would have been lost from 108 vehicles. Using the current parking charge of £8 for between 5 and 24 hours, the maximum lost income is £864.

However, extra income would be generated from commercial coach parking charges which currently range from £2 for up to 80 minutes to £10 for between 4 and 24 hours. It should be noted that coaches receive an additional one hour free of charge to the time purchased. Therefore the lost income created by providing this coach parking facility is thought to be negligible.

## **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.

A2.1.1 The removal of the height barrier will leave the car park vulnerable to travellers.

### **A2.2 Remaining risks**

A2.2.1 By making the best use of the available car park space we will be able to reduce congestion 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 occupancy of Shedden Hill Car Park appears to be very weather related and numbers in the future may not always reflect historical figures.

## **A3. Other Options**

### **Option 1**

It is recommended that members approve the Implementation of coach parking within Shedden Hill car park.

### **Option 2**

Do not implement the introduction of coach parking within Shedden Hill car park.

#### **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, in the form of Mr Alan. Has being undertaken and positive feedback received.

#### **A7. Are there any implications for other Business Units?**

A7.1 None.

### **Appendices**

**Appendix 1** Shows the location of the proposed coach facilities within the Shedden Hill car park.

**Appendix 2** Shows a graph of the occupancy levels for the Shedden Hill car park during the months of June to September 2011.

### **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

TWP Report - Coach Parking Review 16<sup>th</sup> February 2012