



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

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **St Marychurch**

To: **Transport Working Party** On: **10<sup>th</sup> May 2012**

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

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.

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 1 Plan No's 1 - 6** and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Group for consideration.

## 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 been undertaken and positive feedback received.
- 3.4.1 **Appendix 1 (plan no's 1 - 6)** details the proposed schemes involving a change to the existing Traffic Regulation Orders.

**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 representatives of the coach industry.

A1.4 Reports have subsequently been presented to the Transport Working Party on 16<sup>th</sup> February 2012 ( Coach Parking Review) and 29<sup>th</sup> March 2012 (Coach Parking Review – Shedden Hill Car Park Update).

A1.5 This report deals with the Cary Park area and is in response to further comments received from the coaching community, which are as listed below:

- 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 the Council 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.

A1.6 Proposals

A1.6.1 It is proposed that the following Traffic Regulation Orders are advertised:

Aveland Road (appendix 1 plan 1)

- Implement 5 no. cars only parking bays (102m)
- Implement No waiting at any time restrictions at the junction of St Georges Crescent (30m)
- Implement No waiting at any time restrictions (56m)

Cary Avenue (appendix 1 plan 2)

- Implement coach parking bay on the Southern side fronting the tennis courts (30m)

- Implement no loading at any time restrictions to the Northern and Southern sides in the vicinity of the entrance to the play area (20m)
- Implement 3 no. car only parking bays (200m)
- Implement No waiting at any time restrictions at the junction of Aveland Road (116m)
- Implement No waiting at any time restrictions at the junction of Palermo Road (20m)

#### Palermo Road (appendix 1 plan 3)

- Implement No waiting at any time restrictions on the Eastern side from the junction with Cary Avenue to approximately 5m West of the footway from York Crescent. (100m)

#### St Albans Road (appendix 1 plan 4)

- Implement No waiting at any time restrictions at the junction of Palermo Road (48m)
- Implement No waiting at any time restrictions at the junction of St Annes Road (50m)
- Implement No waiting at any time restrictions at the junction of Cary Avenue (50m)
- Implement No waiting at any time restrictions at the junction of St Georges Crescent (16m)
- Implement 2 no. cars only parking bays (48m)

#### St Annes Road (appendix 1 plan 5)

- Re-advertise the existing coach stand (56.5m), currently signed 'Coaches Only Mon - Sat 6pm – 8am' and change to coach parking only, 7 days a week, 24 hours a day.

#### St Georges Crescent (appendix 1 plan 6)

- Implement No waiting at any time restrictions at the junction of St Georges Road (10m)
- Implement No waiting at any time restrictions at the junction of Meyrick Road (10m)
- Implement no waiting at any time restrictions on the South side of St Georges Crescent between Meyrick Road and St Georges Road (90m)
- Implement 16 no. cars only parking bays between Aveland Road and Cary Avenue (total 290m)

## **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.

## **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 1 Plan No's 1 - 6** and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Group for consideration.

### **Option 2**

- Do nothing.

### **Option 3**

- Members may chose to implement a selection of the proposals listed under A1.6.1

## **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 – 5 proposed amendments to the Traffic Regulation Orders.

### **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