



Title: **Paignton Town Centre Parking – Six Month Review**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards **Roundham with Hyde**  
Affected:

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

Key Decision: **No.** How soon does the **May 2012**  
decision need to be  
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 Highways Management continue to undertake a review of the on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The Paignton Town Centre Parking Review (**Appendix 1** shows the boundaries of the review area) was carried out in accordance with the Council's Parking Policy and generated an increase in on-street car parking spaces, in the following categories:

- Disabled
- Limited waiting (1 hour and 2 hour)
- Metered
- Motorcycle
- Taxi Rank

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19<sup>th</sup> July 2011, after which the revised Traffic Regulations were advertised and implemented. Objections received were presented to the Transport Working Party on 17<sup>th</sup> November 2011.

This report is to deal with feedback received following the review of the scheme, which has been undertaken at an earlier date, due to adverse feedback in one area.

## **2. Recommendation(s) for decision**

- 2.1** That the proposed amendments to the Traffic Regulation Orders detailed in **Appendix 3 (plans 1 – 3)** are advertised and implemented should no objections be forthcoming. Any objections received will be presented to a future meeting of the Transport Working Party.

## **3. Key points and reasons for recommendations**

- 3.1** The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained.

This report is to take into consideration feedback received during the review process.

**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 Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained to ensure the delivery of the following key objectives:

- Ensure that there is effective enforcement of on-street waiting and parking restrictions in order to reduce congestion and increase the availability of short stay parking space.
- Provide adequate space for taxis, coaches and buses to park and operate safely in appropriate locations.
- Review the extent of long stay, on street car parking where this causes problems in residential areas, conflicts with essential traffic movements, creates safety problems or reduces space for short stay visitors.
- Enhance and encourage the use of public off-street car parks for short and long stay parking.
- Make attractive parking arrangements for holders of "Blue Badges" in suitable locations and improve the access and internal layout of car parks to give full access for the disabled.
- Continually manage all town centre car parking, giving priority to provision for shoppers and visitors and reducing the need to search for car parking spaces.
- Ensure retail deliveries can continue with reasonable efficiency particularly outside the main periods of pedestrian activity.

As part of this policy, Highways Management will undertake a review of on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The second of these reviews undertaken was within Paignton town centre and **Appendix 1** shows the boundaries of the proposed review area.

The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained. The proposed changes generated an increase in on-street parking spaces, including extra disabled, motorcycle and taxi spaces.

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19<sup>th</sup> July 2011, after which the revised Traffic Regulations were advertised and implemented. Objections received were presented to the Transport Working Party on 17<sup>th</sup> November 2011.

Consultation with various stakeholders has been undertaken following the introduction of the revised parking restrictions and generally positive feedback has been received. However some adverse comments have been received and therefore it has been decided to bring forward the review process.

This report is to deal with feedback received following the review of the scheme, which has been undertaken at an earlier date, due to adverse feedback. **Appendix 3 (plans 1 – 3)** details the revised proposals to the existing Traffic Regulation Orders.

## Church Street

Following comments received it has been decided to implement 8m of motorcycle parking in Church Street (opposite property no's 6 and 7).

Therefore it is proposed to revoke 8m of 'no waiting at any time' restrictions and replace them with 'motorcycle only parking bay', as shown in **Appendix 3 plan no.1**.

## Hyde Road.

Following comments received from Licensing the opportunity was taken at the time of the review to change the loading bay (fronting properties 7 – 11 Hyde Road) into a taxi bay. However following implementation, adverse comments were received regarding this alteration and it would appear that the use of the bay has not been well supported by the taxi trade.

Therefore it is proposed to alter the existing regulation from 'taxi stand no waiting at any time except for taxis' to 'loading bay 8am-6pm' and 'taxi stand 6pm-midnight and midnight-8am' as shown in **Appendix 3 plan no.2**.

## Torquay Road

The Torbay Town Centres Company has been in correspondence and have requested that the existing loading bay fronting property no's 10 – 16 Torquay Road be extended.

Therefore it is proposed to extend the existing loading bay from a distance of 20m and introduce a 'no loading at any time' restriction on the opposite side of Torbay Road fronting property no's 3 – 17 to ensure free passage of traffic, as shown in **Appendix 3 plan no.3**.

## **A2. Risk assessment of preferred option**

### **A2.1 Outline of significant key risks**

A2.1.1 Consultation has been undertaken with major stakeholders and the proposed alterations to the existing Traffic Regulation Orders will be advertised (both on site and in the local media). The proposals for implementation are as a result of taking into consideration feedback received and therefore any risks have been minimised.

By bringing the review process forward by a number of months, it is possible that further comments will be received regarding the operation of the revised restrictions during the summer period.

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

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

## **A3. Other Options**

A3.1 Do nothing.

#### **A4. Summary of resource implications**

A4.1 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.

#### **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 the Council Ward Members, Paignton Bid Team and the Paignton Town Community Partnership Steering Group has been undertaken and positive feedback received.

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

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services Team.

#### **Appendices**

Appendix 1 Shows the boundaries of the proposed review area.

Appendix 3 Details the revised proposals to the existing Traffic Regulation Orders.

#### **Documents available in members' rooms**

None

#### **Background Papers:**

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

The Council's Parking Policy 2006 (version 3 – TMA)