

Minutes of the Transport and Parking Working Party

15 May 2024

-: Present :-

Councillor Nicole Amil, Councillor Adam Billings (Chairman), Councillor Jason Hutchings and Councillor Andrew Strang

(Also in attendance: Councillor Nick Bye, Councillor Darren Cowell, Alan Denby, Susie Hayman, Ian Jones, Councillor Barbara Lewis, Councillor Chris Lewis, Adam Luscombe, Councillor Hannah Stevens, Councillor David Thomas, Councillor Jacqueline Thomas and Lisa Tuck)

71. Minutes of the last meeting held on 8 February 2024

The Minutes of the Transport and Parking Working Party held on 8 February 2024 were confirmed as a correct record.

72. Action tracker/Matters outstanding from last meeting

The Chairman of the Working Party sought updates on the following actions:

Kilmorie Car Park: Officers have commenced the process for obtaining 3 quotes for gates to the entrance of the car park. Members were also informed of an approach by a food vendor who had expressed an interest in operating from the car park, with officers seeking advice from procurement colleagues.

CPZ policy; Members were informed that points raised at previous meetings had been included. Officers would seek to implement the policy which would be resident led with assistance from ward councillors. Officers will finalise the toolkit now the policy has been agreed with the relevant information and forms required for residents/ward councillors.

CPZ policy; Members were informed that points raised at previous meetings had been included. Officers would seek to implement the policy which would be resident led with assistance from ward councillors.

20 miles per hour zones around schools. The consultation on the locations supported by the Working Party was currently live with all 6 areas included ensuring a combined approach, the consultation would close on 7 June.

With regards to Queensway and Fisher Street, the speed restriction proposals had been formally advertised. No objections had been received therefore implementation will now be progressed in the areas. Officers were also looking at associated parking restrictions within these areas and these have been subject to a

further consultation and if supported, progression of these restrictions will follow to complete the schemes.

A query was raised regarding the inclusion of the area around Sherwell Valley School. Officers advised that the proposal was set out in appendix 2 of the February 2023 report and as was recommended by the Transport and Parking Working Party held on 8 February 2024, that these areas, including the area around Sherwell Valley School would be in the next phase, the details of which are expected to be brought forward for consideration by the Working Party towards the end of the year.

Crown and Anchor Way/far end of Winner Hill Road; Officers advised that this is still being investigated and would review when there was more resilience within the team.

73. Electric charging - verbal update

The Strategy and Project Management Service Manager gave a presentation as attached at Appendix 1 to these minutes.

The cost of charging was discussed, and The Strategy and Project Management Service Manager explained that we need to work with the provider to ensure charges are competitive and securing best value for residents but that the funders guidance states the authority should not be prescriptive on prices.

74. Electric buses - verbal update

The Strategy and Project Management Service Manager explained that since Peter Knight from Stagecoach, attended a previous Transport and Parking Working Party, Torbay Council had been awarded a grant of £7.1 million. Members were advised that:

- It was hoped that the service would be in operation by November 2025.
- WSP were being brought in to help resource the project with Stagecoach to ensure that the buses were delivered on time and they met all of the accessibility requirements required for the Bay.
- Regular catch ups would be held with Stagecoach through delivery and regular updates will be provided to the Transport and Parking Working Party.
- The charging points for the buses would be available at the Torquay depot.
- There may be 1 or 2 charging points introduced at Paignton but this is not currently proposed.
- There would be some cabling works required and Stagecoach were currently looking at the layout of the depot to investigate how this would be achieved.
- Conversations have been held recently with Stagecoach over their depot site and what their needs are and whether there are any areas suitable to be converted for their use.

Members questioned whether solar power could be used for electric power for the site and what other opportunities there were for smaller bus operators to diversify to electric buses? The Strategy and Project Management Service Manager explained

that there had been discussions about the solar opportunities and that these would be revisited. In respect of the other operators, at the time of the bid other operators were not known due to ongoing procurement processes and were no funding opportunities at present. Discussions had been held with the smaller bus operators who would be looking to upgrade their buses to newer, lower emission vehicles initially.

75. Bus service improvement plan

The Strategy and Project Management Service Manager explained that Bus Service Improvement Plans (BSIPs) were introduced by the Department for Transport (DfT) in its National Bus Strategy, Bus Back Better, published in March 2021. The updated BSIP would embody the "Vision for Torbay" and be an integral part of achieving the aims and ambitions of the Council's Plans.

The Strategy and Project Management Service Manager further explained that Torbay Council had been asked by government to update the plan by 12 June 2024 in order to secure future funding. Members noted that the format had been updated in accordance with government guidance for consistency across local transport authorities but there had been no change in the priorities or ambitions. The priorities and ambitions were more deliverable now that all the operators were in place and can ensure that they work together.

Members were advised that a bus connectivity assessment, a new assessment from government, covering bus routes across Torbay was also required to be submitted in June.

76. Any other business

Members requested that all future reports be circulated in advance of the meeting in order for members to read them and provide robust challenge and debate.

No AOB for discussion.

An aerial photograph of Torbay, showing a mix of residential areas, green fields, and a coastline with a large bay. The text is overlaid on the right side of the image.

Transport and Parking Working Party

Party

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Electric Charging Points

Electric Buses

Bus Service Improvement Plan

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Minute Item

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TORBAY COUNCIL

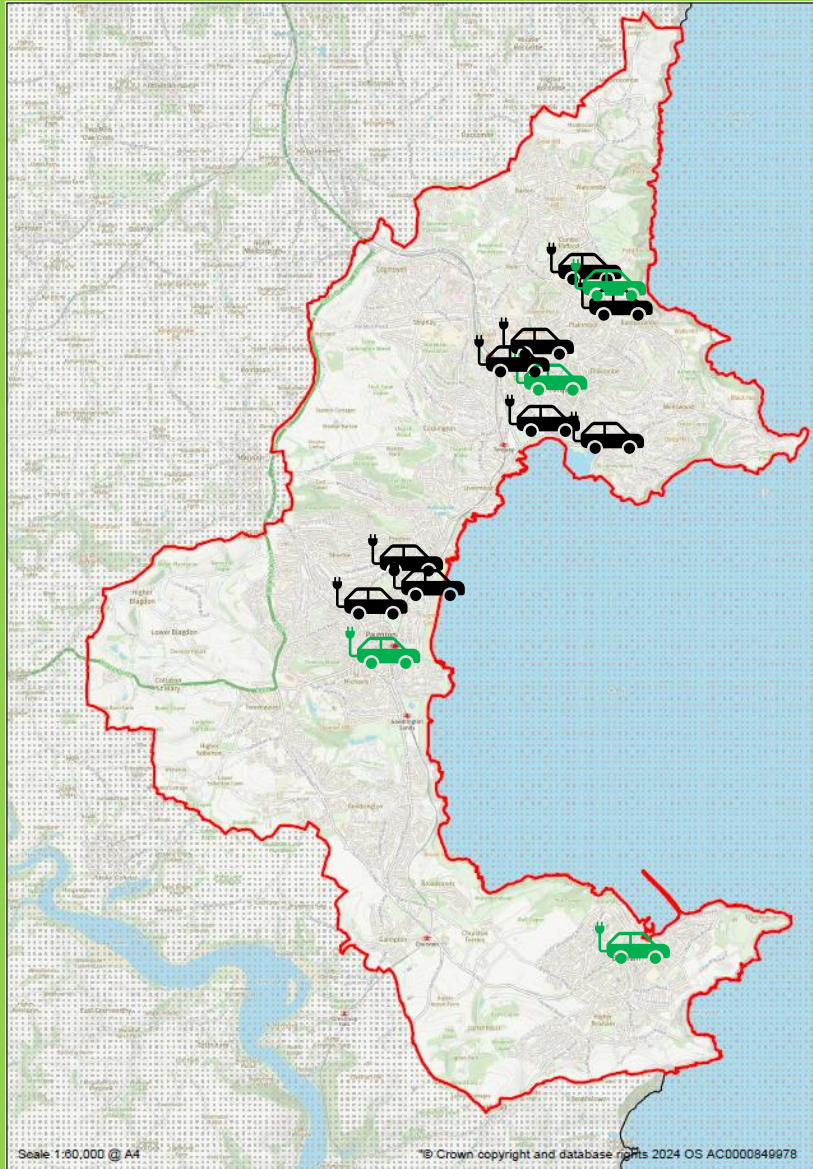
Electric Charging

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- DELETTI 2
 - **Devon Low Carbon Energy and Transport Technology Innovator**
- LEVI
 - **Local Electric Vehicle Infrastructure**

DELETTI 2



No funding required

Rapid Chargers

Phase 1

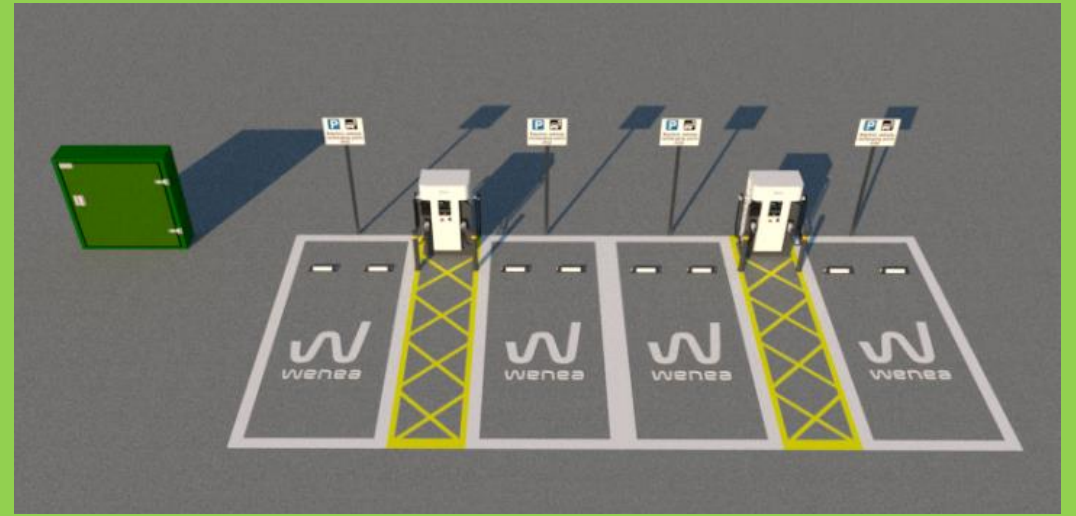
- Hampton Avenue (Model Village)
- Town Hall
- Station Lane
- Central

Further Phases

- St Marychurch; Chilcote Close; Lymington Road; Brunswick Square; Shedden Hill; Harbour
- Preston Gardens; Colin Road; Churchwood Road

Programme

- Phase 1 – underway, expected connection in June 2024
- Remainder – some specific site discussions, leases to be signed, works to be programmed in



LEVI

Grant Funding

- £958,000

Mix of Chargers

- Generally slower (overnight) charging
- Some fast chargers
- Pavement channels

On Street

- Areas with no off street parking
- Using build outs
- Taxi access
- 'Destinations' (i.e. Parks and Shops)

Off Street

- Car Parks not included in DELETTI (focus on Broadsands and Goodrington)
- Leased Car Parks (TCCT; Parkwood; Retail etc)

Programme

- Procurement expected later in 2024
- Delivery starts in 2025



Electric Buses



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Funding

- Awarded grant of £7,100,000
- Total investment around £25,000,000

49 Buses

- All 'day to day' services in Torbay operated by Stagecoach

Programme

- Power connection and charging infrastructure early-mid 2025
- Vehicle delivery late 2025, in service early 2026

Next Steps

- Resource support to project manage
- Regular updates with DfT
- Meetings with Stagecoach

Bus Service Improvement Plan

Priorities

- Buses to serve the wider community
- Buses to link with facilities
- Lower fares
- Accessibility
- Decarbonisation

Funding

- Asked for around £23,000,000
- Awarded around £8,600,000 (BSIP & ZEBRA)

Achievements

- New contracts provide stable bus network and more extensive service
- More new shelters
- Electric bus funding



Bus Service Improvement Plan

Update

- New format and update to be submitted by 12th June 2024
- No new ambitions or priorities
- 2024 BSIP is not a bidding document but confirms half of grant award (£400,000)
- Bus Connectivity Assessment to be submitted alongside

Next Steps

- 2025 BSIP for Torbay anticipated
- Transition period for Devon and Torbay Local Transport Authority
- 2026 onwards expected to be a single bus partnership

Our ambition for buses in Torbay is for step change in the quality of service and infrastructure.

Bus travel will be more affordable, integrated with other forms of transport and accessible to all the community. We will strive for carbon neutrality and prioritise bus travel alongside active modes of transport in Torbay, giving genuine choice to our residents and visitors for how they can travel.

An aerial photograph of Torbay, showing a dense residential area on the left, a large green field in the center, and a coastline with a beach and parking lot on the right. The sea is visible in the background.

Transport and Parking Working Party

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