

## Mayor's Response to Overview and Scrutiny Report on Car Parking in Torbay

	<b>Recommendation from Parking Review</b>	<b>Response from Task-and-Finish Group</b>	<b>Response from Mayor</b>
1	Develop a single high level strategy for the delivery of parking services in Torbay with clear aims and objectives, which will form part of the Council's Policy Framework.	Agreed but that this should form of the overall Local Transport Plan Delivery Plan.	The Parking Strategy (due to be approved by Council on 27 October 2016) will be a Sub-Strategy of the Local Transport Plan.
2	Create a single operational policy document and action plan that will deliver the agreed parking strategy and will include clear guidance and protocols to cover parking arrangements during events and parking for volunteers.	Agreed but that this should form of the overall Local Transport Plan Delivery Plan.	This is an operational policy and therefore is not appropriate to include within the Local Transport Plan Delivery Plan.
3	Off-street parking charges should be simplified and the classification of Beach, Leisure & Town Centre car parks should be replaced with either Long Stay or Short Stay.	Agreed.  The busiest car parks should be designated as Short Stay with the maximum stay being three hours.	This is already being implemented. The Executive Lead for Transport will consider the recommendations from the Task and Finish Group.
9	Public awareness of the Park Mobile option should be improved through better promotional activity.	Agreed but recommend machines should take card payments and be upgraded as technology and funding becomes available.	This is being introduced.
16	Only one vehicle registration number to be allowed on any permits and an administration fee to be charged to change any details on a permit.	Agreed.	This will be increased to two vehicle registration numbers but will be kept under review.
24	The Council should introduce the direct debit option as soon as possible to allow customers to pay for annual permits and spread their costs. A small surcharge should be applicable for this service.	Customer to be given the choice of whether monthly or quarterly and recommend no charge should be administered.	Agree recommendations.

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25	The Council should set aside funding to tackle the priority repairs within car parks and embark on a programme of investment in key areas such as painting, lighting, upgraded ticket machines and line marking where appropriate to ensure that the offer remains both safe and attractive.	Maintenance program to be set with time scales commencing with the most utilised car parks in order to ensure first impressions are welcoming. Together with implementation of new signage which clearly define long and short stay car parks. Further, we recommend the introduction of Picnic Areas at the edge of car parks near Beaches and in the Countryside to improve the offer.	Agree recommendations regarding maintenance and signage but do not support the proposal for picnic areas.
26	The signage at all car parks needs to be simplified and refreshed as soon as possible. In particular the backboards behind the ticket machines represent the point of sale and they need to be both informative and attractive so that the service is seen to represent value for money.	Agreed. See comments in relation to 25 above.	Agree recommendations in respect of signage.
29	Kilmorie, Meadfoot Beach and Torre Valley car parks earn very little income and could be considered surplus to service requirements. The Council should consider alternative and/or additional use of these assets to maximise potential income.	Maybe lease rather than sell in the first instance. Business case to be made and each to be judged on its own merit, this should include usage and revenue in both summer and winter seasons.	Agree to lease car parks where there is an appropriate business case.
30	The existing coach parking spaces in Sheddon Hill car park should be removed and converted to car parking bays so as to maximise income to the Council.	Agreed given the coach spaces at Lymington Road.	Agree recommendation once appropriate arrangements have been made at Lymington Road coach station.

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31	The Executive Head of Business Services should review all of the on-street parking meter sites that were not pursued and also identify any new locations. If appropriate and subject to any necessary consultation, additional on-street parking meter sites should be implemented.	Recommend this should be fully costed and only if it demonstrates a fair and reasonable turnover of parking bays should it be implemented especially where there are already difficulties with on street parking. There should be consultation with Ward Councillors, Community Partnerships Town Council and Businesses.	Agree recommendation.
32	The reasons for closing the Eastern Esplanade during the summer months have been reviewed and it is recommended that this entire site should remain open for parking.	See narrative within the report.	Agree recommendations.
33	Paignton Community Partnership should be consulted on a proposal to change the status of the Eastern Esplanade at Paignton such that it is no longer classified as a highway.	See narrative within the report.	Agree recommendations.
34	A mobile camera enforcement vehicle should be reintroduced in Torbay to improve road safety for children outside school entrances and to reduce the road safety risks presented to public transport users. Strict operating procedures should be applied to any mobile camera enforcement vehicle to ensure that the law abiding motorist is not penalised.	Agreed.	This has been picked up as part of the Parking Strategy 2016-2017. The Mayor does not support the use of mobile camera enforcement vehicles and has requested the Executive Head of Business Services to explore other forms of camera technology for example putting cameras on crossing patrol lollipops or permanent cameras outside schools (which would be funded by the schools).

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35	Existing arrangements and future options for a Park & Ride facility at Brixham should be reviewed given the uncertain future of the Brixham Central car park and the intended strategic land use of Freshwater Quarry and Oxen Cove.	Priority should be given for a Council run Park and Ride Scheme for the Summer months to be piloted. Recommend investigation in to wider Park and Ride Strategy for Torbay.	Agreed recommendation in respect of a pilot for the summer months but does not support investigation of a wider park and ride strategy at this time.
36	A set of revised criteria should be introduced to cover the promotion and implementation of a CPZ (including Residents Parking bays). The Council needs to properly manage the realistic expectations of residents who do not benefit from their own off-street parking. Controlled Parking Zones should only be recommended for implementation by professional Council officers. Charging for CPZ parking permits should reflect the whole life cost of any scheme and should aim for full cost recovery (administration, design (including any costs where works may be undertaken by a third party), signs, lines, enforcement, etc.)	Recommend that where CPZs are to be removed or new ones implemented that consultation with Ward Councillors, Community Partnerships, Town Council and Police take place. That an assessment is undertaken of Parking Spaces marked as Disabled Parking in residential areas take place in order to ascertain whether they are still required, especially in areas where parking is limited. See narrative within the report.	Agreed recommendations.
37	All existing CPZs should be reviewed and any inappropriate schemes should be revoked.	See comments in relation to 36 above.	Agreed recommendation.