



Friday 4th November, 2011

TRANSPORT WORKING PARTY

A meeting of **Transport Working Party** will be held on

Thursday, 17 November 2011

commencing at **4.00 pm**

The meeting will be held in the Meadfoot Room, Town Hall, Castle Circus,
Torquay, TQ1 3DR

Members of the Committee

Councillor Hill (Chairman)

Councillor Amil
Councillor Cowell
Councillor Doggett

Councillor Excell
Councillor Faulkner (A)
Councillor Brooksbank

Our vision is working for a healthy, prosperous and happy Bay

For information relating to this meeting or to request a copy in another format or language please contact:

**Patrick Carney, Town Hall, Castle Circus, Torquay, TQ1 3DR
(01803) 207710**

Email: democratic.services@torbay.gov.uk



TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes of meetings held on 6/10/11 & 18/10/11** (Pages 1 - 8)
3. **Presentation to the Group by Mrs Hewitt regarding Dartmouth Road crossing**
4. **Hele Air Quality Management Area - Briefing Note** (Pages 9 - 14)
5. **Paignton Town Centre Parking Review - Consideration of objections to proposed Traffic Regulation Order** (Pages 15 - 48)
6. **Totnes Road, Paignton - Proposed Pedestrian Crossing** (Pages 49 - 56)
7. **Avenue Road to Torquay Sea Front Cycle Route** (Pages 57 - 64)
8. **Broadsands Road - Consideration of Objections to proposed Traffic Regulation Order** (Pages 65 - 78)
9. **Local Sustainable Transport Fund (verbal update)**
10. **Any Other Business**
11. **Date of Next Meeting - 5th January 2012, 4pm, Meadfoot Room**



Minutes of the Transport Working Party

6 October 2011

-: Present :-

Councillors Amil, Cowell, Brooksbank, Davies (In place of Faulkner (A)), Hytche (In place of Excell) and Pentney (In place of Doggett)

(Also in attendance: Councillor Mark Kingscote)

4. Apologies for absence

Councillor A Faulkner
Councillor I Doggett

5. Minutes of last meetings: 16 August 2011 & 5 September 2011

Agreed.

6. Cockington Traffic Regulation Order - Size of Local Buses and Parking Restrictions

Members recommended that the Traffic Regulation order is advertised for an increase in bus size to 7.4m. The Traffic Regulation order is to be introduced to remove parking on Cockington Lane adjacent to the Almshouses. That disabled bays be introduced in the area of the Almshouses and Torbay Council to investigate residents parking in the area of Cockington Lane to the north of the Almshouses. That if no objections are received, the Order to be implemented. Members requested that the bus operator be approached about considering using the one way system for the bus route.

Members requested all future traffic and parking issues are taken to the Cockington with Chelston Community Partnership.

7. Hele Road Air Quality Management Area

Removed from Agenda. To be considered at the People (Communities) Policy Development Group, before being presented at a future meeting of this group. Hele's Angel's to be advised of the delay and reasons for this.

8. Torre Traffic Review

Mrs Rainbird presented to the group in support of the option to change the traffic flows in Torre to encourage more trade for those travelling into the bay.

Members recommended:

- that the traffic flow data originally used in the report was updated to reflect the current traffic movements.
- To check the costing of reversing the traffic in Torre, to ensure this is accurate and a true reflection of the minimum requirements needed.
- To review the usage of Brunswick Square car park within the review.
- To consider the implications including details of the land acquisition required in reversing the scheme including estimated costs.
- To consult with local residents and traders including the community partnership and to reflect their views in the report.

A revised report is to be presented to the Transport Working Party at a future meeting.

9. Palace Avenue, Paignton - Road Safety Scheme

Members approved the recommendation as outlined in the report, however as part of the consultation with the community, a two week trial will be carried out and that advice be sought from the Clifton with Maidenway Community Partnership.

Members further recommended that Environmental Health undertake an air quality survey during the trial period.

10. St Michaels Traffic Action Zone

Members approved the recommendation set out in the report that the scheme is to be implemented and relevant Traffic Regulation Orders be advertised and if no objections are received to be implemented, Officer to consider an additional scheme in the area of Derrell Road.

11. Beacon Hill, Torquay - Consideration of objections received to the advertisement of proposed traffic regulation order

Members approved the recommendations within the report that the Traffic Regulation Order be implemented as advertised.

12. Any Other Business

PC issued copies of the Winter Maintenance Plan for 2011/12 to the Group and outlined that the Winter Maintenance programme is scheduled to commence on 17 October 2011.

13. Date and time of next meeting

Tuesday 18th October 2011, at 12 Noon in the Meadfoot Room
Thursday 17th November 2011, at 4.00 p.m. in the Meadfoot Room

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Minutes of the Transport Working Party

18 October 2011

-: Present :-

Councillor Ray Hill (Chairman), Councillor Nicole Amil, Councillor Darren Cowell, Councillor Robert Excell, Councillor Alan Faulkner, Councillor Ruth Pentney and Councillor Stephen Brooksbank

(Also in attendance: Sue Cheriton, Katie Lusty, Councillor Pete Addis, Councillor Julien Parrott, Councillor David Thomas and Richard Brown)

13. Review results of consultation from the Parking Review

Speakers

Steve Honeywill – Torbay Care Trust
Frank Sobey – Harbour Sports, Paignton
Colin Hurst

Officers presented the feedback received from the Community partnerships and any individuals/groups who had responded separately since the 5th September public Transport Working Party meeting. The feedback included an analysis of the responses considered against each road/location as receiving low, medium or high levels of objection by the residents and businesses.

Steve Honeywell presented to the Transport Working Party as the representative for the Care Trust/NHS on the proposal to extend meters into Nicholson Road, Torquay. Concerns were raised on the likely impact on community nursing staff and visitors to Bay House. Members debated the issue of parking passes for nursing/social care staff on call and requested officers review the current arrangements for on call workers to enable them to travel around the bay whilst visiting clients.

Frank Sobey presented to the Transport Working Party representing Harbour Sports Paignton. Mr Sobey's concerns included the conflict which the meter proposals had between Tourism and raising funding for the Council. There was a suggestion of providing the first hour free to encourage people to visit Paignton. Mr Sobey was against any meters being installed at Roundham Road and the surrounding area.

14. Identify recommendations to go forward to Council

The TWP considered each road in turn and resolved to recommend the following to Full Council on 31st October having reviewed all the consultation presented.

On Street Parking				
Torquay	Location	Spaces	Tariff	Instruction
Torbay Road	Between King's Drive and Belgrave Road – both sides of carriageway.	33 28	3	Agreed. Currently being Advertised.
Old Newton Road	Between Rougemont Ave & Orchard Way	45	2	Agreed.
Torre: Lymington Road	Jct Trematon Ave to Sunbury Hill	40	2	Up to houses only, to allow residents parking for the remainder of the area. Proposed 9am-5pm charging period, Commuter rate, no return.
Torre: Trematon				Rejected due to the cost of implementation.
Torre: Magdalene Road	Jct Trematon Ave	17	2	Proposed 9am-5pm charging period, Commuter rate, no return.
Babbacombe Road	Between Torwood Gardens Road & Braddons Hill Road East	29	3	Agreed. 8am – 6pm with loading bay. Free on Sundays.
Pimlico	Outside Madrepore Place	5	3	Agreed.
St Marychurch Road, Chilcote Close, and Manor Road				Rejected as considered secondary shopping area.
Paignton				
Preston Marine				Deferred – subject to Public Meeting on 27 th October 2011
Preston Marine Drive				Deferred – subject to Public Meeting on 27 th October 2011
Roundham Road				No meters agreed – implement limited parking all year.
Beach Road				Rejected: Other roads were put forward for consideration.
Kernou Road				Rejected: Other roads were put forward for

				consideration.
Garfield Road				Rejected: Other roads were put forward for consideration.
Suggested alternatives				
Stearfield Road	Esplanade Road to Leighon Road	12	3	Agreed. 8am – 6pm
Adelphi Road	South Side	22	3	Agreed. 8am – 6pm
Sands Road	O/S Queen's Park	7	3	Agreed. 8am – 6pm
	Between Adelphi Lane & Queens Road	7	3	Agreed. 8am – 6pm
Tariff				
1. Seasonal				
1st May - 30th Sept	1st Oct - 30th Apr			
10 Mins - 20p	10 Mins - 20p			
30 Mins - 60p	30 Mins - 30p			
1 Hour - £1.00	1 Hour - 60p			
2 Hours - £2.00	2 Hours - £1.20			
3 Hours - £3.00	3 Hours - £1.80			
2. Commuter				
Maximum 4 hours stay - 4 hours = £1.00				
3. Standard				
10 Mins - 20p				
30 Mins - 60p				
1 Hour - £1.00				
2 Hours - £2.00				

The option to open the Paignton Esplanade in the summer as a parking area providing barrier access was considered not appropriate as this is seen as a promenade. Concern for children’s safety was debated. This suggestion was rejected, and to keep current restrictions in operation.

It was agreed for officers to consider and cost the option of providing additional parking provision for Torquay Museum at the rear of the Harbour (Terrace) Car Park for the Museum visitors.

15. Date and time of next meeting

Thursday 17th November, 2011, 4pm, Meadfoot Room

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TRANSPORT WORKING PARTY 6TH OCTOBER 2011

BRIEFING NOTE

1. Subject Hele Road Air Quality Management Area

2. Introduction In response to a request for an update on progress by the former Transport Working Party, this report presents an update on progress of transport actions contained within the existing Action Plan along with the latest air quality and traffic flow data.

The air quality across Torbay is assessed on a regular basis in line with the Review and Assessment process to meet the air quality objectives set out in Air Quality (England) Regulations 2000, and the Air Quality (England) (Amendment) Regulations 2002.

From a detailed assessment an air quality management area (AQMA) has been declared along part of Hele Road. The AQMA has been declared due to the measured levels of nitrogen dioxide being over the objective of 40 µg/m³. Table 1 below indicates the annual mean concentration of NO₂ recorded by the continuous analyser located close to the Baptist Church. Monitoring has also been carried out using a number of passive diffusion tubes in and around the AQMA. In 2010 one of the diffusion tubes recorded a level above the objective of 40 µg/m³.

Table 1, results from the continuous analyser

Location	Annual mean NO ₂ concentrations (µg/m ³)				
	2006	2007	2008	2009	2010
Hele Road	35.7	46.3	41.0	31.94	40.11

The level of air pollution within the Hele AQMA is just above the objective. Therefore there is a requirement to improve the air quality and reduce the pollution to below the objective of 40 µg/m³ for nitrogen dioxide.

2. Implementing the Action Plan

The Air Quality Action Plan focussed solely on reducing traffic, being one of the significant sources of emissions in the area, and following local consultation with residents and businesses between 2005 and 2007, the following traffic measures were introduced:

- On-street parking at lower Hele Road was swapped over to the down hill side of the road
- A new bus stop was provided next to the new parking spaces at lower Hele Road
- Road signing was changed to discourage through traffic, especially lorries and coaches, using Hele Road
- Improvements were made to some alternative routes, particularly Happaway Road.
- Travel Plans to discourage driving to school and promote walking and cycling were developed in all Torbay schools.

The Hele Air Quality Action Plan is attached as Appendix 1 and details the progress made against the current actions.

3. Progress

The actions that have already been carried have shown some improvement of the air quality within Hele Road AQMA. The average levels of traffic have also shown a reduction of approximately 6%. Details of the latest traffic follows and No2 levels are shown in Appendix 2. However there is still a requirement to improve the air quality further to ensure that the objective is met and sustained.

Options

The Council needs to reduce levels of nitrogen dioxide (NO₂) by a small amount, about 5 µg/m³, when averaged out over a year to achieve the air quality objectives. Given the current financial climate, any new interventions need to provide good value for money and be monitored to assess their impact.

Option 1 – Further Minor Transport and Environment Alterations as follows:

- Further signage alterations in order to direct traffic away from Hele Road. This will mean positively signing other routes such as Cricketfield Road and Happaway Road.
- Periodic emissions testing in Hele Road, as part of a scheme to raise public awareness, discourage polluting vehicles from using Hele Road, and to oblige drivers to fix polluting vehicles.
- Clearance of low level vegetation to the east of Hele Road to improve air flow.
- Work with Schools to further implement travel plans.
- Work with local businesses to ensure large vehicles are using the correct routes.

Option 2 – Major Highway Alterations

If the minor alterations do not achieve the small improvement required then restrictions on use such as a one way system of weight limit would be required. This would have serious implications as other neighbouring roads would see significant increases in traffic

4. Recommendations

That the alterations listed in Option 1 are progressed and further monitoring taking place

In the long term, if the effect of these recommended measures is not sufficient, further actions may need to be implemented from the Hele Air Quality Action Plan (Appendix 1) including those listed in Option 2.

- 5. Author
- 6. Responsible Chief Officer
- 7. Date

William Prendergast Tel ext 8821

22 July 2011

Appendix 1: Progress Report of the Air Quality Action Plan

Appendix 1 - Progress Review of Hele Road Air Quality Action Plan

Action	Who	When	Cost	AQ Impact	Effectiveness	Wider Impacts	Comments
1 Torbay Council shall continue to monitor air quality in and around Hele Road	TBC	Ongoing	2	2	4	May lead to additional or expansion of AQMA's	Information collected for review and assessment updates.
2 Torbay Council shall continue to consider air quality as capable of being a material consideration and shall attach the appropriate weight to the issue of air quality as determined by the facts of each individual application especially relating to developments which will impact upon Hele Road AQMA.	TBC	Ongoing	1	3	9		Comments made where appropriate to Planning Officers
3 Torbay Council shall consider the imposition of conditions to mitigate the impact of poor air quality on new residential development within Hele Road AQMA subject to such conditional requirements being relevant, necessary, viable and proportionate.	TBC	On-going	1	3	9		Planning / Legal apply where possible, following ST advice
4 Torbay Council as the Transport Authority shall install an automated traffic counting device to increase and maintain information traffic volumes, which shall assist Torbay Council in respect of further modelling and monitoring or air quality.	TBC	Completed	1	2	6		Completed 2005
5 Torbay Council as Transport Authority shall ensure that new development can assist bus travel, smarter choices, walking etc.	TBC	On-going	1	1	6	Reduces congestion	ST make comments on all relevant applications
6 Torbay Council shall conduct an assessment of on-street car parking on Hele Road, particularly looking at its effect on traffic flow;	TBC	Completed	2	2	6	Reduces congestion	Realignment of parking bays at the lower end of Hele Road in 2006

7	*	Torbay Council shall consider amendments to the local signing strategy to divert unnecessary traffic away from the area	TBC	March 2012	1	2	6	Reduces congestion	1 st phase completed 2008. 2 nd phase divert along Happaway / Cricketfield Road subject to Members Aug 2011
8		Torbay Council shall consider a series of experimental traffic restraint measures to assess the effectiveness of various options, including parking bans and HGV restrictions;	TBC	Completed	1	3	9	Reduces congestion	HGV signs 2006. Trial closure 2007 Weight limit restrictions affect less than 1% of traffic
9		Torbay Council shall consider a review of the potential for restrictions on types of vehicle based upon emission standards	TBC	March 2012	1	2	6		Ongoing
10		Torbay Council shall continue to work with local schools on implementing school travel plans, particularly with schools in the area, including St Cuthbert Mayne school and local primary schools;	TBC	On-going	1	1	3	Reduces congestion	All schools have Travel Plans.
11		Torbay Council shall consider assessing the potential of junction design and management, to enable easier traffic flows out of Hele Road at each end of the critical eastern half of the road;	TBC	Ongoing	3	2	2	Reduces congestion	Teignmouth Road junction would need major capital works, Barton Road roundabout redesign significant financial resources
12		Torbay Council shall hold discussions with transport operators regarding ways to remove inappropriate vehicles from the area, particularly coach operators;	TBC	Completed	1	1	3		Coaches rerouted, hauliers contacted. As efficient as economically possible buses in use
13		Torbay Council shall conduct an overall assessment of traffic flows in the area to assess the scope for re-routing traffic, further traffic	TBC	Completed	1	2	6	Reduces congestion, degrades air quality outside AQMA	Completed 2008. Study showed traffic on Cricketfield Road and Happaway Road

	management measures and the potential for alternative modes of transport.									would increase if restrictions imposed on Hele Road
14	Torbay Council shall conduct traffic modelling, based upon current traffic data on both volume flows and vehicle type, to assess maximum concentrations of permissible traffic flow through the Hele Village road network.	TBC	November 2008	1	1	3				Completed 2008. Study showed traffic on Cricketfield Road and Happaway Road would increase if restrictions imposed on Hele Road
15	Torbay Council shall model traffic reassignment to assess the impact on other parts of the local road network and the resulting highway infrastructure work required ensuring that the resulting traffic flows do not lead to additional congestion	TBC	November 2008	1	2	6			Degrades air quality outside AQMA	Completed 2008
16	Torbay Council shall undertake a cost benefit analysis of the health impacts of re-routing traffic in the area.	TBC	November 2008	2	3	6			Degrades air quality outside AQMA	Completed 2008. Exeter University concluded no benefit
Further recommendations not in existing AQMA Action Plan										
*	Undertake vehicle emissions testing	Hwy	March 2013							Part of a police / VSA / road safety campaign. Subj. to Members Aug 2011

* Recommendations to Communities Development Group August 2011

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Title: **Paignton Town Centre Parking Review – Consideration of objections to proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Roundham with Hyde**

To: **People (Communities) Policy Development Group** On: **17th November 2011**

Key Decision: **No.** How soon does the **November** decision need to be **2011** implemented

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 Council undertook 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 generates an increase in on-street car parking spaces, in the following categories:

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

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, after which the revised Traffic Regulations were

advertised.

This report is to deal with the objections which were received following the advertisement of the revised Traffic Regulation Orders.

2. Recommendation(s) for decision

- 2.1 That the proposed amendments to the Traffic Regulation Orders are implemented as advertised except in the areas detailed in **Appendix 4**, where amendments will be re-advertised.

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.
- 3.2 This report is to take into consideration the objections received following the advertising of the amendments to the existing Traffic Regulation Orders which were proposed as a result of comments / 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 generate an increase in on-street parking spaces, producing a net gain within the scheme of 15 spaces, along with 6 disabled spaces, 16m of new motorcycle bay and 33m of new taxi rank.

Consultation with the Council Ward Members, Paignton Bid Team, and the Paignton Town Community Partnership Steering Group was undertaken and positive feedback received.

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, after which the revised Traffic Regulations were advertised.

This report is to deal with the objections which were received and **Appendix 2** details the areas where objections to the alterations to the existing Traffic Regulation Orders have been received.

Appendix 3 details the objections received regarding the changes to the Traffic Regulation orders in the New Street, Queens Park Road and Roundham areas, whilst **Appendix 4** detail the revised proposals.

New Street area

Following a number of objections being received (as reproduced in **Appendix 3**) it has been recommended not to implement the proposed parking restrictions in the lane to the rear of the properties no's 1 – 37 New Street and 8 – 12 New Street.

It is proposed that parking restrictions will still be implemented to the rear of the 'Old Town Hall', Totnes Road, changing existing single yellow lines to double yellow lines as well as placing double yellow lines on both sides of the lane by property no's 1 and 3 New Street, as detailed in **Appendix 4** (plan no.1).

Queens Park Road area

Following a number of objections being received (as reproduced in **Appendix 3**) it has been proposed not to implement the proposed parking restrictions, motorcycle parking and metered bay in Queen's Park Road.

Roundham area

Following an objection being received (as reproduced in **Appendix 3**) it has been proposal not to implement the proposed parking restrictions outside property no's 31 - 39.

It is still proposed to alter the seasonal 'no waiting at any time' restrictions to 'no waiting at any time' restrictions from the harbour to the junction with Sands Road, along with reducing the limited waiting bays opposite property no. 41 Roundham Road by one space to improve visibility for vehicles exiting the harbourside.

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 have been advertised (both on site and in the local media). The proposals for implementation are as a result of taking into consideration a number of objections from the members of the public and therefore any risks have been minimised.

A2.2 Remaining risks

A2.2.1 By reworking and making better use of the available road space the Council 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. The estimated cost of these works is £1,500 and will be funded from the LTP capital allocation for Integrated Transport Schemes.

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 2 Details where alterations may be made to create extra parking spaces

Appendix 3 Details the objections received regarding the proposed alterations to the existing Traffic Regulation Orders.

Appendix 4 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)

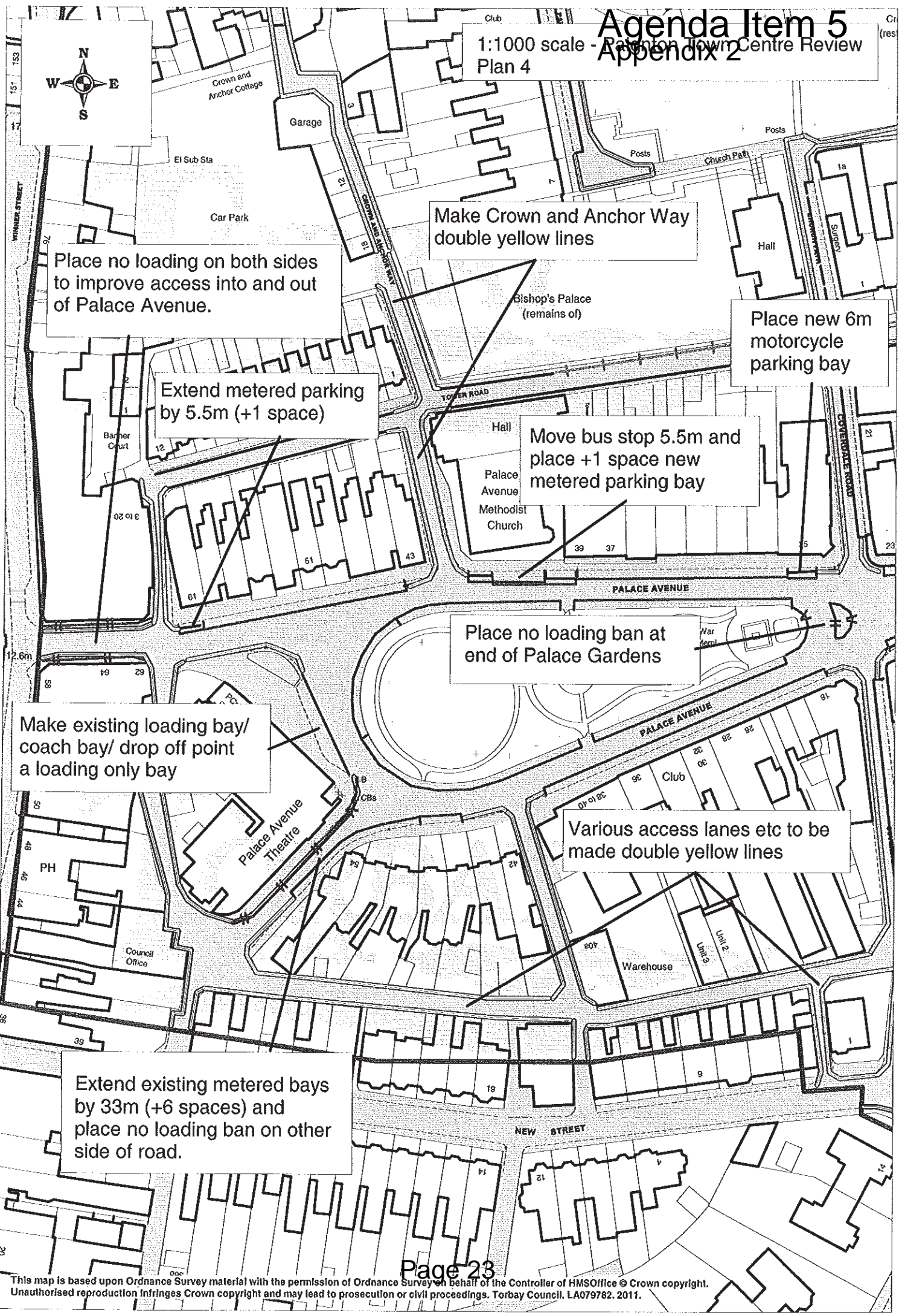
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Zone plan for Paignton Town Centre
parking review



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Place no loading on both sides to improve access into and out of Palace Avenue.

Make Crown and Anchor Way double yellow lines

Place new 6m motorcycle parking bay

Extend metered parking by 5.5m (+1 space)

Move bus stop 5.5m and place +1 space new metered parking bay

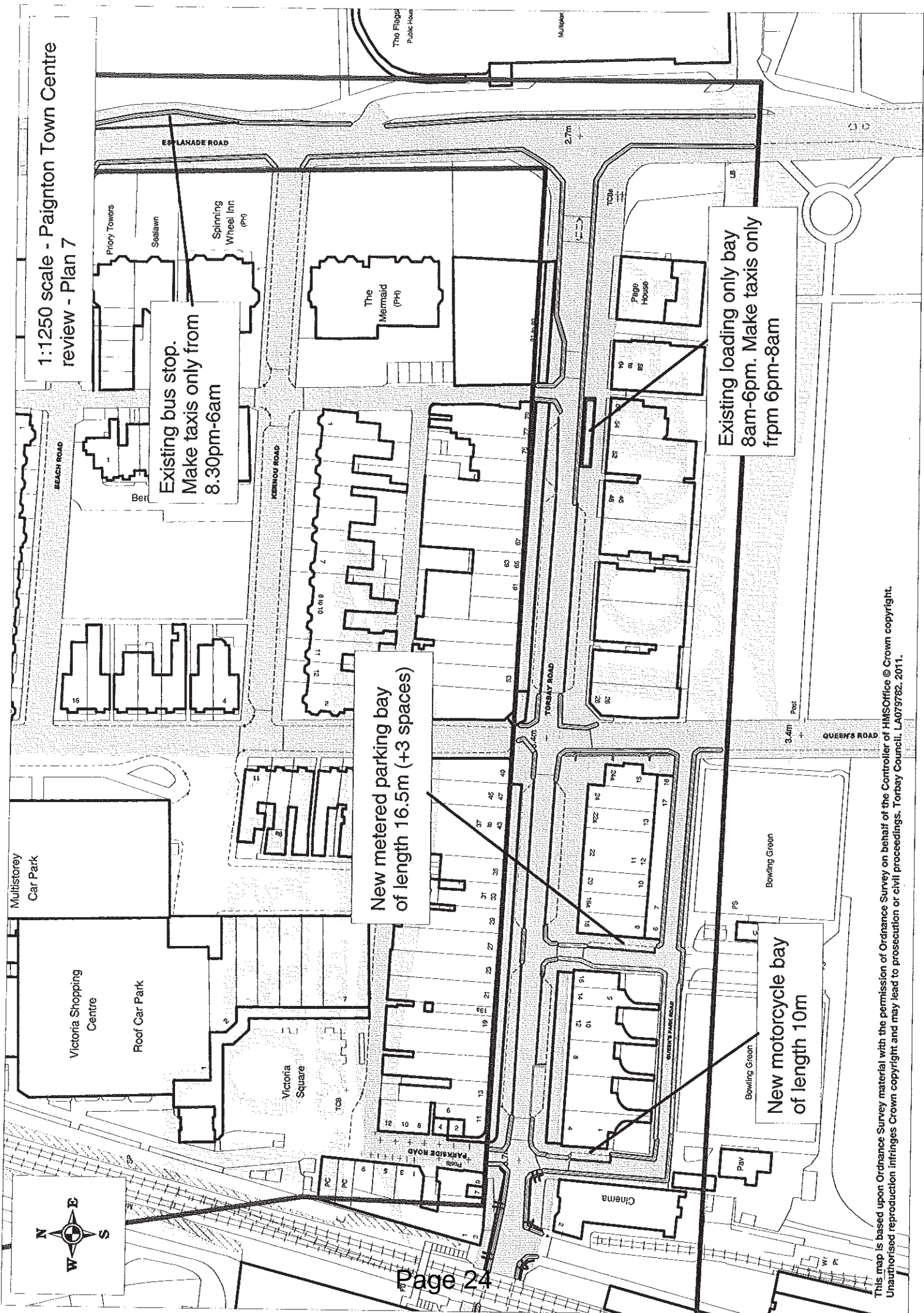
Place no loading ban at end of Palace Gardens

Make existing loading bay/ coach bay/ drop off point a loading only bay

Various access lanes etc to be made double yellow lines

Extend existing metered bays by 33m (+6 spaces) and place no loading ban on other side of road.

1:1250 scale - Paignton Town Centre
review - Plan 7



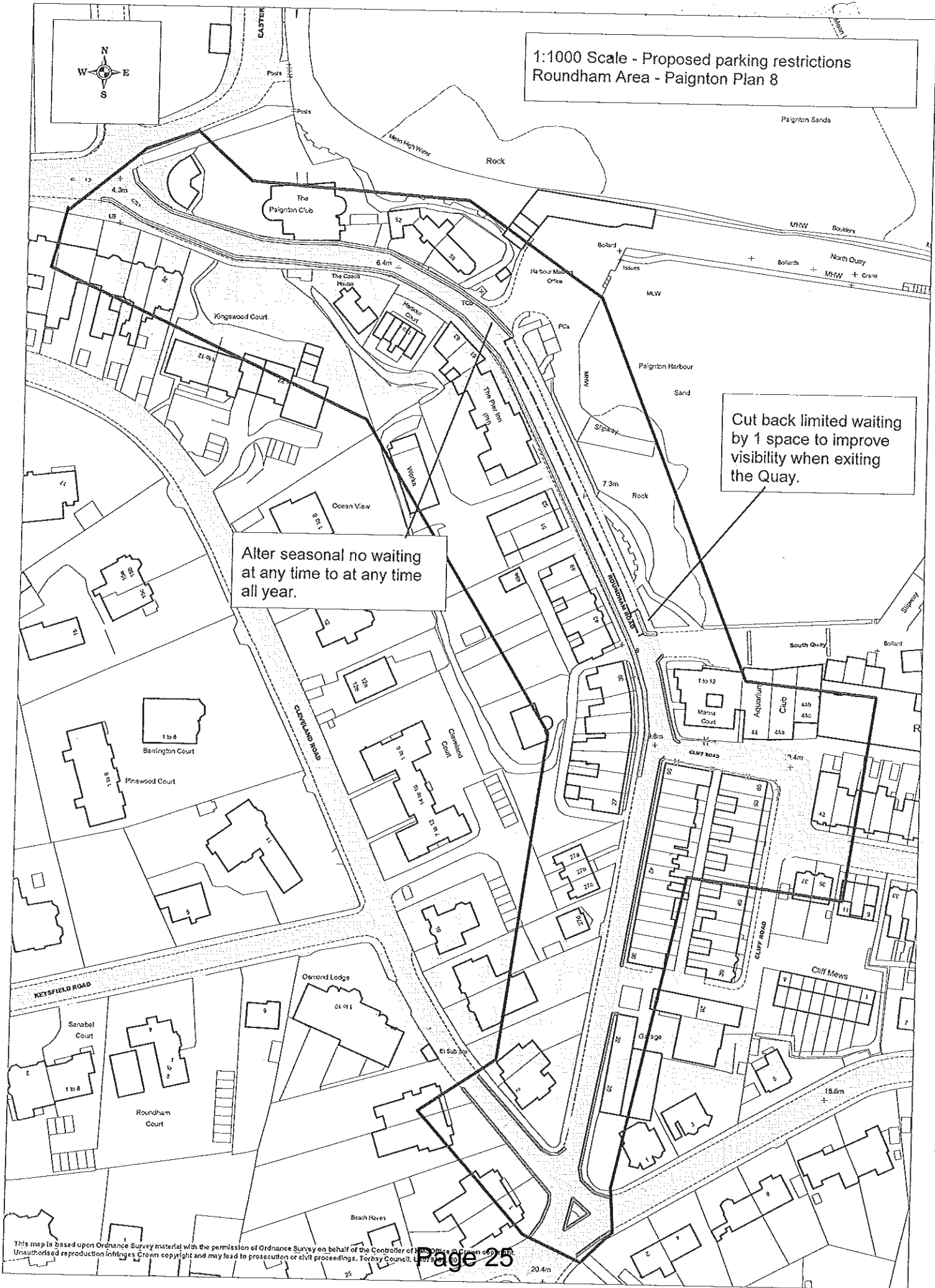
Existing bus stop.
Make taxis only from
8.30pm-6am

New metered parking bay
of length 16.5m (+3 spaces)

Existing loading only bay
8am-6pm. Make taxis only
from 6pm-8am

New motorcycle bay
of length 10m

1:1000 Scale - Proposed parking restrictions
Roundham Area - Paignton Plan 8



Alter seasonal no waiting
at any time to at any time
all year.

Cut back limited waiting
by 1 space to improve
visibility when exiting
the Quay.

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[REDACTED]
New Street-Paignton-Devon TQ3
[REDACTED]

3rd October 2011

Ref Double yellow lines

Dear Sir

We would like to bring to your attention the proposed Restrictions at the back lane which runs parallel with the odd numbers in New Street

Where are we to Park as we have no parking available to our premises, this will damage our Business as we run a Guest House, It will also make life difficult for us as we have to unload goods for the business.

Also if this planning Application gets passed we will have all the Blue Badge holders parking there.

So we the undersigned Strongly Oppose this Planning Application

Yours sincerley

[REDACTED]
[REDACTED]
[REDACTED]

New Street
PAIGNTON
Devon
TQ3

.....
[REDACTED]



October 3, 2011

RESIDENTS & VISITORS SERVICES
HIGHWAYS MANAGEMENT
TORBAY COUNCIL
4TH FLOOR ROEBUCK HOUSE
ABBEY ROAD
TORQUAY
TQ2 5TF

RE: BOROUGH OF TORBAY (VARIOUS STREETS PAIGNTON) (CONTROL OF WAITING,
LOADING AND UNLOADING) AMMENDMENT ORDER No.5 2011

NEW RESTRICTIONS SCHEDULE 2 NO WAITING AT ANY TIME

LANE AT REAR OF NEW STREET
BOTH SIDES FOR ITS ENTIRE LENGTH

Following the advertising of the above order, I am writing to express my concerns and objections to the proposals as follows:

Firstly, we currently park to the rear of our property across our driveway. We have 1 vehicle in the driveway, and a second vehicle parked across, half on our property, half on the public highway. This causes no obstructions to other road users or pedestrians. If a yellow line is placed in front of our driveway, we will no longer be able to park our own car on our property, as it partly sits on the highway.

Secondly, the lane is used mostly by local residents, including ourselves and many of our friends and neighbours. If the restriction is put in place, we will no longer be able to park near our properties, as there is no other parking nearby, but I presume blue badge holders will be able to, thus whatever problem you are trying to avert, you will only move the problem from residents being able to park to blue badge holders parking there, which I feel will upset residents even more, seeing others parking where they cannot.

Thirdly, I would not be against the idea if New Street was made into Resident Parking, the same as the nearby Gerston Road. Many families now live here, and use the lanes for parking, and we cannot even use New Street on a Sunday for parking, due to the 1 hour limit, and as many of us work Monday-Friday, currently find it hard to find parking, especially at weekends, once this restriction comes into force, it will be even harder, unless New Street is converted to Resident Parking Permits.

Regards
[REDACTED]

Home
e-mail

[REDACTED]
.....

Hooper, Andy (Highways)

From: Carney, Patrick
Sent: 05 October 2011 11:12
To: Davies, Bobbie
Cc: Excell, Robert; Brooksbank, Stephen; Mayor; [REDACTED]; Hooper, Andy (Highways)
Subject: RE: Parking restrictions in the area of New Street

Dear Cllr Davies,

Thank you for your e-mail.

The parking restrictions in Paignton are not being discussed at the Working Party on the 6th October, it is not on the agenda.

The restrictions are advertised for 21 days which is the duration set by law. They are advertised in the paper and on site and the proposals were developed in consultation with the community partnership.

Your objection has been logged and all objections will be presented to the Transport Working party on the 17th November, [REDACTED] are welcome to attend. I am sure Cllr Hill will also permit them to address the working party if they wish. No alterations will be made in any areas where we have received objections until they have been considered by the working party.

I hope that this reassures you.

Regards,

Patrick Carney
 Group Service Manager - Streetscene and Place
 Residents and Visitor Services
 Tel (01803) 207710
 4th Floor Roebuck House
 Abbey Road
 Torquay
 TQ2 5TF

Please note :-

Information in this message is confidential and may be legally privileged. It is intended solely for the persons to whom it is addressed. If you are not the intended recipient, please notify the sender, and please delete the message from your system immediately.

-----Original Message-----

From: Davies, Bobbie
Sent: 05 October 2011 10:19
To: Carney, Patrick
Cc: Excell, Robert; Brooksbank, Stephen; Mayor; [REDACTED]
Subject: FW: Parking restrictions in the area of New Street

Dear Patrick,

I received the following e-mail this morning from [REDACTED], New Street, Paignton, TQ3 [REDACTED], I also visited last night [REDACTED] New Street, Paignton, TQ3 [REDACTED], which is a small Guest House [REDACTED] and have a copy of their letter sent to Highways on 3rd October 2011. Their very small business will be badly affected. I spoke to Robert Excell, yesterday late afternoon after first hearing about the issues. His suggestion is to pull back this part of the agenda to enable local residents to express their views, and put it on the next meeting's agenda.

While out there last night I took the details down from your green notice placed outside the old Connections Office. There was also another notice about Palace Avenue area, which I have not

had time to look at properly yet, both dated 15th September 2011. Frankly most people do not look at these notices until it registers with someone, 'this will effect me'. Were they put up on 15th September or later, in any case it only gives 3 weeks maximum notice. Is this the statutory allowed limit of notice or just an internal decision.

I also walked the area that affects New Street residents, and these are my comments:

1. The lane at the rear of the houses in New Street 1-37 where you intend making it a forbidden area to park at all. This is totally unacceptable. Households 29a to 37 have no parking space for their own vehicles let alone visitors (family/friends) except at the back of their homes in that lane. Some of the houses (17 – 29a) have small hard core parking for one car. Many of these properties are multi-occupied as I am sure you are aware, though I am also sure that most of the tenants don't have cars (poverty etc.)The remaining 9 houses (1-17) are mixed in respect of parking. On the opposite side of the lane, some of the lane area is the back of businesses in Palace Avenue, some I suspect need to have 'dropping off facilities', though I have never seen any cars parked on that side of the lane (on the whole people are sensible!). At the top end of that side of the lane (towards the old Connections) there are parking areas at the back of the properties in Palace Avenue, so gaps for this purpose. I guess if you must put double yellow lines down that lane, then that side of the lane is possible (no-one attempts to park that side anyway!!)
2. The lane between 1-3 New Street. No Parking, both sides entire length. Well yes of course. It is so narrow if someone parked you would have a job even to walk down it!!
3. Lane linking Coverdale Road and Totnes Road, which you intend having no parking either side of the lane. It is one way - you can't drive in from Totnes Road. There are 2 businesses there, a Garage and a very small printing business. Both I imagine need dropping off/picking up facilities. The other side of that Road is a side wall to a property on Totnes Road, which has it's own parking facilities. Again if you must put double yellow lines suggest it is one side only (by the wall of the property on Totnes Road). There is certainly adequate room for a vehicle picking up/ dropping off say at the printing business and cars to pass taking a short cut onto the Totnes Road.
4. New Street North side from junction of Totnes Road to the junction with the lane between No.1 and No.3. No waiting at any time. See no problem with this and appears sensible.
5. On the South side of New Street, there are notices saying 8am – 6pm 1 hour, no return. I understand this was changed recently . People used to be able to park on a Sunday outside the properties with no restrictions. This is no longer possible. I walked the lane at the back of this side of the road. There is plenty of parking space for most of these properties at the back of them (so different to the North side of New Street. **However nos 30, 32, and 34 have no parking and are reliant on the Lane at the back of the North side of New Street.**

I now need to look at the notice concerning the Palace Avenue area, which was on the same lamp post and I had not noticed!!! I walk that back lane by the theatre at least 3 times a week. I'm afraid I just assumed it was something to do with the old Connections Office. As I said at the beginning of this e-mail someone has to read these notices and register it will effect them before action is taken Fortunately this time prior to the meeting on 6th October 2011.

Kind Regards
Bobbie (Davies)
Councillor for Roundham with Hyde
Deputy Chair Health Scrutiny

From: Davies, Bobbie
Sent: 05 October 2011 08:46
To: [REDACTED]
Subject: RE: Parking restrictions in the area of New Street

Thanks [REDACTED]

As you know by [REDACTED] phoning me I now have your e-mail, which failed to get through yesterday. Will send you a copy of my e-mail to Councillor Robert Excell and Patrick Carney, Highways.
Bobbie (Davies)

From: [REDACTED]

Sent: 05 October 2011 08:33

To: Davies, Bobbie

Subject: Fw: Parking restrictions in the area of New Street

From: [REDACTED]

Sent: Tuesday, October 04, 2011 3:09 PM

To: bobbie.davies@torbay.gov.uk

Subject: Parking restrictions in the area of New Street

Reference: Amendment order No5 2011 issued by the Residents and Visitors Services, Highway Management, Torbay Council, 4th Floor Roebuck House Abbey Road, TQ25TD
The intention to put double yellow lines down the lane at the back of New Street

With reference to the above notice which I would like to point out was not even displayed in a prominent position and most of it was wrapped around a lamppost making it difficult to read, we would like to point out that this leaves the residents of the area with no parking at all. many of the residents are in flat accommodation which means several cars per house and a lot of the houses have no parking facilities at the back of the properties. We happen to own our house but have no parking facilities available to us. There is one hour restricted parking down one side of New Street which is fully occupied all day by people coming into town. We very often have to carry our shopping quite a long way for two pensioners and make several trips because we cannot park outside of our home to unload during the day at all. Residents Parking Permits were muted a couple of years ago on similar lines to those operated in Gerston Road but for some reason the idea was not carried through. The residents have to rely on the rear of New Street (odd number side only) in which to leave their cars for more than 1hr during the day or face having to move the vehicles by 8am every morning (including Sundays!), the Sunday ruling does not apply anywhere else in the area for some reason apart from New Street.

May we also point out that the information that was supposed to be available at the Connections Office at the Library was not there when it was requested. The person enquiring was told to look it up on the Internet and it may surprise some people to know that quite a few people are without a computer and even more do not know how to use the internet. The lack of information regarding this parking legislation for people in the area was totally inadequate especially as the public notice was in such an obscure place in relation to where people walk and in relation to the area concerned. There are also quite a few people who use this area to park in during the day when coming into the area to shop but as someone who made enquiries of the Highways Management was told and I quote "the whole idea was to get all of the cars out of Paignton" we can only imagine it is the plan of Torbay Council to finish killing Paignton off all together by the end of the year. The person that was told this is actually the owner of a small hotel in New Street which will be left with not only no parking for the owners but also for guests and nowhere to unload or load goods or guests luggage. That is one well established successfully run small family

business finished in one fell swoop. Winner Street in a few short years has gone from a thriving area of small shops to almost a street of empty properties and those few poor souls brave enough to try and hang on will also be dealt a final blow. There are also notices on the Totnes Road regarding further restrictions in other nearby roads, are we to become an area for the use of blue badge users only with nowhere to go because all of the shops have shut down. It would seem the quote of "getting all the cars out of Paignton" was not just an idle threat.

Thankyou anyway for your interest on our behalf

[REDACTED]

[REDACTED] New Street
Paignton
TQ3 [REDACTED]

[REDACTED]

[REDACTED]
[REDACTED] Roundham Road
Paignton, Devon
TQ4 [REDACTED]

28th September 2011

Residents & Visitors Services
Highways Management
Torbay Council 4th floor Roebuck House
Abbey Road, Torquay, TQ2 5TF.

Ref Proposed Parking Restrictions Roundham Road

Dear Sir/Madam

I am writing to object to proposed parking restrictions on Roundham Road,
[REDACTED] and heavily rely on people
being allowed to park outside or nearby our premises during the winter months.

Having recently lost the post office due to government cuts, we feel this will be another nail in the coffin for our business which employs six people. Many of our locals are elderly and unable to walk any distance so rely on parking close to the store, for some we even go out to their cars to serve them.

Also as we reside above the store and have no parking space, which I believe to be the case for many people in this road, it is our right to be able to park during these months if required.

Harbour use in the winter is minimal and the argument that the proposal is to help boat users and businesses on the Harbour is not valid as boat use is negligible during this period and the Blue Waters factory operates a skeleton staff.

We believe the main reason for the protracted parking restrictions is the first step before introducing parking meters adjacent which would suck the life out of businesses in the Harbour area.

This gem should be promoted more not penalised.

Parking has never caused problems in the past during months October to April and people here always park responsibly.

Would you please supply us with a copy of the study, which was surely taken, to substantiate the Councils stance on this road.

Please have a re think before it is too late and our business suffers beyond repair, in this economic climate local government need to back small businesses not condemn them.

Yours Faithfully,

[Redacted signature block]

[Redacted signature block]

Would you also please advise on any meetings which we might attend and keep us updated on this issue. Could you also please acknowledge receipt of this letter.

[Redacted signature block]

29.09.2011

[REDACTED]
Torquay rd
TQ 4 [REDACTED] Paignton
Devon

05 OCT 2011

To
Torquay Council,

I am a resident of Torquay Road
and I use the spaces allocated on
Queens Park Road.

I will be very disappointed if the
spaces were to be metered.

Yours Sincerely

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
Queens Park Road,
Paignton,

To, Whom it may concern.

I OBJECT TO PARKING CHANGES IN QUEENS PARK ROAD.

It has recently come to light of the proposed changes to the parking in Queens Park Road. As I live in the road with [REDACTED], I find it really difficult to find parking at the moment even with the current parking situation. Even having to park all the way in the roundham area on certain occasions. So having no parking is to make it a complete nightmare.

If the yellow lines were put in, it would stop genuine residents parking there. But open it up for parking for disable badge holders (bowling members) to park with ease.

If any changes are to happen it should be bays allocated for residents with permits like GERSTON ROAD, PAIGNTON or for residents to park in metered by with permits.

Everything that is being done has not had residents in mind. And as for informing people of possible changes on the notices, it was more like confuse people in submission.

Yours sincerely Mr & Mrs [REDACTED]

26 SEP 2011

[REDACTED]
Queens Park Road
Paignton,
TQ4 [REDACTED]
23-9-11

Dear Sirs,

I am writing in objection to the proposed new parking restrictions planned for Queens Park Road, Paignton. If I couldn't park in this road I would have to go a long way to find somewhere that I could park and being [REDACTED] this would cause me an awful lot of inconvenience. There is nowhere else to park around here. The parking as it is now, has been working alright for years, and your proposals would deprive the residents of Queens Park Road, also residents who live above the shops in Torbay Road also park here because there is no-where else. You would effectively be getting rid of 14 parking spaces and another 4 where the metered parking is intended to go. These spaces are desperately needed for the residents so Queens Park Road should be left as it is.

Yours faithfully,
[REDACTED]

[REDACTED]
[REDACTED], Queens Park Road
Paignton
TQ4 [REDACTED]

30th September 2011

To Whom it may Concern,

I am writing to lodge a very strong objection to the appalling proposal of removing free parking around Queens Park Road.

The grounds I base my objection on are :- That this road is, if you haven't noticed is a RESIDENTIAL ROAD and as an owner/resident, I along with the other residents of this road will have NO WHERE TO PARK. Parking around this area is not easy as it is, but to do away with it is complete madness. You plan to make parking spaces for motorcycles, which are hardly seen around this road, and a small area for yet more parking meters, where there are loads already!

Where at any point in your proposal have you even bothered to think of the residents of this road? In other restricted residential areas you have at least offered parking permits, yet this has NOT been offered to the residents of Queens Park Road, WHY NOT?

If a 'no waiting area' is imposed, how do you propose we deal with day to day family life of the weekly shop etc, My job involves me carry

bags of books to school each day. Do we walk for miles with heavy bags?

The bowling club have a habit of 'just parking anywhere with their blue badge, even though they have a car park just for themselves. If this plan is imposed this residential area will become a massive area for these badge holders to park!!

This appalling proposal has not been thought through by the Council. I would like to know what your aim is, by imposing a 'no waiting area'? I would also like to know why Queens Park Road was not in the original list I saw in the Herald Express and we were not informed a meeting was taking place on the 5th September?

Please make sure my objection is lodged as soon as you receive this letter.

Yours Faithfully

[Redacted signature]

([Redacted signature])

26 SEP 2011

Queens Park Rd,

PAIGNTON

TQ4

22.9.11

Dear Sir,

I am writing to object to the council's intentions to put double yellow lines on the area of Queens Park Rd. If this were to happen there would be nowhere close to my house that I could park as the only other places to park are the metered spaces or car parks which I wouldn't be able to afford. I have a [REDACTED] I need to take to school everyday and I have a [REDACTED]. I would have to try and find a parking space ~~along~~ a long way away from my property at least twice a day every day and this is very ~~inconvenient~~ ~~inconvenient~~ inconvenient when I have a [REDACTED] and possibly shopping etc to bring from the car. As a resident of Queens Park I should be able to have the right to park outside my own house.

yours sincerely

Residents & Visitor Services
Highway Management
Torbay Council
4th Floor Roebuck House
Abbey Road
Torquay
TQ2 5TF

28 SEP 2011

[REDACTED]
Queens Park Road
Paignton
Devon
TQ4 [REDACTED]

22nd September 2011

To whom it may concern,

I am writing to express my severe concerns regarding the proposed parking changes in Queens Park Road and the surrounding roads in Paignton.

I have lived in this road for five years and have had much difficulty parking my car during this time. The parking situation has already been made considerably more difficult by the introduction of metered parking in half of Queens Road.

I work shifts which include being on-call overnight and find it difficult to park when returning at the best of times. By removing the free parking areas in Queens Park Road the council will be making my life very difficult and will be putting me at risk by having to walk a long distance by myself often very late at night. One of the reasons I chose to purchase this flat was because of the ability to park near the property; even if this is sometimes difficult. These proposals would be making it impossible to park close to the property therefore forcing my partner and I to seriously consider moving. Within these difficult economic times being forced to move would prove to be very challenging.

Some time ago it was suggested that residents permit parking would be introduced. This I feel would be a much better proposal. This would be profitable to the council as many of the households in the road would purchase at least one permit. There are at least three households in each building who already have difficulty in finding parking particularly during the day and summertime. The proposed plans would just add many more cars who will be trying to park in limited spaces in Queens Road.

I do not understand why the council has decided to change the parking at this time when the residents have been living with; not necessarily ideal but sufficient parking for many years. Please do not take away our parking spaces, if changes must be made please make the spaces resident permit parking.

Yours faithfully,

[REDACTED]

Queen's Park Road
Par. qnton
Devon
TQ4

RE: Parking restrictions on Queen's Park Road

2/10/11

To whom it may concern,

I am writing with regards to the proposed plans to place double yellow lines on Queen's Park Road and to insert parking meters on the side roads.

This decision would cause great problems for myself and other residents of the road. I have felt for a long time that this parking area should be purely for residents but to take away the only nearby free parking that we have would be absurd.

I finish work at 5 most days and would therefore have to pay for parking nearly every day, which is simply something I cannot afford. It would also cause problems when the weather is wet/icy as getting to my home would become troublesome and/or dangerous. It would also provide problems for any visitors I may have who drive as they would have to pay to park or park longer than walking distance from my home.

In conclusion I see no positives to inserting double yellow lines on Queen's Park Road, however - I would appreciate a reply with your opinion on the matter.

Yours faithfully

Queens Park Road

Paignton

Devon

TQ 6

3-9-11

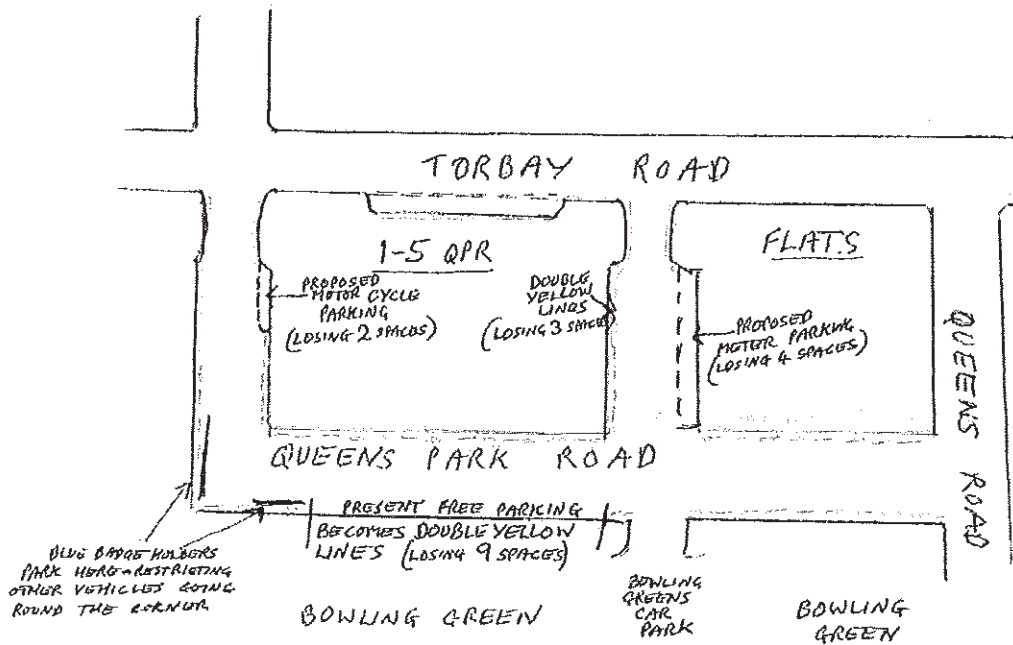
05 OCT 2011

Dear Sirs,

With regard to the proposed new parking restrictions planned for Queens Park Road, Paignton. As well as being concerned at all the parking places being lost to residents who would have now-where else to park, I am concerned as to the siting of Motor Cycle parking, as it would be placed right under my window and I already get enough noise from motor cycles going along Torbay Road and if they have to wait because the train barrier is down, they sit there revving the engines. If motor cycle parking is to be employed it should be away from peoples windows. There is plenty of space in Queens Road where they would not disturb anyone.

I have enclosed a map of precisely how many residents spaces would be lost and if double yellow lines were put next to the bowling green, losing 9 spaces, the Blue Badge holders would have a "field day", and its them parking on the existing lines, that restricts other vehicles getting round the bend between the bowling green and where you want to put motor cycle parking. Thankyou

Yours faithfully



POTENTIAL LOSS OF 14 FREE UNRESTRICTED PARKING PLACES AND 4 PLACES BECOME METERED

1:500 scale - Revised plan
Parking restrictions - Rear Lane
New Street - Paignton

Make existing single yellow lines
double yellow lines.

Place new double yellow lines
on both sides of lane
by properties 1/3 New Street



COVERDALE ROAD

TOTNES ROAD

NEW STREET

1 to 25
Jack Sears House

11 to 15
Radford House

1 to 10

6

12

Old Town Hall

29

El Sub Sta

Unit 2

Unit 3

Warehouse

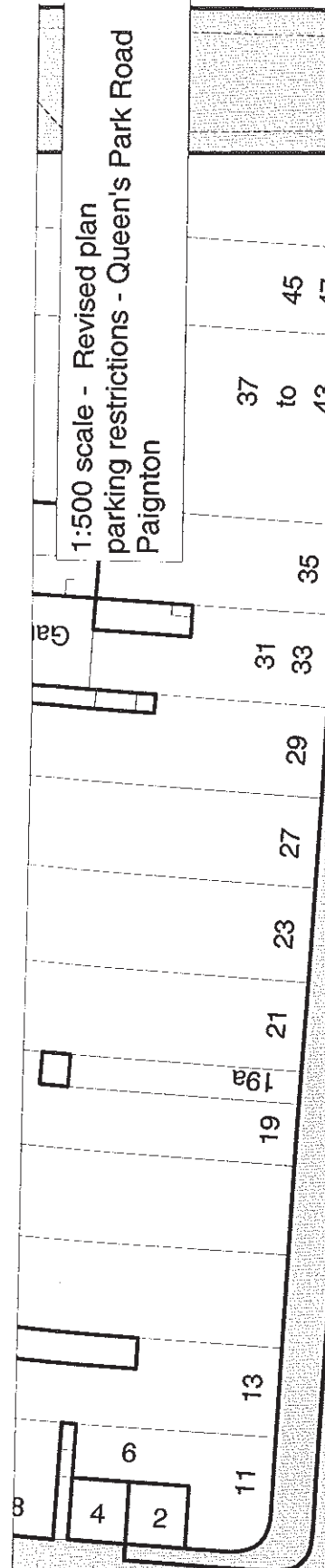
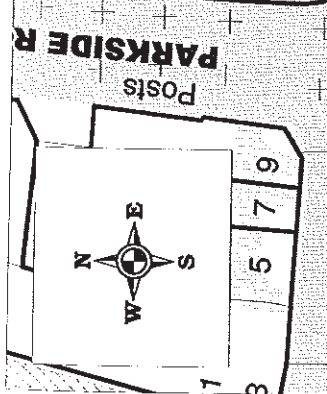
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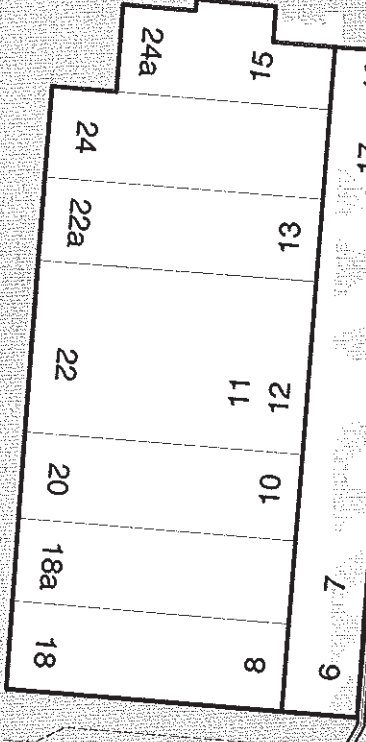
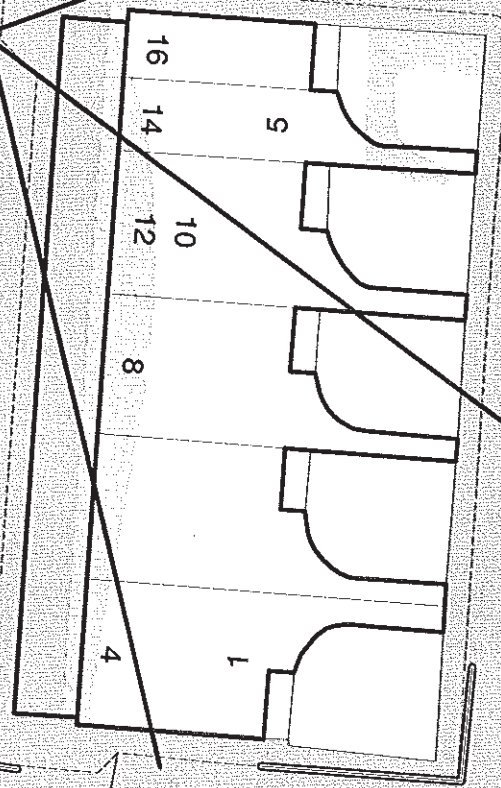
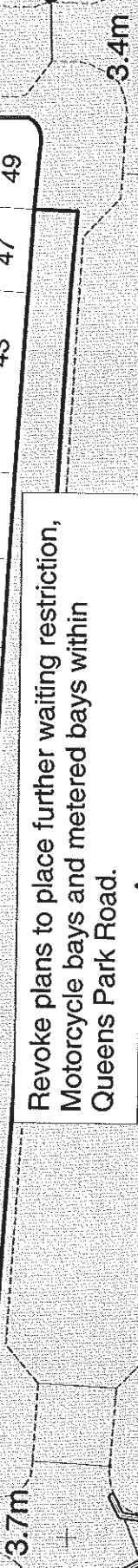
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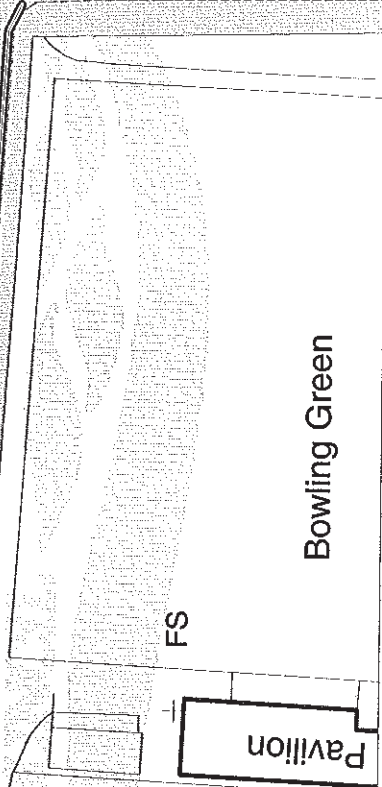
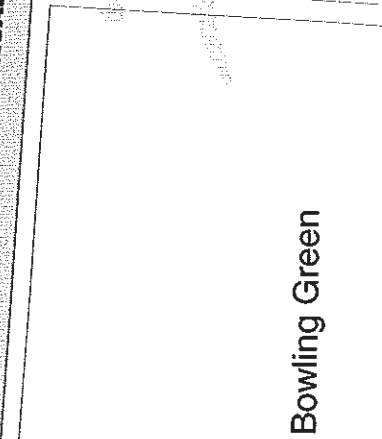
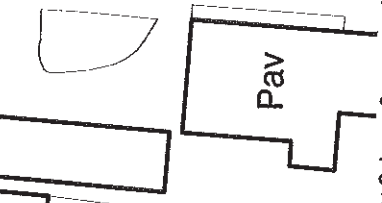
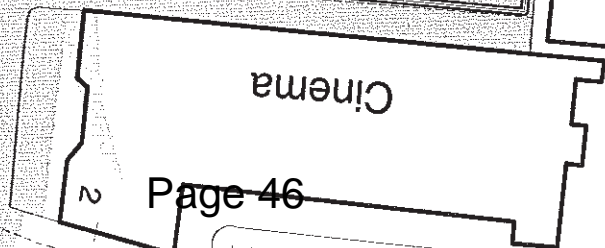


1:500 scale - Revised plan
parking restrictions - Queen's Park Road
Paignton

Revoke plans to place further waiting restriction,
Motorcycle bays and metered bays within
Queens Park Road.



QUEEN'S PARK ROAD





1:1500 scale - Revised plan
Parking restrictions -
Roundham Road - Paignton

Change existing seasonal waiting restrictions to no waiting at any time (up as far as 39 Roundham Road on the western side)

Cut back limited waiting by 1 space and extend double yellow lines by 5.5m.

Retain seasonal no waiting restrictions on western side of road from boundary of no.39 up to junction with Cleveland Road.

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Title: **Totnes Road, Paignton – Proposed Pedestrian Crossing**

Public Agenda Item: **Yes**

Wards Affected: **Goodrington with Roselands**

To: **Transportation Working Party.** On: **17th November 11**

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

Change to Budget: **No** Change to Policy Framework: **No**

Contact Officer: **Ian Jones – Principal Engineer**

☎ Telephone: **01803 207835**

✉ E.mail: ian.jones@torbay.gov.uk

1. What we are trying to achieve and the impact on our customers

1.1 To consider whether the implementation of a controlled pedestrian crossing on Totnes Road, Paignton is appropriate.

2. Recommendation(s) for decision

2.1 That the proposed pedestrian crossing is not implemented and that the associated Section 106 contribution is returned.

3. Key points and reasons for recommendations

3.1 As part of a recent planning decision a contribution was paid to Torbay Council towards the cost of a pedestrian crossing in Totnes Road, Paignton in the vicinity of Hayes School.

3.2 Highways Officers have carried out a pedestrian survey of the location and deemed that the usage does not meet the levels required to recommend a controlled facility at this location.

3.3 The location is currently a School Crossing Patrol site, which has been subject to significant engineering improvements in recent years.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

- A1.1 Planning consent was granted in 2009 for the change of use of the former Totnes Road Service Station to a restaurant. As a condition of the associated Section 106 agreement a payment was secured in the form of a highway contribution towards the cost of the provision of a pedestrian crossing facility across of the Application site/Hayes School.
- A1.2 The site is on the A3022 Totnes Road, Paignton adjacent to Hayes School, which currently operates as a School Crossing Patrol (SCP) Site. The site has undergone improvements in recent years to improve the SCP facilities and does not require any further engineering improvements at the present time to operate as a SCP site.
- A1.3 Where pedestrian crossings are proposed in a location a highway authority should ensure that a pedestrian survey is carried out to ascertain the levels of pedestrian usage during the day and the likely difficulty in crossing. Collision records and speed readings can also be considered as part of this process.
- A1.4 It is essential that the position of the crossing is on a pedestrian desire line and that the desire line is used regularly throughout the day as underused crossings can become ignored by drivers who regularly use the route, potentially increasing the likelihood of a collision.
- A1.5 A pedestrian and speed survey was undertaken at the location in July 2011. This showed that although there was a substantial desire line during school starting and finishing times, the usage was extremely light outside of those hours. Average vehicle speeds were generally below 30mph although 85th percentile speeds were noted at around 35mph. Collision data also showed that there had been 1 slight injury collision during the previous five year period, which did not involve a pedestrian.
- A1.6 Current national guidelines would not recommend that a zebra crossing is installed on roads where the 85th percentile speeds exceed 35mph and therefore the implementation of such a crossing would be on the upper limit of speed criteria at this location.
- A1.7 The developer's contribution to the crossing is £13,785.00. Members should be mindful that an average cost of a zebra crossing would be in the region of £21,000 with a signalised crossing costing in the region of £45,000. Any differential in cost would therefore have to be made up from Torbay Council funding, which may conflict with current priorities set by members as part of the Council's Road Safety Initiatives. The scheme does however sit within the area currently designated as the 'St Michaels Traffic Action Zone'.
- A1.8 The high usage at school times is currently dealt with by means of the SCP. It is however always a consideration that when a patrol is unavailable for the site, the presence of a zebra crossing may enable children to cross at the location with a similar degree of safety. A decision based on this should however be viewed with caution as again familiarity with the site can again cause drivers to ignore the crossing. A signalised crossing would not normally be recommended to

include a SCP, however there are examples of SCP's successfully assisting a zebra crossing.

A1.9 Whilst there is clearly an opportunity to utilise a developers contribution to invest in Torbay's highway network, it should be noted that for the reasons outlined above, in normal circumstances, officers would not recommend a controlled crossing facility at this location and therefore members are advised to ensure that their decision is based purely on pedestrian safety grounds. It is however likely that if a crossing is not implemented at this location, the contribution would have to be returned to the developer as the purpose of the contribution is very specific.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 There is no current pedestrian collision concern at this location, there is however a possibility that pedestrian related collisions could increase at this location if a controlled crossing was implemented, with the usage remaining low and drivers starting to ignore the crossing

A2.1.2 Whilst Torbay council currently operates a school crossing patrol site at this location there is always a risk that due to personnel or funding issues this facility may not be available in the future and this may cause difficulties for parents and children to cross the road at this location.

A2.2 Remaining risks

A2.2.1 The decision of the Working Party will determine whether the developers contribution should be used or returned. If this is the case it is unlikely that external funding will be made available for a facility at this location in the future.

A2.2.2 If a crossing is approved there is a possibility that due to Council funding constraints and the priorities of this Working Party in relation to Road Safety Initiatives, that the additional funding required to implement a crossing may not be forthcoming, resulting in the contribution being returned to the developer on time related grounds.

A3. Other Options

A3.1 There are no other uncontrolled crossing layout options at this location that could be considered whilst it operates as a school crossing patrol site. If the patrol was to be permanently removed then it may be possible to realign the road layout to provide a pedestrian refuge as can be seen on other sections of Totnes Road, near to this location. This arrangement would not be suitable for a patrol site.

A3.2 The implementation of a controlled crossing facility could be approved by this Working Party.

A4. Summary of resource implications

A4.1 The scheme would be implemented by officers within the Streetscene and Place

business unit. There is currently no budget provision for the Torbay Council contribution to a crossing.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 The location falls within the area identified for the St Michael's Traffic Action Zone and residents in this area have recently been requested to identify road safety issues within this area. No requests were received in respect of upgrading this crossing although parking issues in the vicinity were identified and measures in respect of this have already been approved by this Working Party for advertisement as part of the Traffic Action Zone.

A6.2 No consultation has been carried out on the specific issue of this crossing, although it should be noted that crossings near schools are unlikely to raise objections. Such consultations can however raise expectations as parents of schoolchildren and school staff often support the implementation of crossings, without giving due consideration of all the safety issues involved.

A7. Are there any implications for other Business Units?

A7.1 No

Appendices

Appendix 1 Location Plan

Documents available in members' rooms

None.

Background Papers:

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

Agreement under S106 of the Town and Country Planning Act 1990 dated 3rd July 2009, Deed no Z 6024.

Report to People (Communities) Policy Development Group, 19th July 2011, 'Road Safety Initiatives 2011/12'

Casualty Reduction Report 2010.

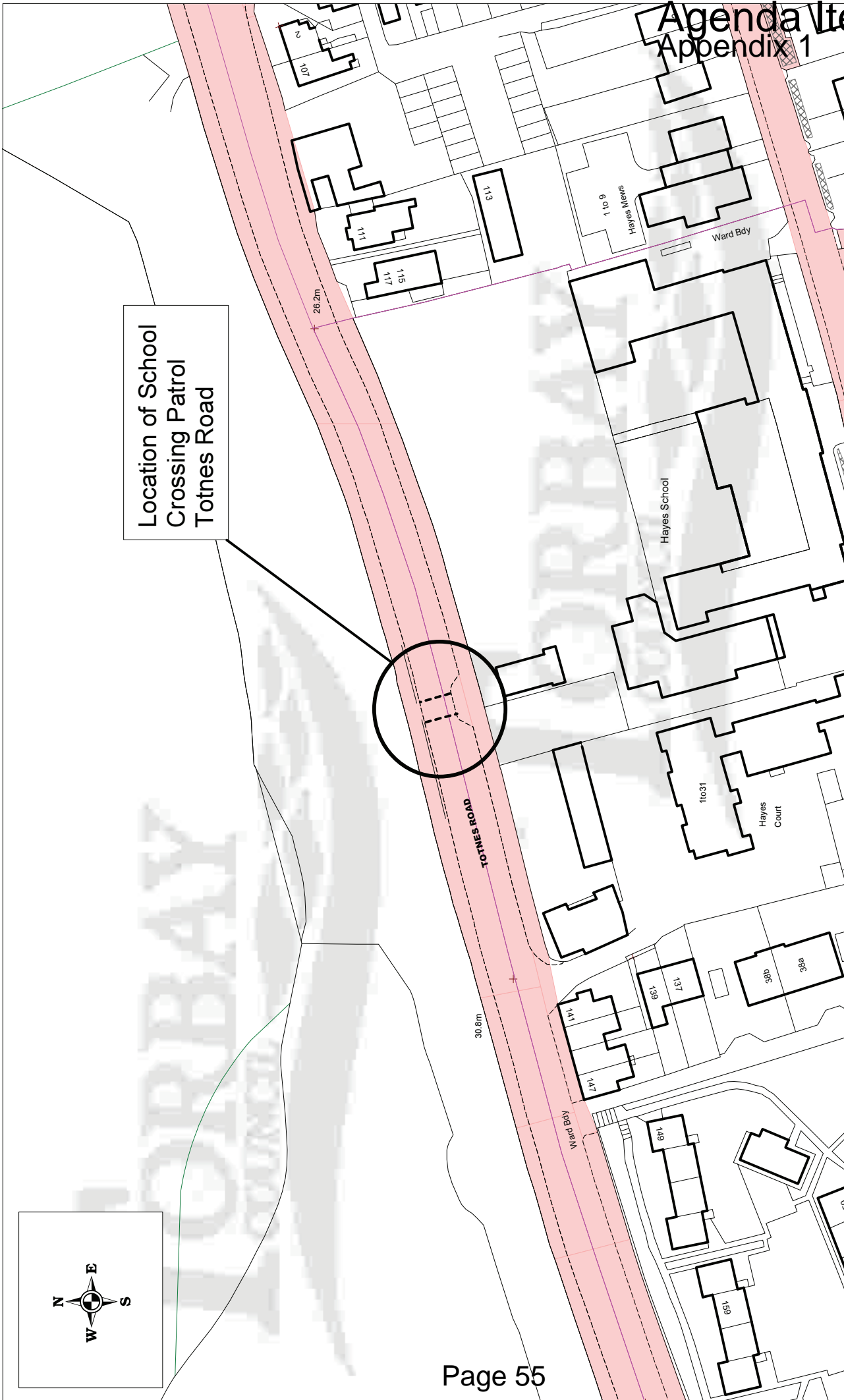
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Location of Hayes School
School Crossing Patrol

1:1000 scale

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Title: **Avenue Road to Torquay Sea Front Cycle Route**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **17th November 2011**

Key Decision: **No** How soon does the decision need to be implemented **November 2011**

Change to Budget: **No** Change to Policy Framework: **No**

Contact Officer: **Ian Jones**
Telephone: **7835**
E.mail: **ian.jones@torbay.gov.uk**

1. **What we are trying to achieve and the impact on our customers**

1.1 The Avenue Road to Torquay Sea Front cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route from Crown Hill Park through to the Torquay sea front.

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

2.1 Members are recommended to approve the proposed cycle link (as detailed in **Appendix 1**) and that all associated Traffic Regulation Orders are advertised and implemented if no objections are received. Any objections received will be presented to a forthcoming meeting of the Transport Working Party. The route will be implemented when future funding is available.

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

3.1 The principle of this route, from the Crown Hill Park along Avenue Road to the Torquay seafront, was approved for progression by the Transportation Working Party which was presented on 23rd April 2010.

3.2 The proposed works form links to existing cycling facilities in the location and also forms part of the national Cycle Network.

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 A briefing note was presented to the Transportation Working Party on 23rd April 2010 detailing a number of strategic cycleway improvements which are to be funded from Growth Points Capital funding as approved by full Council on 25th June 2009.

A1.2 Members are recommended to approve implementation of the cycle link between Crown Hill Park and Torquay seafront, as detailed in **Appendix 1** and that all associated Traffic Regulation Orders are advertised and implemented if no objections are received. Any objections received will be presented to a forthcoming meeting of the Transport Working Party.

A1.3 The scheme generally comprises of:

Avenue Road (Crownhill Park to Old Mill Road)

- Provide new shared use cycleway / footpath (unsegregated) on west side of Avenue Road.
- Provide new traffic island to allow cyclists to cross Avenue Road
- Provide a new shared use cycleway on east side of Avenue Road

Avenue Road / Old Mill Road Junction

- Upgrade the existing traffic lights to provide Toucan crossing on Old Mill Road

Avenue Road (Old Mill Road to Cockington Primary School)

- Extend existing shared use cycleway / footway (unsegregated) on West side of road for cyclists travelling north.

Avenue Road (Mill Lane towards Abbey Gates)

- Retain existing on-carriageway cycle lane for cyclists travelling south.

Avenue Road (Falkland Road to Old Mill Road)

- Retain existing on-carriageway cycle lane for cyclists travelling north.

Falkland Road (junction with Walnut Road)

- Provide new on-carriageway cycle lane from existing advance stop line in Falkland Road around junction for cyclists travelling north.

Torre Abbey (Abbey Gates to The Kings Drive)

- Provide new cycle route through the grounds of Torre Abbey following existing traffic route for cyclists travelling south. Exit to The Kings Drive at gate by Spanish Barn. Provide new shared use cycleway / footway until footway ends.
- Possible footway widening subject to land availability.
- New ramp for cyclists to join carriageway where footway ends.
- New drop crossing and ramped access to enable cyclists to cross to the existing shared use cycleway / footway on the west side of The Kings Drive.

Kings Drive (The Kings Drive / Torbay Road junction)

- Cyclists rejoin main carriageway and are provided with a new 5m advance stop line at traffic lights with matching drop kerb.

A1.4 The lower cost element of the route will be delivered as part of next year's Local Transport Plan capital programme. The link to Crownhill Park will be delivered when the route through to Shiphay has been approved.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1. The proposed route is intended to offer both commuter and recreational cyclists the opportunity to use an off highway route which would be considered desirable both from a safety and amenity perspective. This could encourage further cycling within Torbay and, as part of the national Cycle Network, encourage cyclists from outside the area to use this route. To revert to a highway based link may discourage this.

A2.2 Remaining risks

A2.2.1 If the National Cycle Network is not progressed through Torbay then future funding for sustainable transport measures may be compromised.

A3. Other Options

A3.1 That the proposed cycle link and associated Traffic Regulation Orders are not implemented.

A4. Summary of resource implications

A4.1 Implementation and further progression of the scheme will be managed by officers within the Street Scene and Place Group. 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.

A4.2 The initial implementation will be funded from the Local Transport Plan capital programme and growth points funding with further sections subject to bids for future funding.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Formal consultation will need to be undertaken with interested parties regarding the progression of the amendments to existing by-laws to remove any prohibition of cycling in the affected public open spaces. Proposed amendments to the existing Traffic Regulation Orders will be advertised, both on site and in the local media, with any objections being referred back to a future meeting of the Transport

Working Party.

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 Plans showing the proposals for the cycle link between Crown Hill Park and Torquay seafront.

Documents available in members' rooms

None

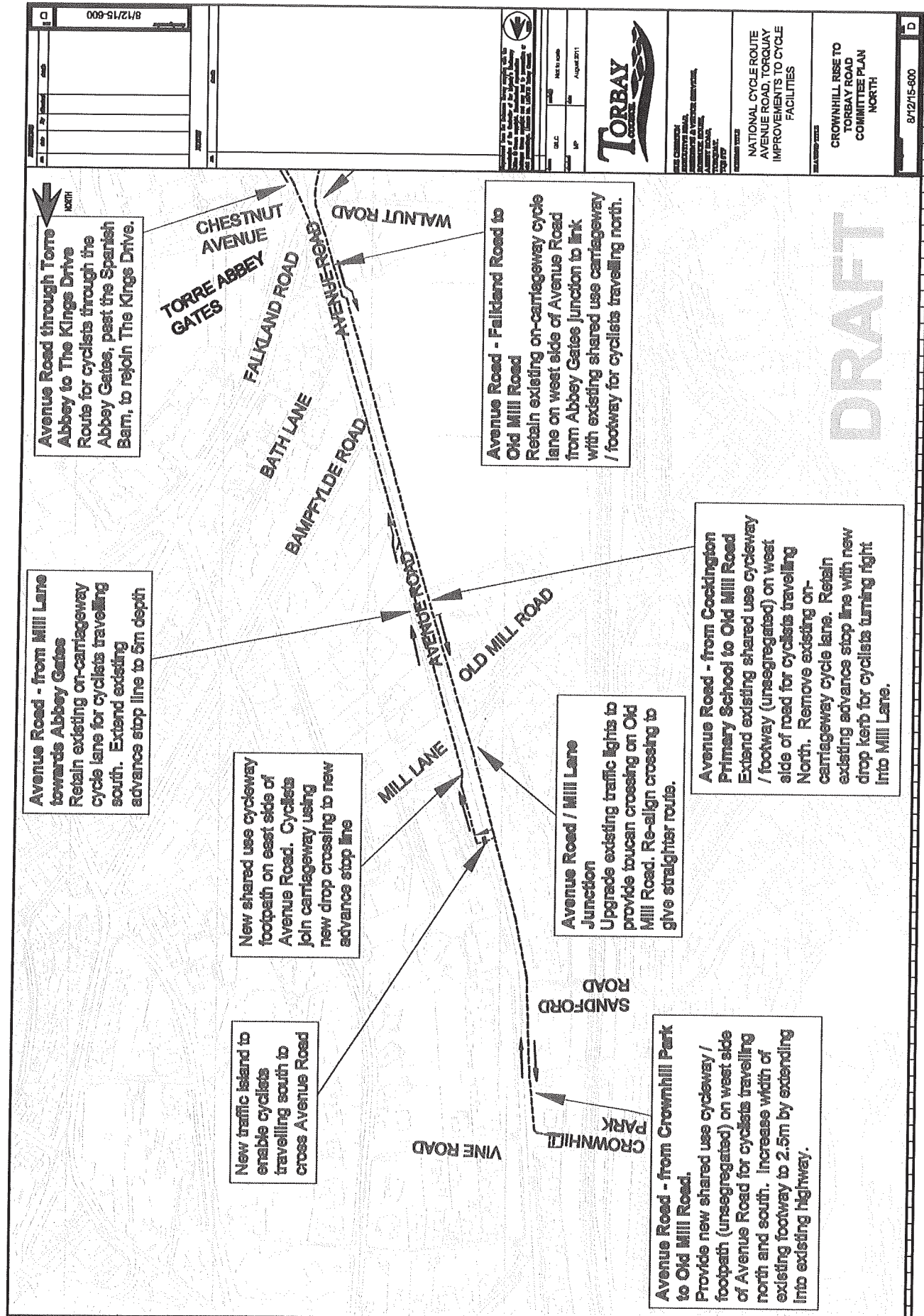
Background Papers:

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

The Local Transport Plan 2006 -11

Briefing Note to Transportation Working Party – 23rd April 2010

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Avenue Road through Torre Abbey to The Kings Drive
Route for cyclists through the Abbey Gates, past the Spanish Barn, to rejoin The Kings Drive.

Avenue Road - from Mill Lane towards Abbey Gates
Retain existing on-carriageway cycle lane for cyclists travelling south. Extend existing advance stop line to 5m depth

New shared use cycleway footpath on east side of Avenue Road. Cyclists join carriageway using new drop crossing to new advance stop line

New traffic island to enable cyclists travelling south to cross Avenue Road

Avenue Road - Falkland Road to Old Mill Road
Retain existing on-carriageway cycle lane on west side of Avenue Road from Abbey Gates junction to link with existing shared use carriageway / footway for cyclists travelling north.

Avenue Road / Mill Lane Junction
Upgrade existing traffic lights to provide toucan crossing on Old Mill Road. Re-align crossing to give straighter route.

Avenue Road - from Cockington Primary School to Old Mill Road
Extend existing shared use cycleway / footway (unsegregated) on west side of road for cyclists travelling North. Remove existing on-carriageway cycle lane. Retain existing advance stop line with new drop kerb for cyclists turning right into Mill Lane.

Avenue Road - from Crownhill Park to Old Mill Road.
Provide new shared use cycleway / footpath (unsegregated) on west side of Avenue Road for cyclists travelling north and south. Increase width of existing footway to 2.5m by extending into existing highway.

DRAFT

8/2/15-800									
		<small> PUBLIC CONSULTATION CONSULTATION PERIOD FROM 15/02/2015 TO 15/03/2015 FOR COMMENTS, PLEASE CONTACT: TORBAY COUNCIL COMMUNITY DEVELOPMENT 01752 223111 </small>		<small> DATE: 15/02/2015 TIME: 10:00 AM LOCATION: TORBAY COUNCIL COMMITTEE: NORTH </small>		<small> NATIONAL CYCLE ROUTE AVENUE ROAD, TORQUAY IMPROVEMENTS TO CYCLE FACILITIES </small>		<small> CROWNHILL RISE TO TORBAY ROAD COMMITTEE PLAN NORTH </small>	
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DATE	8/12/15-801
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DATE	8 August 2011
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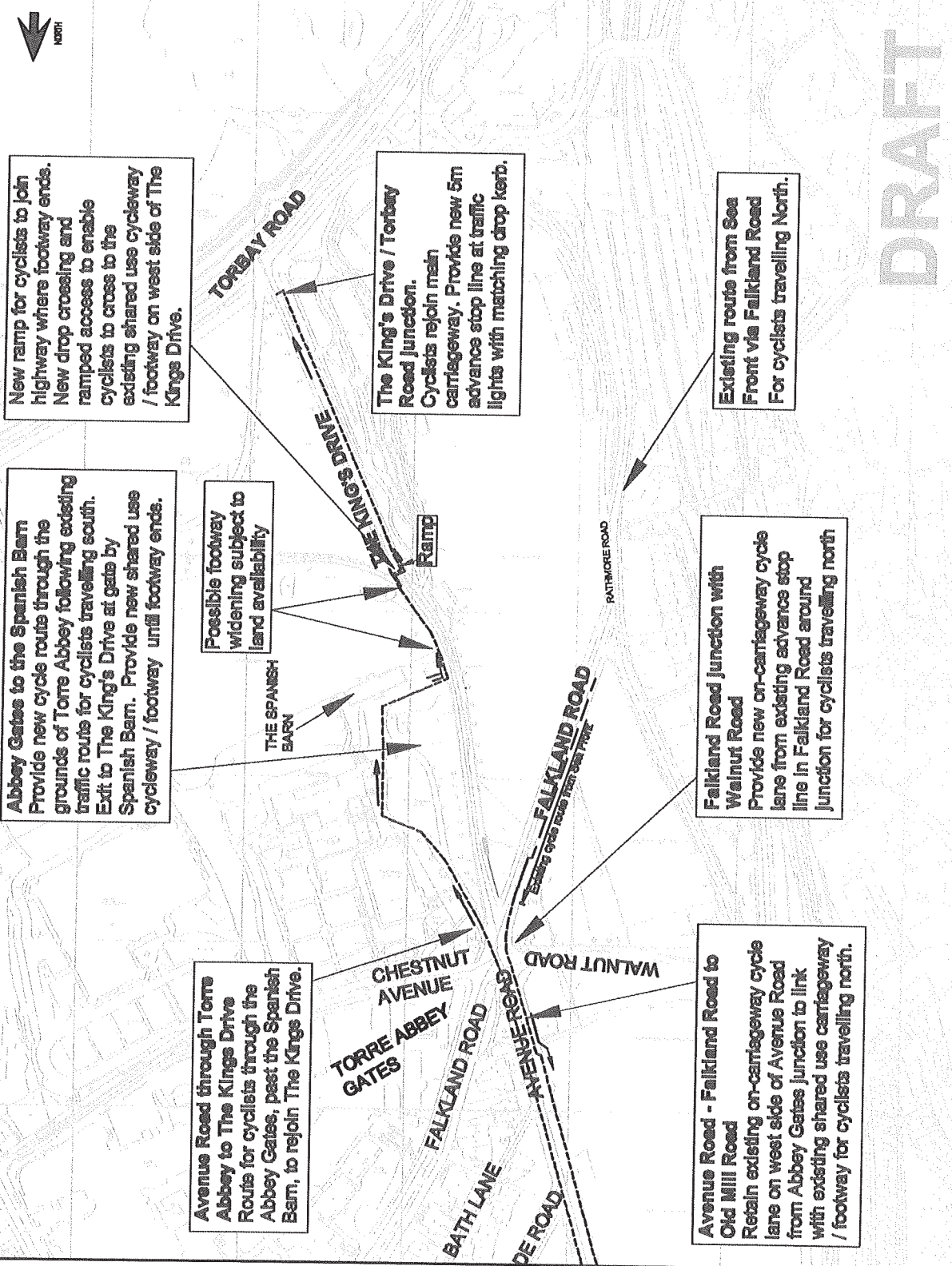


DATE COMPLETED
 15 AUGUST 2011
 PROJECT NO.
 8/12/15-801

NATIONAL CYCLE ROUTE
 AVENUE ROAD, TORQUAY
 IMPROVEMENTS TO CYCLE
 FACILITIES

CROWNHILL RISE TO
 TORBAY ROAD
 COMMITTEE PLAN
 SOUTH

8/12/15-801	D
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New ramp for cyclists to join highway where footway ends. New drop crossing and ramped access to enable cyclists to cross to the existing shared use cycleway / footway on west side of The Kings Drive.

The King's Drive / Torbay Road Junction. Cyclists rejoin main carriageway. Provide new 5m advance stop line at traffic lights with matching drop kerb.

Existing route from Sea Front via Falkland Road For cyclists travelling North.

Abbey Gates to the Spanish Barn Provide new cycle route through the grounds of Torre Abbey following existing traffic routes for cyclists travelling south. Exit to The King's Drive at gate by Spanish Barn. Provide new shared use cycleway / footway until footway ends.

Possible footway widening subject to land availability

Falkland Road Junction with Walnut Road Provide new on-carriageway cycle lane from existing advance stop line in Falkland Road around junction for cyclists travelling north

Avenue Road through Torre Abbey to The Kings Drive Route for cyclists through the Abbey Gates, past the Spanish Barn, to rejoin The Kings Drive.

Avenue Road - Falkland Road to Old Mill Road Retain existing on-carriageway cycle lane on west side of Avenue Road from Abbey Gates junction to link with existing shared use cycleway / footway for cyclists travelling north.



Title: **Broadsands Road – Consideration of Objections to proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Churston with Roselands**

To: **People (Communities) Policy Development Group** On: **17th November 2011**

Key Decision: **No** How soon does the decision need to be implemented **November 2011**

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 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the objections received to the amendments advertised for Broadsands Road as a result of the review which was presented to and approved by the People (Communities) Policy Development Group on 19th July 2011.

2. Recommendation(s) for decision

2.1 That the proposed amendments to the existing Traffic Regulation Orders, as detailed in **Appendix 2** are implemented as advertised.

3. Key points and reasons for recommendations

- 3.1 The Local Transport Plan 2006 -11 identified Broadsands, Churston & Galmpton Traffic Action Zone in the capital programme for the financial year 2009/10.
- 3.2 As part of the Integrated Transport Allocation, £195,000 was allocated in 2009/10, to enable works to be carried out within the Broadsands, Churston & Galmpton area under the heading of Traffic Action Zone (TAZ).
- 3.3 Following a full consultation process, a report was presented to the Transportation Working Party on 6th November 2009 and after due consideration, members approved the proposals which were undertaken during the 2009 / 2010 financial year.
- 3.4 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. Therefore the purpose of this report is to take into consideration the objections received following the advertising of the amendments to the existing Traffic Regulations Orders (TRO) which were proposed as a result of comments / 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 Local Transport Plan 2006 -11 identified Broadsands, Churston & Galmpton Traffic Action Zone in the capital programme for the financial year 2009/10.
- A1.2 As part of the Integrated Transport Allocation, £195,000 was allocated in 2009/10, to enable works to be carried out within the Broadsands, Churston & Galmpton area under the heading of Traffic Action Zone (TAZ).
- A1.5 Following a full consultation process, a report was presented to the Transportation Working Party on 6th November 2009 and after due consideration, members approved the proposals which were undertaken during the 2009 / 2010 financial year.
- A1.6 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of the review is to determine how efficiently the restrictions are functioning and to gauge the feelings of residents and other stakeholders as to whether improvements can be made to increase their efficiency.
- A1.7 The occupiers of the properties affected by these changes were therefore written to on the 12th November 2010 and asked for their comments with regard to the alterations to the Traffic Regulation Orders.
- A1.8 As a result of the comments received, a report was presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, following which the alterations to the existing Traffic Regulation Orders were implemented.
- A1.9 It was originally proposed to extend the no loading at any time ban along the North side of Broadsands Road from the car park to the boundary of property no. 37 and change the existing no waiting at any time restrictions from seasonal to all year round, to the junction with Brunel Road.
- A1.10 Seven letters were received regarding the proposals, these expressed concerns over the loss of parking for residents and visitors to the beach, however a number recognised the problems of access for both farm and emergency vehicles.
- A1.11 From the feedback received it became apparent that the proposed restrictions were not what the residents anticipated and therefore, after consultation with the Broadsands and Elberry Residents association, a revised proposal was prepared which will allow access for emergency vehicles and farm access whilst maintaining residents parking in the evening.
- A1.12 A copy of the original proposal is attached as **Appendix 1** and the amended proposal as **Appendix 2**. The new proposal met with general support and the People (Communities) Policy Development Group gave permission to advertise at their meeting on 19th July 2011 and implement should no objections be forthcoming. Any objections received being presented to a future meeting of the People (Communities) Policy Development Group.

This report is to deal with the objections which were received and which are contained within **Appendix 3**, it is proposed that the amendments are implemented as advertised.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1. Consultation has been undertaken with residents and the Broadsands and Elberry Residents association and the proposed alterations to the existing Traffic Regulation Orders have been advertised (both on site and in the local media). Therefore any risks have been minimised.

A2.2 Remaining risks

A2.2.1 To not implement the restrictions on Broadsands Road could possibly prevent access being gained to the beach by emergency vehicles

A3. Other Options

A3.1 That the proposed amendments to the existing Traffic Regulation Orders are not implemented.

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. The cost of the changes is estimated at £1,500 and will be funded from the LTP allocation for Traffic Action Zones.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Extensive consultation was undertaken with the residents of the Traffic Action Zone, Council Ward Members and the Community Partnership prior to the implementation of the scheme, whilst residents were again consulted with at the time of the six month review. The proposed amendments to the existing Traffic Regulation Orders have been advertised both on site and in the local media.

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 Plan showing the original proposals for Broadsands Road

Appendix 2 Plan showing the amended proposals for Broadsands Road

Appendix 3 Correspondence received regarding proposed amendments to Traffic Regulation Orders for Broadsands Road

Documents available in members' rooms

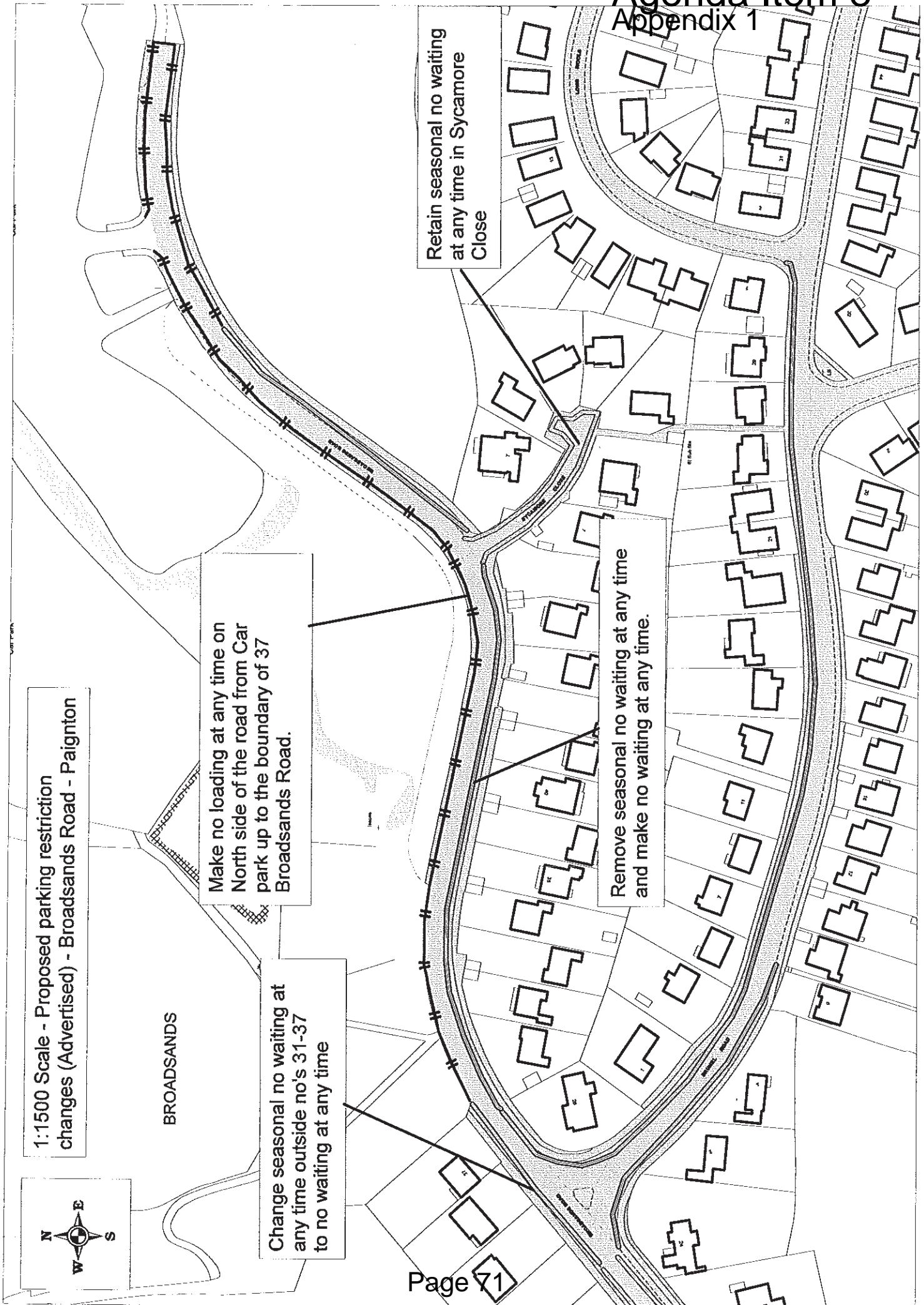
None

Background Papers:

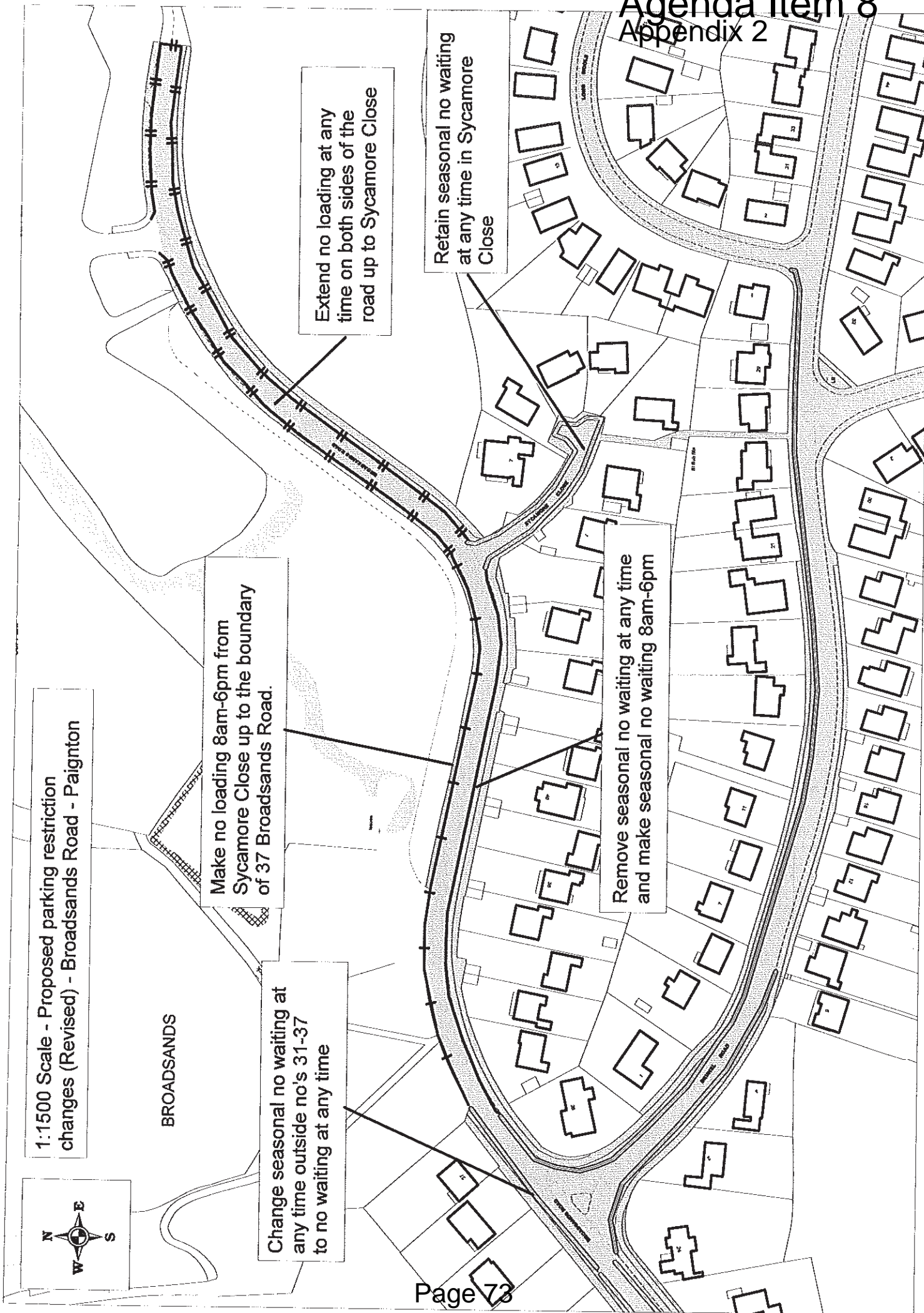
The following documents/files were used to compile this report:

The Local Transport Plan 2006 -11

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1:1500 Scale - Proposed parking restriction changes (Revised) - Broad Sands Road - Paignton

BROADSANDS

Make no loading 8am-6pm from Sycamore Close up to the boundary of 37 Broad Sands Road.

Change seasonal no waiting at any time outside no's 31-37 to no waiting at any time

Extend no loading at any time on both sides of the road up to Sycamore Close

Retain seasonal no waiting at any time in Sycamore Close

Remove seasonal no waiting at any time and make seasonal no waiting 8am-6pm

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Tel: [REDACTED]



[REDACTED] Oyster Bend

Paignton TQ4 [REDACTED]

Sept. 26th 2011

Borough of Torbay (Various Streets Paignton) [Control of Waiting , Loading and Unloading) Amend
ment Order No.6 2011

Dear Sir,

I wish to object to the proposed new parking restrictions on Broadsands Rd. I have frequently use the road to park with my disabled badge winter and summer and at no time since the no unloading and unloading restrictions were introduced near to the entrance to the car park have we seen any problems.

A possible solution if there have been complaints is to make one side of the road as far as Sycamore Close loading and unloading and the other side no parking.

Yours sincerely

[REDACTED]
[REDACTED]

Tel: [REDACTED]



[REDACTED] Oyster Bend

Paignton TQ4 [REDACTED]

Sept. 26th 2011

Borough of Torbay (Various Streets Paignton) [Control of Waiting , Loading and Unloading) Amend
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A possible solution if there have been complaints is to make one side of the road as far as Sycamore Close loading and unloading and the other side no parking.

Yours sincerely

[REDACTED]

1:1500 Scale - Proposed parking restriction changes (Revised) - Broadlands Road - Paignton



BROADLANDS

~~Make no loading 8am-6pm from Sycamore Close to the boundary of 37 Broadlands Road.~~

Change seasonal no waiting at any time outside no's 31-37 to no waiting at any time

MAKE NO PARKING

ONE (SOUTH SIDE.)

Extend no loading at any time on both sides of the road up to Sycamore Close

Make D/Y both sides for 10m.

Retain seasonal no waiting 8am-6pm in Sycamore Close

Remove seasonal no waiting at any time and make seasonal no waiting 8am-6pm

Appendix 4

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