

Brimsinch Square

Torquay

TB.1 4UT

19/11/15

23 NOV 2015

To Whom It May Concern,

Re. Traffic reversal scheme.

My husband and myself were  
unable to attend last night's meeting,  
or the one held in October but our

views have  
passed on the relevant details.

We are dismayed that our  
opinions, and many other residents  
opinions have been totally ignored.

Speaking for myself and my husband, we  
looked at the plans earlier in the

2

year and voiced our concerns. We asked questions that were relevant and were amazed that the person we spoke to didn't have many answers. Even more amazing was the fact he didn't know where Laburnum Row was and had to Google it!

To keep this letter brief, if your proposal goes ahead you risk making vulnerable residents more vulnerable. We think someone in authority needs to see the potential problem for themselves. There is a serious risk here of accidents for pedestrians and motorists. I am only and am not happy about the changes proposed but there are residents in their

3/

here whose life will be a nightmare.

Please try and think 'out of the box'!

What would you think if you had a  
loved one living here? Would it be  
such a good idea then?

Maybe the plans need to be  
 tweaked a bit, but please, please,  
 don't ignore genuine concerns. Come  
 and talk to us and see the problem  
 for yourself.

Yours faithfully

Brunswick Square,

TORONTO,

TO 1 447.

23 NOV 2015

20.11.15,

Dear Sirs,

After attending the Torre Community Partnership meeting last Wednesday I realize that it is far too late to get the Council to change its mind about the Reversal of Traffic approaching + leaving - Torquay Town Centre.

I accept that it is the luck of the draw whether some people have to increased health hazards with pollution, noise + lack of privacy, & that this time we shall be some of the unlucky ones.

But I have some serious concerns + thus some suggestions. Vizi-

1) It takes me up to 10 minutes to get across the road from to the other side of Brunswick Square where the number 12 bus stop is to be placed. With at least four fold increase in traffic I can

see me taking half an hour or so. The access to \_\_\_\_\_ is already dangerous, especially to cars, + someone will be killed if you do not put a pedestrian crossing somewhere near the bus stop. If there is no money available for a proper pelican crossing with traffic lights. could we not have at least a zebra crossing area?

2) Because drivers from \_\_\_\_\_ House cannot see or be seen, I suggest a) a mirror being placed on the → sign in Torre Car Park to improve vision + b) A note saying 'Concealed Entrance' somewhere near your proposed 'loading Bay'.

I also hope, for the sake of the local shopkeepers, that when the Council take the existing 20 minute free car parking areas in Torre Car Park in order to widen the road that they will allocate some other places in lieu.

I personally think that the Torre Traders are misguided in thinking passing <sup>traffic</sup> ~~trade~~ will result in increased trade. Passing cars will sail right by + nobody is going to get off a bus to see something they like. Regrettably Torre is fast becoming ~~the~~ the slum it used to be. To highlight increasing numbers of empty shops

is anything but an advert to promote Torbay + very bad for Tourism generally.

I personally am devastated that I shall no longer be able to visit the Library or shops at the top of the town because there will be no number 12 bus back from Castle Circus. Stage Coach is going to lose a lot of money as this stop is very popular, not only with old folk, but many students, school children + mothers with prams + pushchairs who use this stop. A friend has suggested I travel to Paignton Library as this is still near a bus stop. I cannot get in taxis because of my disabilities but find the bus drivers very helpful in lowering their ramp to enable people like me to get on + off the buses.

Yours Faithfully,

Copies to

- ) Highways Management, Torbay Council
- ) Mrs. Mandy Darling
- ) The Herald + Express

Brunswick Square  
Torquay  
TQ1 4UT

23<sup>rd</sup> November 2015

Highways Management  
Community and Customer Service  
Torbay Council  
Town Hall  
Castle Circus  
Torquay  
TQ1 3DR



Dear Sir/ Madam

Re Traffic Reversal in Torre

I am writing to express my concerns and objections to the proposed plan to reverse traffic flow in Torre. I have attended all the consultation events and at each meeting various issues and objections have been raised to no avail.

Attached please find a list of my objections and some suggestions that may address some of the issues raised.

Yours sincerely

### **Objections on the following grounds**

- 1 Single lane road outside HomePalms House unsuitable for proposed volume of traffic i.e. traffic will be held up by any legal parked vehicles e.g. Blue badges/carers/ambulances/Doctors/Fire engines/ dustmen etc.
- 2 Pinch point at top and bottom of Trematon Avenue
- 3 Junction of Tor Hill Road/ Tor Church Road and Abbey Road will be a pressure point.
- 4 Morgan Avenue will become a rat run like Salisbury Avenue was.
- 5 Access and exiting HomePalms House is already difficult this will make it dangerous.
- 6 Parking spaces in Torre will be reduced due to bus stops
- 7 Government policy requires councils to reduce carbon emissions in town centres this will increase them
- 8 The Government targets are to regenerate town centres not to increase volume of traffic – there are alternatives i.e. Park and Ride schemes
- 9 Lack of adequate town centre parking to cater for increased traffic
- 10 Conflict of interest between regenerating town centre and regenerating Torre shops – the two require different strategies.
- 11 Re routing number 12 bus to go straight up Tor Hill Road and avoid Castle Circus will mean many elderly and disabled people will be unable to access top of town centre resulting in loss of revenue to top of town and bus company.
- 12 Proposed route is not most direct route to town centre if this is objective – the most direct route would be past Torre shops and straight down to Castle Circus.
- 13 Proposed loading bay/ lay by in Upton Road serves no practical purpose and will not alleviate the problems of vehicles parking on a single lane track.
- 14 Scheme creates a roundabout at Town Hall block
- 15 Traffic count being used to determine numbers was only in situ for one day in the middle of winter this does not provide suitable evidence on which to base this major decision to reverse the flow of traffic.
- 16 If 'Carers' have to use paying car parks for each visit the cost of providing social care will increase as they will claim this from the agencies who in turn will pass it on to Torbay Council.
- 17 The cost of this project at a time when Torbay Council is cutting services to make savings

### **Suggestions**

- 1 Pedestrian controlled lights at junction outside Home Palms House
- 2 Caution – concealed entrance sign on approach road to same junction
- 3 Weight restriction on vehicles re: Torre
- 4 Site visit to view single track road and access problems at junction outside Homepalms House.
- 5 Mirror to assist vehicles exiting Homepalms car park.
- 6 Traffic coming down Union St to be given priority not traffic coming up Union Street.
- 7 Scrap the project and use funds to save some of the proposed service cuts.



23rd Nov.2015



Brunswick Square  
Torquay, TQ1 4UT

Dear Sirs,

Traffic Reversal into Torre

Please find enclosed a list of objections to the above scheme. I have also enclosed a quick diagram of obvious routes.

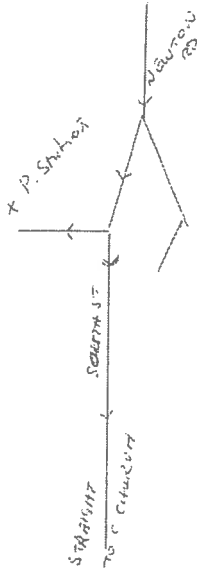
The main idea of the traffic reversal, as I understand is to provide a straight route to Castle Circus and the town. You can see from the sketch that around Home Palms House is definitely not the easiest way. I will cause all sorts of problems not to mention health and safety, fumes, excessive traffic from umpteen bus routes. Bearing in mind that Teignmouth road at Home Palm House is a narrow. The junction will be a dangerous space. No pedestrian crossing or mirror has been mentioned. Residents are 75-95 years old, they cannot hurry across the road, dodging the traffic and busses.

If the route in question was to travel up South Street, along to Central Church, down to Castle Circus and up Union Street to Torre. THERE WOULD BE NO NEED FOR A REVERSAL. The buses would travel this route or continue down to Lymington Rd. Surely the cost of unnecessary work be taken in consideration. I do not think that this scheme has been thought through enough.

Myself and many residents have attended every meeting by the council. Each time we were put off. No money, further consultation, visits. All never happened. I have to consider this a done deal, although I am told differently. I only hope that you can look into this reversal again and answer our 17 queries and check our suggestions.

Yours sincerely

NEARLY STRAIGHT

THROUGH

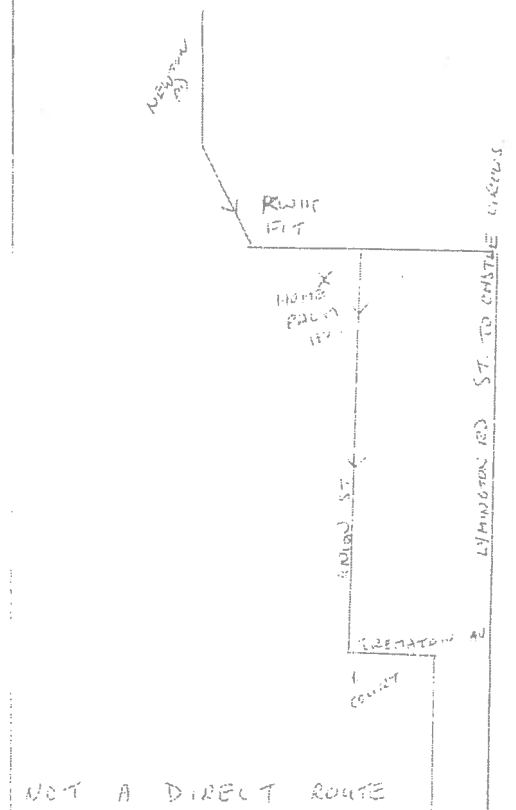
ROUTE TO CENTRAL  
AREA



STRAIGHT

THROUGH

ROUTE TO CENTRAL AREA  
NOT THROUGH HP



NOT A DIRECT ROUTE

WHAT SO EVER !!!

WOULD CAUSE MANY  
PROBLEMS

### **Suggested Objections**

- 1 Single land road outside HomePalms House unsuitable for proposed volume of traffic i.e. traffic will be held up by any legal parked vehicles e.g. Blue badges/carers/ambulances/Doctors/Fire engines/ dustmen etc.
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- 7 Scrap the project and use funds to save some of the proposed service cuts.

To whom it may concern:

I am in agreement with everything suggested overleaf, but would add, why do the council think this change of traffic route is going to benefit the Traders in (Torquay), Torze?<sup>th</sup> When the Colley was knocked down & others thought, "Oh good now there will be more people shopping in Torze," but no, they all go to the Willows, where all the Super markets are, they go to. Abda on the Newton Rd & Newton Abbot, they all seem to have cars! Another point, where will the pedestrians walk when all of the pavement opposite Home Palms will disappear? How many shopkeepers live above their shops? Most of them leave the area when they close at 5.30pm. so a lot of the buses will be empty, so please think of the Residents first excuse writing!

A very worried Resident of



To whom it may concern.

### Suggested Objections

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- 7 Scrap the project and use funds to save some of the proposed service cuts. ✓ *most important!*

P.T.O

Re: Traffic reversal flow in Torre

- 2 DEC 2015

I would like to voice my objections to the scheme based on Health & Safety issues around Home Palms House. Namely the fact that traffic entering Brunswick Square from Newton Road will do so at a concealed entrance to the Car Park of Home Palms. Many agencies use this facility on a daily basis & could cause real problems both entering & leaving the car park. Especially if said car park is full & vehicles have to reverse out into the mainstream traffic. In addition to these problems emergency vehicles & refuse vehicles have to park at the roadside because of the height restriction in the car park.

The footpath running alongside Home Palms House is just 3ft wide & all of this added traffic with resultant noise emission fumes & dirt/dust will be detrimental to the long term health of the residents at Home Palms House.

When Home Palms was built 30 years ago, the traffic flow was diverted to its present course to ease the situation & make a safer environment for the residents. I know that wear few in number but nevertheless we deserve consideration & support from our Council & Councillors on this matter.

If the traffic & bus service take this route & I urge the Council in very strong terms to reject it & come up with other solutions, other transport users will lose but losing bus routes to Paignton, & Brixham causing increased demand on bus pass usage.

I enclose a few documents in support of my objections from various agencies.

I sincerely hope that Torbay Council will scrap the scheme which has been thought up by people who do not live in Torre & will not have to tolerate buses for 10 hours per day 7 days a week. The whole situation is intolerable & ill conceived by people who are not even on the electoral vote for the area.

P.S. Please see

## **Diesel vehicles may face city centre restrictions**

Drivers of diesel vehicles could face restrictions on going into city centres under Government proposals to improve air quality.

The move would affect six cities in areas where air quality targets for 2020 are expected to be missed.

They are London, Birmingham, Leeds, Nottingham, Derby and Southampton.

The consultation document, launched by the Department for Environment, Food and Rural Affairs, states that local authorities in these cities should "consider the role of access restrictions for certain types of vehicles" to reduce nitrogen dioxide emissions.

# EU Court rules UK government must act to clean up deadly air pollution

London | 19 November 2014

ClientEarth win on all points

UK plans should have aimed at compliance by 1 January 2015 at the latest

UK courts must order the government to produce a plan which achieves nitrogen dioxide limits "as soon as possible"

The European Court of Justice (ECJ) has delivered its judgment in ClientEarth's case and firmly upheld our right to breathe clean air. The ECJ has ruled that the UK must act to clean up illegal levels of air pollution "as soon as possible". Under current plans the UK will not meet legal limits for nitrogen dioxide until after 2030 - 20 years after the original deadline.

Around 29,000 people die early in the UK each year as a result of air pollution, making it the biggest public health problem after smoking.

ClientEarth's case will return to the UK Supreme Court for a final ruling next year. This should see the UK Supreme Court ordering the government to take action to meet limits in a much shorter timeframe. This plan would need to drastically cut pollution from diesel vehicles and could lead to policies like the London Mayor's plans for an "ultra low emission zone" being rolled out nationally.

Alan Andrews, ClientEarth lawyer, said: "This ruling is a big victory for the millions of people who want to live healthy lives in the UK's towns and cities. This will force the government to finally take this issue seriously and come up with an urgent plan to rid our towns and cities of cancer-causing diesel fumes.

"This sets a groundbreaking legal precedent in EU law and paves the way for a series of legal challenges across Europe. ClientEarth will spearhead these efforts to help people defend their right to clean air in court."

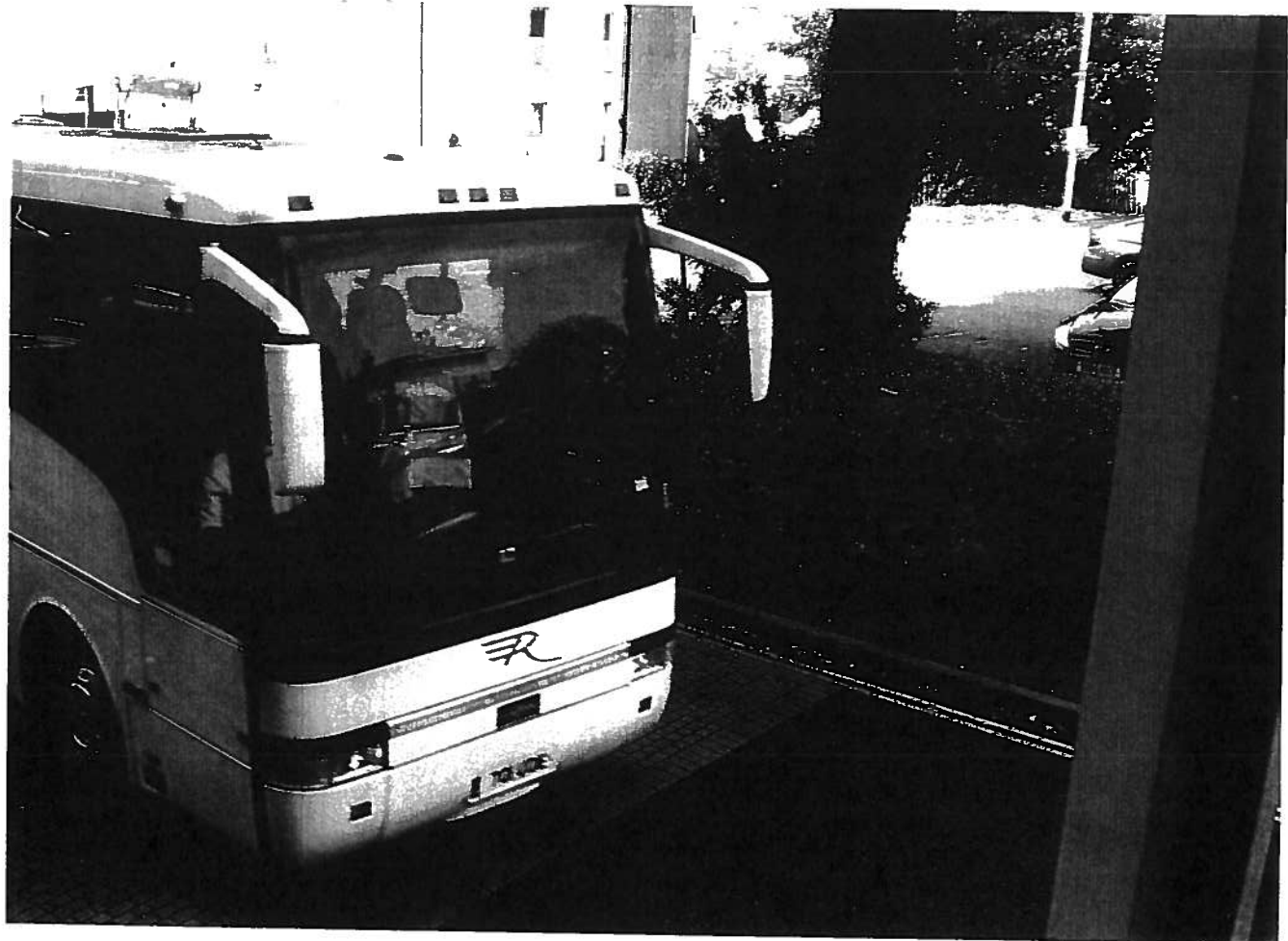
Diesel fumes are the main source of nitrogen dioxide (NO<sub>2</sub>) - a harmful gas linked with heart attacks and asthma. The ECJ's landmark ruling is the first ever on the 2008 Air Quality Directive.

ENDS

Media contact:

George Leigh, ClientEarth communications officer: t. +44 (0)203 030 5951





# Charles: I want to save world for grandchildren

By **Camilla Tomney**  
ROYAL EDITOR

PRINCE CHARLES says his grandchildren Prince George and Princess Charlotte have inspired him to become even more of an eco-warrior.

The future king said becoming a grandfather had pushed him to want to do more to protect the environment.

"That's entirely why I'm trying to do all this. I mind about the future for your grandchildren as well as mine and lots of other people's," he said.

Speaking on a recent trip to Romania, Charles warned that global warming could have serious implications on food production and leave humankind "totally vulnerable".

He said more should be done to help small farmers stay in business.

His comments come as farmers stepped up their protests against supermarkets for cutting the price of milk. On Friday tractors blockaded a Morrisons distribution centre after farmers spent the week clearing out supermarkets of their milk supplies in "trolley dash" protests.

Charles, 66, said that

**INSPIRED:** Prince Charles is thinking of the future for his grandchildren, Prince George and Princess Charlotte

smallholders were "crucial" to the future of food security while too many large agricultural firms were "not interested in bio-diversity".

In the interview for Radio 4's *On Your Farm* programme, he urged a revival of traditional farming methods.

The Prince was in Transylvania to set up a scheme to help rural communities. He has been a regular visitor to the region since 1998 and owns two holiday houses there which he rents to tourists.

Remote farming communities in the area, which still use horse-drawn carts and scythe hay by hand, are "where we see true sustainability and com-

plete resilience", he told the BBC. "I happen to think the small farmer, the smallholder, is absolutely crucial to the maintenance of food security."

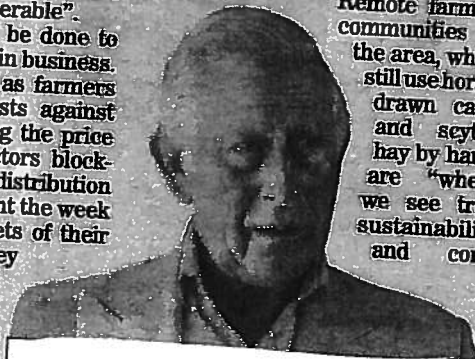
"We witnessed in the UK the depopulation of the countryside, the disappearance of so many family farms, the effect it's had on the countryside, the wildlife, everything."

The Prince has launched a village co-operative in Transylvania that will aim to teach craft skills and encourage people to market home-grown and handmade products.

He judged a village scything competition and said the technique was an example of traditional farming methods that could help protect bio-diversity, such as wildflower species.

He acknowledged that some might think he was "not living in the real world", but argued that scything, recently featured in drama *Poldark*, could be used more widely in farming "if people are keen enough to do it".

● *On Your Farm* interview with Prince Charles, BBC Radio 4 today and next Sunday at 6.30am.



↑  
This is a photograph taken from the window of a flat at Home Palms house. If the traffic reversal scheme goes ahead this will happen 18 hours a day a total of 108 buses a day (No 12)

# Road traffic noise 'raises stroke risk'

By John Ingham

LIVING next to a busy road with high levels of traffic noise could raise the risk of having a stroke, claims a study.

Researchers found stress, high blood pressure and a lack of sleep may explain why people living in noisy areas are more likely to die young. And a difference in traffic noise of just five decibels more increased death rates by four per cent.

Their findings suggest a link between long-term exposure to traffic noise and death - as well as a higher risk of stroke.

And people aged over 75 were most at risk, according to the study published in the European Heart Journal.

## Daytime

Researchers analysed data from 8.6 million people living in London between 2003 and 2010. Traffic noise was studied during the day, from 7am to 11pm, and night, from 11pm to 7am, in different parts of the city.

The noise was compared with deaths and hospital admissions for adults, aged 25 to 74, and the over-75s.

Four per cent more people died in areas where daytime traffic noise was more than 60 decibels.

Their deaths were most likely to be caused by heart or cardiovascular disease due to increased blood pressure, sleep problems and the stress brought on by noise, said researchers.

Adults living in areas with the noisiest daytime traffic were five per cent more likely to have a stroke compared to those who lived in quieter areas.

Night-time traffic noise was linked to a five per cent increased stroke risk - but only in the elderly.

Dr Jaana Halonen, of the London School of Hygiene & Tropical Medicine, said: "Traffic noise had previously been associated with sleep problems and increased blood pressure but our study is the first in the UK to show a link with death and strokes. It is the largest study of its kind to date."

Researchers took into account an individual's age, gender, ethnicity and smoking history as well as air pollution and socio-economic factors.

They also factored in the length of time living in a particular area, "life activity patterns", including commuting to work and the direction in which the windows of their home faced.

But the findings were consistent with a large number of studies linking traffic noise and hypertension, which is a leading cause of stroke.

Dr Anna Hansell, of Imperial College London, said: "From this type of study, we can't tell for certain what the risks of noise are to an individual.

"They are likely to be small in comparison with known risk factors for circulatory diseases - such as diet, smoking and lack of exercise - and medical conditions such as raised blood pressure and diabetes.

"But our study does raise important questions about the potential health effects of noise in our cities that need further investigation."

Newton Road  
TORQUAY  
TQ27JN

Dear Sirs

Removing the bus stop at  
Castle Circus is a very bad idea

To use the library + also shops  
at Castle Circus will involve a  
long walk especially for  
disabled people, up + down.

Please urge Stagecoach to  
keep the present route.

Yours faithfully

	TO
3 DEC 2015	RECEIVED
TORQUAY COUNCIL	

RECEIVED
- 3 DEC 2015
TORBAY COUNCIL POST ROOM

## Highways

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**From:**  
**Sent:** 03 December 2015 10:30  
**To:** Transportation; Excell, Robert; info@friendsofuptonpark.org.uk; Mayor; King, Mark; mandy.darling@torbay.gon.uk; Highways; Lang, Andy  
**Subject:** traffic reversal at Torre

I would like to voice my objections to the above scheme based on Health and Safety issues around Home Palms House.

Namely the fact that traffic entering Brunswick Square from Newton Road will do so at a concealed entrance to the Car Park of Home Palms. Many agencies use this facility on a daily basis, e.g. doctors, paramedics, carers, taxi drivers, visitors/residents. This could cause real problems both upon entering and leaving the car park, especially if the facility is full resulting in vehicles reversing out into the main stream of traffic as there is no room to turn round once inside. Additionally emergency and refuse vehicles have to park on the road outside because of the height restrictions in the car park.

The footpath running alongside Home Palms is no more than 3 feet wide and all of this traffic with the resultant noise, fumes emissions and dirt/dust will be detrimental to the long term health of the residents at Home Palms.

When Home Palms was built 30 years ago, the traffic flow was diverted to its present course to ease the situation and make a safer environment for the residents all of whom are elderly/over 55 years of age.

I know that we are few in number but nevertheless we deserve consideration and support from our Council and Councillors in this matter.

If the bus service is rerouted and I urge the council in strong terms to reject this and come up with other solutions, one of which I have indicated in a previous e-mail. If the service is re-routed we will have approx 130 buses a day passing within 3 feet of our lounge and bedroom windows, that is for 18 hours a day, seven days a week.

The whole scheme is intolerable and ill conceived by people who are not even on the electoral roll for the area.

I sincerely hope that you will re-consider and come up with an alternative solution.

## Highways

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**From:**  
**Sent:** 03 December 2015 10:05  
**To:** Mayor; King, Mark; mandy.darling@torbay.gon.uk; Lang, Andy; Excell, Robert; Highways; Transportation  
**Subject:** traffic reversal at Torre

Dear Mayor and Councillors,

Part of my objections to the above scheme are the amount of traffic that will be generated, including a topic which was raised at the last meeting at the Torre and Upton Community Partnership, that is that HGV's and Artics will be able to use Brunswick Square, as I don't think you can put a weight restriction on if buses are using it.

My understanding on the reason for the reversal is to showcase the shops on the parade at Torre. Passengers on the buses will not be able to see the shops on the other side of the square because the road is lower than the parade, the foliage hiding the view to the shops. If the buses pass along the parade passengers will get a full view of the shops there.

I would like to suggest that the buses are directed straight across to the parade in front of the shops, buses only. This will not be a problem because motor vehicles are using this stretch already. The buses would have right of way at the top with a bus stop outside the barbers and a loading bay for delivery vehicles. Cars and light vans could then use the route as suggested by the council enabling a weight restriction for HGV's and ARTics who will still have to use the Teignmouth Road and Lymington Road route.

These are just suggestions, which will ease the traffic on Brunswick Square and I am sure could be done.

Yours sincerely

o )  
o )

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=Civic Offices  
Server/cn=Environment/cn=Highways/cn=Highways.>

Date: 05/12/2015 16:16:05

Subject: Revoke of Right turn Tor Hill Road

With regard to the revoking of the right turn into Tor Hill Road.

We live on Tor Hill Road which is already a busy junction and the thing which concerns us is the fact that the buses and lorries will have to use this road from now on.

What I want to know is how will this effect the existing parking, cycle lanes etc. I have been informed that a bus stop might be sited outside which would be unsuitable as it stands.

Please can you let me know if there are any plans to change the parking etc. as part of this proposal?

regards

Tor Hill Road,

Torquay

TQ2 5RT

TOR HILL ROAD

TORQUAY

TOR SKY.

- 8 DEC 2015

As a Resident I must object  
to the traffic proposals for  
Tor Hill Road.

This is a fully Residential Road.  
Bring extra noise and pollution  
I live on blind corner and it  
would be dangerous.



Knights Croft  
New Ash Green  
Longfield  
Kent DA3 8HZ

~ 8 DEC 2015

Residents & Visitors Services  
Highways Management  
Torbay Council  
Town Hall  
Castle Circus  
Torquay  
TQ1 3DR

7<sup>th</sup> December 2015

Dear Sir/Madam

**RE: TOR HILL ROAD TRAFFIC PROPOSAL**

I have recently purchased Tor Hill Road, Torquay TQ2 5RT and am dismayed to have discovered that you propose to make Tor Hill Road the main exit route North-bound out of Torquay.

This makes no sense at all. Tor Hill Road is primarily residential and therefore has a requirement for residents to reverse or drive out of their driveways, which will be impossible into a fast flow of traffic. The traffic already speeds up this road.

The residents at Lauriston Close will have big problems with this being a main exit route. Central Church attendees use the area near my cottage to park on a Sunday and I myself have no parking amenity with this cottage and it is difficult enough for anyone living here with the 1 hour parking bay outside let alone if these were removed to accommodate all the additional traffic. If a bus stop is put in it will result in additional litter and everything that entails. The road will be filthy.

The quality of residents lives here will be degraded with excessive pollution from diesel (and petrol) fumes as it can be ascertained that, owing the road layout at the top of the road, the traffic will end up backing up down this road, engines running, and that will be coaches, lorries, buses and cars. I understand that the buses start at 5.20am and the noise from this alone will be unbearable, notwithstanding the vibration. At the height of summer this will be untenable.

The pollution will mean additional cost regarding the upkeep of my cottage as it is painted white. This in turn will have a negative effect on the value of my property and of everyone else's. Had I known this was going to happen I would not have bought I bought this cottage as it is in a relatively quiet area, close to town.

Union Street shopkeepers will find this change does not result in more footfall for them. I have seen the same kind of thing happen in suburbs of London.

I am therefore protesting in the strongest possible terms and suggest that you have a proper traffic survey undertaken in order to establish that this proposal will not stand up.

I would also like to know why has this not been a higher profile announcement, thus giving residents the opportunity to have a proper say in this? I have had nothing through the door.

Yours faithfully

Proposed changes to One-Way System

Morgan Avenue  
Tor Hill Rd.  
Resident

Dear Sir, Madam

- 9 DEC. 2015

My property is just a few feet from Tor Hill Rd which you propose to make the main exit route, north-bound for traffic out of Torquay. I write to object to your proposals on the following grounds:

Increased fast-flowing traffic from very early in the morning (1st No 12 <sup>bus</sup> will arrive 05.20 am, it has a 10 min frequency) Also the X46 Exeter and others intimated. The extra noise and pollution of fumes, dust, grit etc. will be considerable. Also extra maintenance costs for more regular exterior painting of rendering (walls) etc.

Residents are already finding it difficult to reverse out of their properties into the traffic flow; it will become even more difficult. Some have to come out of "blind" driveways such as Lauriston Close; some are senior citizens and very anxious of the prospect altogether. Property devaluation will certainly occur and some are already consulting with regard to compensation.

The result will be considerable devaluing of the quality of life of residents of Tor Hill Rd, with the possibility of a few extra customers at shops on Upper Union Street; people who will be less than 5 mins. from their destination of Torquay town centre/seafront will be unlikely to stop for a toilet break (as is hoped by a shopkeeper I spoke to recently). The disruption and aggravation over imposed gross degrading of quality of life will cause resentment far outweighing the small unproven & sadly unlikely gain. Yours faithfully

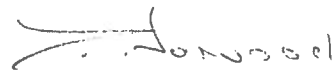
- 9 DEC 2015

To  
Residents and Justice Services  
Highways  
Town Hall.  
T01 3DR

Sirs. Re Terra Reversal Scheme

I and many others feel  
that this scheme is a complete  
waste of money, and entirely  
unnecessary. It all works  
very well as it is

Thank you

 J. Jones

Torkill Road  
T02 5R4

## Hopkinson, Shirley

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**From:** Transportation  
**Sent:** 09 December 2015 17:53  
**To:** Highways  
**Subject:** FW: REVERSAL OF TRAFFIC FLOW

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

**From:**  
**Sent:** 08 December 2015 09:58  
**To:** Transportation  
**Cc:**

**Subject:** REVERSAL OF TRAFFIC FLOW

Dear Transport

We ask what is the point of increasing traffic into the town centre where is it going Abbey Road. Traffic did not increase trade just look around other Towns and Cities. The government has advised councils to reduce traffic into Town centres not increase did Torbay council not get the message regards ;

## Hopkinson, Shirley

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**From:** Transportation  
**Sent:** 09 December 2015 17:53  
**To:** Highways  
**Subject:** FW: REVERSAL OF TRAFFIC FLOW

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

**From:**  
**Sent:** 08 December 2015 20:41  
**To:** Transportation;  
**Cc:**

**Subject:** Re: REVERSAL OF TRAFFIC FLOW

Hello, There is now much concern regarding lung disease from diesel fumes in railways and factories from the past. Traffic from the police station tailbacks to the Central Church in summer, summer not the peak weeks. Residents will now be lumbered with filthy grime windows and discoloured sandtex. So much for government preaching about environment issues. Also in Torre very narrow pavements. You will be changing the system again as the population increases. Pavements in Union Street are now too narrow for footfall. Like Cumbria flood defences this will be another missjudgement. Thanks,

-----  
On Tue, 8/12/15,

wrote:

**Subject:** REVERSAL OF TRAFFIC FLOW  
**To:** [transportation@torbay.gov.uk](mailto:transportation@torbay.gov.uk)  
**Cc:**

**Date:** Tuesday, 8 December, 2015, 9:57

Dear Transport

We ask what is the point of increasing traffic into the town centre where is it going Abbey Road. Traffic did not increase trade just look around other Towns and Cities. The government has advised councils to reduce traffic into Town centres not increase did Torbay council not get the message regards

## Hopkinson, Shirley

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From: Transportation  
Sent: 09 December 2015 17:53  
To: Highways  
Subject: FW: REVERSAL OF TRAFFIC FLOW

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

From:  
Sent: 09 December 2015 12:19  
To: Transportation:  
Cc:

Subject: RE: REVERSAL OF TRAFFIC FLOW

Subject: Reversal of Traffic  
Dear Sirs/Madams,

I am writing you regarding the new Road Traffic regulation proposal in Torre. I would like to object this proposal.

In my opinion, this plan wasn't thought out enough. Sometimes you need just a bit of common sense and not particularly to be a civil engineer to notice that major alternations must be done for buses, lorries and other HGV with consequences for the area: pollution, noise, lack of privacy.

Torre is already deprived area. For some reason the most of the problematic people in the town leave here. What will captivate the people arriving in Torquay via Torre? Dealing on the street, strange people stalking, roving and lots of privet houses. Even the new bus stop is near by South Devon Community Drug and Alcohol Service Shrublands House. Who we would like to accommodate with the new road traffic layout? Perhaps the local businesses?

We did our research and it is a fact that 90% of the local businesses we spoke to don't believe that the traffic reversal will change their business.

They think that because "Torre is not a browsing area...", "...we don't have Debenhams and Hoopers". "In the past, Torre was a very vibrant area because there ware a butcher, chemist, baker, fruit and veg shop".

On your plan, there even no signage "Local shops" to promote them.

So why you want to spend such an amount of public money for something that most probably want work. What is the fundamental change that will make this plan work this time?

As a taxpayer I would like to have answers. I love my area and I would like to see it prosperous, successful. I have no doubt that the Council think and would like to do his best as well. I wish Residents, Business and Council can communicate and go in one direction.

Sincerely yours,

Torquay

-----Message d'origine-----

De :  
Envoyé : mardi 8 décembre 2015 21:41  
À : [transportation@torbay.gov.uk](mailto:transportation@torbay.gov.uk);

Re: REVERSAL OF TRAFFIC FLOW

Hello, There is now much concern regarding lung disease from diesel fumes in railways and factories from the past. Traffic from the police station tailbacks to the Central Church in summer, summer not the peak weeks.

Residents will now be lumbered with filthy grime windows and discoloured sandtex. So much for government preaching about environment issues. Also in Torre very narrow pavements. You will be changing the system again as the population increases. Pavements in Union Street are now too narrow for footfall. Like Cumbria flood defences this will be another missjudgement.

Thanks,

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On Tue, 8/12/15,

!:

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Date: Tuesday, 8 December, 2015, 9:57

Dear Transport

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## Hopkinson, Shirley

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**From:** Transportation  
**Sent:** 09 December 2015 17:55  
**To:** Highways  
**Subject:** FW: Torre traffic reversal

FYI – We have responded to this enquiry, as it was more directly related to the service 12. However John C has asked for this to be logged so that we take it into account of the total correspondence received

Regards,

David Whiteway  
**Team Leader - Future Planning & Transport**  
**Torbay Council**  
2nd Floor Electric House  
Castle Circus  
Torquay  
TQ1 3DR  
Office: 01803 208828  
Mobile: 07920 247651  
[david.whiteway@torbay.gov.uk](mailto:david.whiteway@torbay.gov.uk)  
<http://www.torbay.gov.uk/index/transportandstreets.htm>

This email and any attachments are intended solely for the use of the intended recipient(s) and may contain confidential information and/or may be legally privileged. If you have received this email in error, please notify the sender immediately and delete this email.

**From:**  
**Sent:** 05 December 2015 17:22  
**To:** Transportation  
**Subject:** Torre traffic reversal

My main objection is that the outward number 12 bus service does not call at Castle Circus , it has been suggested that this could do a loop around the Town Hall but this will only add to the journey time and increase pollution and congestion .

I think the whole scheme is a waste of money , it is being justified in order to boost the trade of the Torre shops , shopping areas on the edge of town centres in most towns are in decline , this is due to competition from out of town shopping centres and the internet ,the only solution is to allow the properties to be converted into residential use .

# communitypartnership

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**we don't just talk - we do!**

Response to:

**BOROUGH OF TORBAY (UNION STREET) (ONE WAY) ORDER 2015**

The above Order was discussed by a public meeting of the Community Partnership held on 18<sup>th</sup> November 2015. This document records the recommendations of that meeting and a summary of the discussion held. This forms the formal response by the Torre & Upton Community Partnership to the Order.

**BACKGROUND:**

The Partnership has held two Public Meetings (21st October 2015 and 18th November 2015) at which the primary topic has been the reversal of traffic flow through Torre. This has been in response to public concerns about some aspects of the scheme, and the need for information about progress; timescales and actions taken in response to previous concerns.

The Mayor; Tormohun Ward Councillors; a Stagecoach representative and Highways officers were invited to the November meeting in order to provide a complete, up-to-date and accurate statement about the scheme and respond to public questions. Alas, neither the Mayor nor Highways officers could attend due to other commitments. Cllrs. Lang and Excell were advised by Council Governance Support not to attend due to potential conflict of interest, as both own business in the area. The absence of Highways Officers also underpinned this decision. The Deputy Mayor, Cllr Derek Mills, attended on behalf of the Mayor. Ward Councillor, Mandy Darling, attended. Mr Graham Bailey represented Stagecoach Ltd. As no Highways Officers could attend, the Partnership Chair, Mrs Susie Colley, was given a briefing by officers ahead of the meeting and provided with display materials.

The meeting co-incided with the publication of the Notice of Proposals for Union Street and Tor Hill Road. So, it was decided that the outcome of the meeting would form the Partnership's formal response to these Notices.

Please note that in **January 2015** the Partnership submitted the following statement in response to the original public consultation:

*"The majority of members of the Torre and Upton CP welcome the reversal of the traffic flow through Torre. However, it was felt that there was insufficient detail provided for the group to decide whether the route should continue straight ahead, or follow Trematon Avenue, round past the library. The main concern for the direct route was the fact the majority of traffic coming into Torquay town centre flows down Tor Hill Road, and this could lead to serious traffic jams and/or a confusion of traffic lights by the town hall."*

# community *partnership*

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**we don't just talk - we do!**

The Partnership still recognises the potential benefits of the scheme but has identified a number of aspects that we believe need to be considered and addressed by the Transport Working Party, if the scheme is to be a success.

## **RECOMMENDATIONS:**

- a) That all members of the Transport Working Party make a publicised site visit to Brunswick Square and Morgan Avenue prior to its meeting on 17<sup>th</sup> December, in order to be fully aware of the implications of the Order on local residents, businesses, pedestrians and road users.
- b) That the Transport Working Party questions the robustness of vehicle monitoring results which appear to be based on very limited timeframes and seasonal traffic volumes.
- c) That a weight limit be imposed on traffic travelling through Brunswick Square, along Union Street to the junction with Trematon Avenue, in order to exclude Heavy Good Vehicles (HGVs), but permit public transport vehicles.
- d) That the proposed "cut-away" in the existing inner-lane on Upton Road, running alongside Home Palms House, be designated a "Loading Bay" (on the assumption that Emergency Vehicles may use this if the need arises).
- e) That the proposed priority at the junction of Union Street with Trematon Avenue be changed so that vehicles travelling from Brunswick Square have priority, turning into Trematon Avenue, over those travelling from Castle Circus.
- f) A "No Right Turn" from Tor Hill Road into Morgan Avenue should be introduced, in order to prevent Morgan Avenue being used as a short cut for vehicles seeking to avoid the junction at Central Church.
- g) That the Transport Working Party ascertains if there will be a net loss or gain of parking spaces along Union Street if the scheme proceeds, and takes steps to minimise any loss.
- h) That further consultation, based upon robust and transparent information, is undertaken to establish the impact on bus passengers in terms of fares; bus stops; routes and services.

## **OTHER POINTS OF DISCUSSION/CONCERN:**

- a) Residents of Home Palms House fear that the scheme will result in increased traffic noise and exhaust fumes. Increased traffic flow poses a higher risk to vehicles entering and leaving the Home Palms House car park. There will be a loss of privacy for those residents living on the first floor whose windows will now be regularly overlooked by double decker bus passengers.

# community *partnership*

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b) Residents in Morgan Avenue fear the scheme will cause more drivers to use this road as a rat run. They are not reassured by the poor response and engagement there has been to long-standing concerns they have raised with Highways and the Transport Working Party following accidents, injuries and damage caused by drivers.

c) Businesses in Torre anticipate increased custom as a result of traffic reversal.

d) The junction at Central Church should remain controlled by lights, and not converted into a round-about. This is important to ensure the safety and convenience of pedestrians using this busy route.

e) There is much concern that the current bus related proposals will be detrimental to the elderly, infirm and those with young children and may deter people from travelling by bus into the town centre, which will be counter-productive.

f) The meeting heard anecdotal evidence that the traffic flow monitoring stations were only in situ for a short duration and "out of holiday season", thereby providing a poor basis for assessment.

g) There is a belief that the Transport Working Party has not conducted site visits. Some attendees considered that this is detrimental to making such important and far reaching decisions.

Footnote: Steering Group members and members of the public at the meeting had the advantage of access to up-to-date plans and information courtesy of Highways. Such detailed information is not available online or at Connections as part of the Notice of Proposals for Union Street or Tor Hill Road Orders.

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Response to:  
**BOROUGH OF TORBAY (TOR HILL ROAD) (PROHIBITION OF RIGHT TURN)  
ORDER 2015**

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# community *partnership*

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**RECOMMENDATIONS relevant to Tor Hill Road:**

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TORRE AND UPTON

# **community***partnership*

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