



Friday 23rd September 2011

TRANSPORT WORKING PARTY

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

Thursday, 6 October 2011

commencing at **4.30 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 Hernandez

Our vision is for a cleaner, safer, prosperous Bay

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

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TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes of last meetings: 16 August 2011 & 5 September 2011** (Pages 1 - 4)
3. **Cockington Traffic Regulation Order - Size of Local Buses and Parking Restrictions** (Pages 5 - 32)
4. **Hele Road Air Quality Management Area** (Pages 33 - 40)
5. **Torre Traffic Review** (Pages 41 - 46)
6. **Palace Avenue, Paignton - Road Safety Scheme** (Pages 47 - 54)
7. **St Michaels Traffic Action Zone** (Pages 55 - 72)
8. **Beacon Hill, Torquay - Consideration of objections received to the advertisement of proposed traffic regulation order** (Pages 73 - 82)
9. **Date and time of next meeting**
17th November 2011, 4.00pm

Agenda Item 2

People (Communities) Policy Development Group – Transport (Part 2)

Action notes of meeting

16 August 2011

Present:

| |
|-----------------------------|
| Councillor Alison Hernandez |
| Councillor Robert Excell |
| Councillor Nicole Amil |
| Councillor Darren Cowell |
| Councillor Ian Doggett |
| Councillor Pete Addis |
| Councillor Steve Darling |

1. Apologies for absence

Cllr Ray Hill represented by Cllr Pete Addis

Cllr Alan Faulkner represented by Cllr Steve Darling

2. Transport Issues

Councillors gave due consideration to the following reports:-

(a) Preston Congestion Relief Scheme – Review of the Alterations to parking Arrangements Eugene, Morin, and Paris Roads

No alterations are to be made to the parking and the existing traffic regulation orders are to be retained. However access lines are to be provided to any driveways in Eugene Road that do not have them.

(b) Hollicombe to Paignton Harbour Cycle Route

That the link is progressed using the £100k from the growth point funding and 106 contributions are to be considered for providing public transport bus links to the area.

(c) Esplanade Cycle Route – Consideration of Objections to Traffic Regulation order

That the order is implemented as advertised. Ken Robertson spoke in favour of the scheme.

(d) Torquay Sea Front Parking Review

Members recommended option A3.4 that the peak hour restrictions are removed to allow all day parking. However the turn over of spaces are to be managed through on street pay and display with a maximum stay of 4 hours but with no "no return restriction".

(e) Bus Route 33 Reinstatement

Members recommended that the current funding within the subsidised bus route budget is used to provide a bus route 33 during peak hours.

(f) Cockington Traffic Regulation order – Size of Local Buses

This item was deferred to the next meeting in order to allow the issue to be presented to the Cockington Community Partnership.

Overview

Members voted unanimously in favour of all items except Torquay Sea front Parking Review, where 4 Members were in favour and 3 abstained.

A sub-group known as the Transport Working Party to be established to deal with transport issues to be discussed in public, comprising the seven members of the People (Communities) Policy Development Group (unless the Group Leaders determine otherwise). This is an informal group whose role is to make recommendations to the decision-maker who will then make a formal decision on the matter.

3. Date of next meeting

Thursday 6th October 2011, at 4.30pm in the Meadfoot Room

Minutes of the Transport Working Party

5 September 2011

-: Present :-

Councillor Ray Hill (Chairman), Councillor Nicole Amil, Councillor Darren Cowell, Councillor Ian Doggett, Councillor Robert Excell, Councillor Alison Hernandez and Councillor Ruth Pentney

(Also in attendance: Sue Cheriton, Patrick Carney, Mayor Gordon Oliver, Councillor Pete Addis, Councillor Jane Barnby, Councillor Stephen Brooksbank, Councillor Dave Butt, Councillor Bobbie Davies, Councillor Chris Lewis, Councillor Mike Morey, Councillor Julien Parrott, Councillor Christine Scouler, Councillor John Thomas, Councillor David Thomas and Katie Lusty)

1. Speakers

Peter Cracknell; Mark Sangan; Mark Wildman; Frank Sobey; Patrick Woodwark; Jeremy Cavanna; Susie Colley; Arthur Christian; Robin Hart; Chris Howell.

2. Proposed Review for Parking Services

Proposed locations for on street pay and display

| | |
|--------------------|--|
| Torquay | |
| Torbay Road | Between King's Drive and Belgrave Road - both sides of carriageway |
| Old Newton Road | Between Rougemont Ave & Orchard Way |
| Nicholson Road | From Sainsbury's roundabout to Riviera House |
| St Marychurch Road | Babbacombe Road to Priory Road |
| Manor Road | Babbacombe Road to Stanley Road |
| Chilcote Close | North side |
| Lymington Road | Jct Trematon Ave to Sunbury Hill |
| Magdelene Road | Jct Trematon Ave |
| Trematon Avenue | Existing limited waiting bays |
| Babbacombe Road | Between Torwood Gardens Road and Braddons Hill Road East |
| Pimlico | Outside Madrepore Place |
| Paignton | |
| Marine Drive | Existing Limited Waiting Bays |
| Marine Parade | Boundary of No 1 North Easterly |
| Kernou Road | Existing Limited Waiting Bays |
| Beach Road | Existing Limited Waiting Bays |
| Garfield Road | Existing Limited Waiting Bays |
| Roundham Road | Existing Limited Waiting Bays |

Summary of written objections

43 letters/emails were received – 2 in support, 41 in objection. Some of these were from groups of employees or residents. 3 objections were also received by telephone. Petition of 23 in advance was received, and petition of approximately 1,175 was presented at the meeting. These petitions were not in relation to any of the above locations.

Outcome

To consult with the Community Partnerships, residents, and businesses affected in the areas where parking meters are proposed. Following consultation to bring a further report to the Transport Working Party for consideration prior to recommendations being put forward to Full Council later in the Autumn.

3. Date, time and venue of next meeting

Thursday 6th October 2011, 4.30pm, Meadfoot Room, Town Hall, Torquay



Title: **Cockington Traffic Regulation Order – Size of Local Buses and Parking Restrictions**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **All Torquay Wards as the bus service affects Torquay passengers**

To: **Transport Working Party** On: **6th October 2011**

Key Decision: **No** **Implemented following legal procedures.**

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

Contact Officer: **Richard Brown**
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E.mail: **Richard.brown@torbay.gov.uk**

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

- 1.1.1 Continuation of two affective bus routes which serve Cockington Village, Cockington Court and Nut Bush Lane through affective access.
- 1.1.2 Improve disabled access to and from Cockington Village and Court to meet DDA requirements through the use of low floor buses which are 7.4 metres in length.
- 1.1.3 Provide residents from Nut Bush Lane access to Torquay through the provision of public transport.
- 1.1.4 To keep access from Torquay Seafront to Nutbush Lane clear for the bus services and emergency vehicles all year round.
- 1.1.5 Provide residents parking on street in the area of the Almshouses and Rosary Grange including specified disabled parking where possible.

2. Recommendation(s) for decision

- 2.1.1 To adopt the Traffic Regulation Orders for the revised vehicle size to allow local bus services to carry customers with mobility difficulties and meet the DDA Act 1995 for vehicle accessibility compliance. This ensures that buses of 7.4 metres in length can travel in both directions in Cockington Lane between the junction of Old Mill Road and the Village Square.
- 2.1.2 To introduce on street Disabled Parking Bays close to the Almshouses.
- 2.1.3 To create specific parking places within Cockington Lane from Torquay Seafront to Nutbush Lane to allow access for the buses and emergency vehicles all year round. To action this point Traffic Regulation Orders will need to be advertised and the public consulted with objections considered by the Policy Development Group at a later stage.
- 2.1.4 Officers to investigate the implementation of residents parking in the area in Cockington Lane by the Almshouses and Rosery Grange most affected by the new parking restrictions subject to approval from the Department of Transport.

3. Key points and reasons for recommendations

- 3.1 If the vehicle size for the local bus services in Cockington isn't revised on a permanent basis they will not be able to carry residents or visitors with mobility restrictions and will continue to experience loading problems due to the limited capacity of the vehicles.
- 3.2 The vehicles will not comply with the Disability Discrimination Act 1995 (DDA) and may be forced to withdraw from Cockington Village by 2015.
- 3.3 The Travel Plan for Cockington Court clearly states the bus service needs improved frequency of service, particularly in the winter months and aims to actively promote the bus links to and from Cockington Court. The Torbay Development Agency supports the larger buses as it is hoped that the services will bring in customers for the craft businesses operating at Cockington Court.
- 3.4 Some residents (especially from the Almshouses) who have been affected by the parking restrictions have stated that they would like the Council to consider on street disabled parking and dedicated residents parking to assist them. Any introduction of such parking bays without the need for ground lining works will need to be approved by the Department of Transport.
- 3.5 If specific parking areas can be introduced along Cockington Lane all year round this will encourage drivers to park correctly and allow access at all times for the bus and emergency services.

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

Richard Brown – Service Manager, Community, Leisure and Transport

Supporting information

A1. Introduction and history

- A1.1 Bus Routes 50 and 62 run by two different companies currently operate local services into and out of Cockington Village from Paignton and Torquay.
- A1.2 Route 62 run by Chelston Leisure Services/Local Link operates the only bus service from Torquay into Cockington to accommodate the needs of residents and visitors throughout the year. During peak periods the bus service is increased in capacity to meet demand. Route 62 exits the village through the one-way system via Cockington Lane to Nutbush Lane.
- A1.3 Route 50 operated by Devonian Motor Services is a new commercial service which commenced on the 11th April 2011 and operates the only bus service from Paignton into Cockington. Route 50 turns around in the village and exits via Cockington Lane back to the Seafront. This manoeuvre has been assessed and agreed by the Council's Traffic Engineer. The operator of this route has stated that he is not prepared to alter his route and run through the village to Nutbush Lane because this will add considerably to his operating costs due to the fact that his mileage would double and fuel costs would double. In addition to this his customers would be inconvenienced because they could not return to their original boarding point without having to travel around the whole loop. Any alterations to the existing route would seriously affect the operators Business Plan and put the route in jeopardy of being withdrawn.
- A1.4 In 2008 the Council amended the Cockington Prohibition of Driving Order to address problems experienced by the operator regarding the length and capacity of the buses allowed into Cockington from 12-seater vehicles to 16-seater vehicles.
- A1.5 Due to the popularity of Cockington Village and the improvements being made at Cockington Court, as part of the Sea Change Project, the Bus Services are the main means of public transport into this area and require larger vehicles in order to address capacity and DDA issues.
- A1.6 During 2010/11 a total of 40,937 passenger journeys were made on Route 62 out of which 36,861 were concessionary pass holders.
- A1.7 The Disability Discrimination Act 1995 (DDA) lays out the Vehicle Accessibility compliance dates in respect of new and existing vehicles and Local Link / Chelston Leisure Services are very aware that they will need to convert their vehicles operating on this route to low-floor easy access by 2015 at the latest. The passenger numbers above clearly show there is a need to have a low-floor easy access vehicle on this route at all times, in order to assist the vast majority of customers.
- A1.8 The bus services were experiencing severe problems operating due to the lack of parking restrictions. This involved on some days bus route 62 being cancelled as buses have got stuck due to obstructions by parked vehicles. Temporary parking restrictions have been introduced to assist the bus operators with their services into and out of Cockington. The restrictions will also assist the Emergency Services.

A1.9 The parking restrictions along the lower part of the lane from the Seafront to Cockington Village are seasonal therefore from the end of September the bus services will experience access problems unless the restriction is altered to all year round. One Bus Operator has already stated they will remove Cockington from their scheduled route should the parking restrictions not be implemented. Officers are looking at areas where parking bays can be allocated in the wider parts of the lane.

A1.10 The owner of the village car park has been approached in relation to the residents of the Almshouses hiring some parking spaces in the car park but the cost of £30 per week for each parking bay would be unaffordable to the residents and the Council would be unable to fund such a scheme in a privately owned car park.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.2 Without the parking restrictions the bus service can not operate and will have to be cancelled due to the access issues.

A2.3 It is a duty of the Council to carry out reasonable practicable measures to assist the Public Transport Operators with the efficient operation of their services. The implementation of Traffic Regulation Orders requires publication of legal notices and legal Orders to be sealed.

A2.4 The removal of on street parking is very controversial and has caused a lot of concern to residents who have properties with no off street parking.

A2.5 Any additional permanent parking bays introduced in the area by the Almshouses and Rosary Grange will require Department of Transport approval due to the nature that there are no ground markings relating to parking restrictions in Cockington.

A2.2 Remaining risks

A2.2.1 There will be resistance from those residents who will be unable to park on the road due to the new parking restrictions. Although this will be mitigated through the introduction of some on street disabled parking and residents parking bays.

A3. Other Options

A3.1 Do not adopt the Traffic Regulation Orders for the revised vehicle size. This will mean that customers with mobility difficulties wishing to visit Cockington will continue to struggle or be unable to use public transport to this area. The services will also be unable to meet the DDA Act 1995 for vehicle accessibility compliance in 2015.

A3.2 Do not introduce disabled bays close to the Almshouses or consider residents parking in this area. This will mean that residents will find it extremely difficult to park close to their homes especially during peak season.

A3.3 Do not implement the parking restrictions all year round and create specific parking places within Cockington Lane. This could mean that Cockington Court and Nut Bush Lane lose their bus service.

A4. Summary of resource implications

A4.1 As a guide, initial estimates to introduce highway markings will equate to approximately £5,000. This scheme is to be funded via Capital financing through the Local Transport Plan

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

A5.1 Improved access all year round for the disabled visiting Cockington Court and the new craft units and improved access for disabled customers & residents of Nut Bush Lane through the provision of public transport.

A5.2 Reduced on street parking for residents with no off street parking and in particular a number of disabled residents are affected. Although in the area of the Almshouses which is the most affected area it is hoped to mitigate these problems through the provision of on street residents parking bays subject to Department of Transport approval.

A6. Consultation and Customer Focus

A6.1 The consultation on Appendix 1 was carried out **prior** to the commencement of the new Paignton Bus Service.

In summary 19 Residents, 6 Residents & Businesses, 3 Businesses and 1 Bus Passenger responded to the questionnaire.

18 respondents agreed with the proposed parking restrictions from the Drum Public House. 4 respondents agreed provided their comments about residents parking especially for the Almshouses were taken into account. 6 respondents disapproved of the proposed parking restrictions.

19 respondents approved of the larger sized buses. 10 respondents disapproved.

The main issues raised by residents were:

1. Difficulties with 2 buses passing each other in the lane
2. Difficulties for the residents of the Almshouses (some of which are disabled) having no parking spaces close to their homes
3. Parking restrictions in the lower part of the lane from the Seafront to the Village should be all year round
4. Concerns about a bus turning within the Forge area and conflict with the horses
5. Requests for some residents parking

A6.2 The consultation on Appendix 2 was carried out **during the trial period of the larger buses**. This second part of consultation was requested by Members during the trial of the larger bus at the meeting of the Transportation Working Party on the 18th March 2011.

Questionnaires were asked to be returned by 31st July 2011 and were distributed to 67 businesses/residents, 53 responded being a very good response rate of 79%, plus 3 surveys from bus passengers

In summary 32 Residents, 10 Residents & Businesses, 11 Businesses and 3 Bus Passengers responded to the questionnaire.

40 respondents approved of the larger sized buses. 16 respondents disagreed with the larger sized buses.

The main issues against the proposals raised by residents were:

1. Hold ups/grid lock in Cockington Lane & vehicles being damaged
2. Larger buses are too big for the lanes and take up too much space
3. Buses not in keeping with village
4. Speed limit needs introducing
5. Buses are noisy
6. Families will not revert to the bus and will still use their cars
7. Accepting larger vehicles is a retrograde step in sustaining the valley as a valuable asset
8. Buses are often empty and the smaller buses are adequate
9. Residents parking required if parking restrictions introduced
10. One bus waits/turns in the square not commensurate with village image
11. Not enough passing areas for cars let alone buses

A6.3 Members at the last meeting of the Transport Working Party on the 16th August 2011 asked that Officers further consult with the Ward Partnership during their meeting in September. This consultation took place and subsequently the Ward Partnerships comments are as follows:

“The Traffic Order for larger buses was discussed and the Cockington Forum suggested that the buses are one way only, and are supportive of the buses not turning around in the middle of the village.

Regarding the No Parking All Year Round, the Cockington Forum supported this, but felt that there should be residents parking for Rosery Grange.

The Cockington Forum had discussed additional parking areas on the road from Old Mill Road into the village where parking could be included in the wider areas of the road. This requires further discussion about the areas, and is due to be circulated to the group.”

A7. Are there any implications for other Business Units?

A7.1 Torbay Development Agency – as the failure to provide the bus service to Cockington Court for the craft businesses will affect their travel plan and ultimately some potential customers will not be able to access this area.

Appendices

Appendix 1 Consultation Part One

Appendix 2 Consultation Part Two

Consultation results from the Ward Partnership.

Documents available in members' rooms

None

Background Papers:

None

Results of Cockington Consultation March 2011

Appendix 1 - 1st Cockington Consultation

| File ref | Postcode | Res | Business | Both | Approve parking restrictions | Approve large bus | Comments |
|----------|----------|-----|----------|------|------------------------------|-------------------|---|
| 1 | TQ2 6XA | Y | | | Y | N | Two buses trying to pass on Cockington Lane would be impossible. They would park where the horse & carriages go & would totally ruin the look of the village. |
| 2 | TQ2 6XA | | | Y | N | Y | Restrict parking up to stables only |
| 3 | TQ2 6XB | Y | | | Y | Y | As much as I approve of the parking restrictions and the larger buses in Cockington, it still does not give me anywhere to park my car. I am a pensioner on a limited income, so therefore I am unable to afford parking fees. |
| 4 | | Y | Y | Y | Y | Y | It should be all year No parking. Easter is too late a start & caused so many hold-ups this year because Easter was late. Should start March till October. |
| 5 | TQ2 6XA | Y | Y | Y | Y | Y | |
| 6 | TQ2 6XD | Y | | | Y | N | I approve of parking restrictions <u>but</u> resident parking should be allowed somewhere along the lane as people just park anywhere but residents are more considerate. Keep the Paignton Bus though. |
| 7 | TQ2 6XA | | Y | | Y | Y | The buses from Paignton are very useful to us as Paignton is a busy tourist town, which brings more customers to the businesses of Cockington. |
| 8 | TQ2 6XB | Y | | | Y/N | N | I agree with parking restrictions in Cockington Lane to a point just past the stables & Meadow Farm but feel Rosery Grange too far. Residents @ the Almshouses & Meadow Cottages & the Stables have no parking facilities. Maybe it would be possible to allot parking between stables & Rosery Grange. |
| 9 | TQ2 6XD | Y | | | N | N | |
| 10 | TQ2 6XN | Y | | | N | N | |

Results of Cockington Consultation March 2011

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| 11 | TQ2 6XA | Y | | | | Y | N | |
| 12 | TQ2 6XA | Y | | | | Y | Y | In favour of new route from Paignton. |
| 13 | TQ2 6XA | Y | | | | Y | N | (1) Needs extra enforcement on existing restrictions. (2) Concerns about forge area & bus turning |
| 14 | TQ2 6XA | Y | Y | Y | Y | Y | Y | Although we're in approval of Q 3 (restrictions from Drum PH), parked vehicles do in fact slow the traffic down. Would make final decision after the trial period regarding Q4. |
| 15 | TQ2 6XA | Y | Y | Y | Y | N | N | Turning could be a problem in Forge area. If through route only, would be happier. |
| 16 | TQ2 6XA | Y | Y | Y | Y | Y | Y | Concerns about parking still allowed part of the year between Lanscombe House and Seafrost - needs to be restricted on this stretch all year too. |
| 17 | TQ2 6XA | Y | | | | Y | Y | Residents need facilities for parking near Meadow Farm Concerns re turning in the Forge area |
| 18 | TQ2 6XD | Y | | | | Y | Y | |
| 19 | TQ2 6XB | Y | | | | Y | N | |
| 20 | TQ2 6XB | Y | | | | Y (*) | Y | (*) Approve as long as we can have residents parking |
| 21 | TQ2 6XB | Y | | | | Y (*) | Y | (*) I will approve parking restrictions as long as we will have resident parking. The new bus is what this village wants. |
| 22 | TQ2 6XB | Y | | | | N (*) | Y | (*) unless there is parking for residents. Just somewhere to park within reason of the Almshouse as some of the residents are disabled and are restricted to walking great distances to get to their cars. |

Results of Cockington Consultation March 2011

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| 23 | TQ2 6XA | Y | Y | Y | To sustain Cockington's touristic viability and the businesses therein it is imperative that visitors have access and to allow buses, suitably sized and equipped, to access the zone would be beneficial to all business owners. Residents would also have the added bonus of a viable transport system in and out of the village. |
| 24 | TQ2 6XA | Y | Y | Y | Please extend the parking restrictions as far as possible. But would be in favour of a few spaces for residents only ie: for the Almshouses (nb unless Westcountry can restrict their tenancies to residents without cars). |
| 25 | TQ2 6XA | Y | Y | Y | Please allow parking for Almshouses somewhere. |
| 26 | TQ2 6XB | Y | Y? | Y | Summarised:- As long as parking spaces for residents - we are all elderly with disabilities and hardly anywhere to park at present. We are supportive of the buses to Paignton and other changes but not at a cost to us residents losing parking. |
| 27 | TQ2 6XA | Y | Y | Y | Summarised: - Bus size:- The proposals for a larger bus seem to be in line with EU legislation regarding access to buses and the need for additional mechanisms. The larger bus (9m) would be beneficial for businesses in Cockington, but not essential. Parking by Drum Inn: Having seen the chaos that can be caused by the existing pinch point in this vicinity by a combination of parking (poor or otherwise) and traffic exiting the village, it would seem sensible to approve this suggestion to move the restriction further along. Given that this could impact adjacent properties, could not some dispensation be given to them for parking their own vehicles on their property so that they are not unduly inconvenienced by such a change. |

Results of Cockington Consultation March 2011

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| 28 | TQ2 6XA | | | | | <p>LETTER - Summarised:- Service 50 started last week & I have already used it twice. The drivers are courteous and I have spoken to a number of other residents who feel the same. The service fills a gap in local public transport without having to travel to Torquay first and is especially useful as it runs on Sundays. It is often untidy parking that creates problems. When considering additional parking restrictions in the village please also review the position of the existing demarcation points as moving them by 20m would provide much safer access. Please review the need for overnight restrictions on parking as no bus is then required and those residents without off-street parking would not feel so disadvantaged.</p> |
| 29 | TQ2 6XA | Y | N | N | | <p>EMAIL - Summarised:- We feel that restrictions will have a significantly detrimental effect on residents in that part of village. We feel that their needs should be given greater priority over the 'needs' of visitors and I do not see why a larger bus is a necessity for visitors. We disapprove of larger buses; if the current service is inadequate perhaps the Council should consider increasing the frequency of the smaller bus. A larger bus would no doubt disrupt horse & carriages, and could be a hazard to walkers, cyclists and other cars. The village road network is simply not suitable. I feel that larger buses would detract from the charm of Cockington the very thing which attracts visitors and it is already easily accessed by car, cycle, or on foot. I don't see the ecological benefit.</p> |
| 30 | | | | | | <p>I note with interest that you are intending to limit buses over a certain size to use Cockington Lane and Village. Will this also apply to delivery trucks, dustcarts etc? (your traffic order 2011)</p> <p>While on the subject of Cockington, what arrangements have you made regarding residents of the Almshouses who have cars, or use of, for parking when you extend the No Parking in Cockington Lane. As at least three people are registered disabled and are restricted to walking long distances. Many years ago there was talk of a car park but now appears to have died a death.</p> |

Results of Cockington Consultation March 2011

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| 31 | TQ5 0NQ | N | N | Y | <p>I am writing to support a much needed bus from Paignton to Cockington. I used it with a friend last Monday (11th Apr), had absolutely no problems along the lane. We did see quite a few very large lorries making deliveries etc; very much larger than our bus. I live in Galampton and have walked to Maypool towards the Youth Hostel when I was fitter and that <u>is a really narrow lane</u>, but they had coaches etc transporting the young people to the hostel. I'm sure the bus will be of great benefit to our bay especially regarding the visitors.</p> |
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Results of Cockington Consultation July 2011

Appendix 2 - 2nd Cockington Bus Consultation July 2011

| File ref | Postcode | Res | Busi-ness | Both | Approve large bus | From BUS Pax | Comments |
|----------|----------|-----|-----------|------|-------------------|--------------|--|
| | | | | | | | 4 - Please state why you approve/disapprove of the larger sized buses. |
| | | | | | | | 5 - Please include any additional comments you may have on the proposal. |
| 1 | TQ2 6XD | Y | | | N | | 4 - There have been several serious hold ups already with cars being damaged (scratched). They are not always driven responsibly - much too fast. The centre of the village is a mess, cluttered up with extra people and buses. 5 - We desperately need a 20mph speed limit. Please, we need residents parking. |
| 2 | TQ2 6SH | Y | | | Y | | 4 - I use these buses frequently for journeys - Palace Theatre/Chelston and Chelston/Palace Theatre. Sometimes they are full. With the buses only running every 30 minutes it is good to have extra seating. 5 - Is the proposal to run the 32 up Walnut and St Matthews Road still alive? |
| 3 | TQ2 6XA | | | Y | Y | | 4 - Hopefully they will cut down on cars - they bring more people in. And the Paignton link has been greatly appreciated. Hope they're able to continue through the Winter. These are the feelings of 3 adults living here |
| 4 | TQ2 6XA | Y | | | N | | 4 - They are too big for the lanes making reversing necessary. They are not good for the walkers or walkers with dogs or prams. They take up too much space. 5 - Smaller minibuses are acceptable. When parking along the lanes comes back in September these buses will <u>not</u> be able to pass by the parked cars and traffic jams will occur. |
| 5 | TQ2 6XA | Y | | | Y | | 4 - Not really affected, but have no reason to disapprove. |

Results of Cockington Consultation July 2011

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| 6 | TQ2 6HZ | Y | | Y | <p>4 - Now that the buses are regular, keep to their timetable, and are not diverted to other jobs as was once the case, the service has become very useful to local residents, particularly now that Paignton is included. The larger buses are just about capable of accommodating the no of visitors at the busiest times when the drivers seem able to cope with a congested Cockington Lane.</p> <p>5 - At less busy times the buses often run well nigh empty depending on the time of day but that is the necessary consequence of a regular fixed timetable.</p> |
| 7 | TQ2 6PN | Y | | N | <p>4 - Cockington is an old beautiful village and the buses I have seen are not in keeping. However, if 'old fashioned' looking buses could be used (but in good condition) it would be acceptable to me. I have seen some in Bath and it would make it a special ride, not a regular ride.</p> <p>5 - I do think there would have to be a maximum speed 15mph as on sunny/day days the valley road can be lethal on bends and anyway there would be more pedestrians wandering around and some cars go too fast let alone with buses to avoid.</p> |
| 8 | TQ2 6RR | Y | | Y | |
| 9 | TQ2 6XB | Y | | Y | <p>4 - Hopefully business will improve for the village, and Manor House units and it's run in the right way. The only problem we have is, being a resident in the almshouses, we have no parking facilities and we are mostly disabled in some form. We can't now park on the side of the road.</p> <p>5 - Because of the parking problem above we use the buses as much as possible. But in the past, the Torquay bus in the winter only ran one day a week for 4 hours. We look forward to a decent winter service. We also think the buses should start at 9:00 and finish at 17:30. 4:00pm is too early to finish - no wonder the village is like a ghost village after 4:00pm, and the shops should support this also.</p> |
| 10 | TQ2 6XA | | Y | Y | <p>4 - There are larger numbers of visitors due to the new bus and it is a very regular service.</p> |

Results of Cockington Consultation July 2011

| | | | | | |
|-----------|---------|---|---|---|---|
| 11 | TQ2 6XB | Y | Y | Y | <p>4 - Any bus service is approved as it's the only way to get anywhere as I have a car which I don't use at weekends as you can't park anywhere after 11 am in the mornings. When you try to get home any time during the day it's hopeless.</p> |
| 12 | TQ2 6XA | Y | N | N | <p>4a - Too large for lanes, especially 1 way round that goes past Meadow Farm and out of the village. 4b - Half empty most of the time, no need to have such large buses with so many seats. 4c - Lanes too narrow to sustain 2 way traffic that includes a bus. 4d - No yellow lines / no parking zones implemented before buses started to run so we've had gridlock a few times. 4e - Noisy - can't you use electric buses 4f - Driven too fast past horse & carriages</p> |
| 13 | TQ2 6XA | Y | N | N | <p>4 - Creates traffic congestion. 5 - Potential danger to visitors to the village because of making difficult driving conditions.</p> |
| 14 | TQ2 6LS | Y | Y | Y | <p>Bus 62 I think for the summer months a larger bus is needed; for the Winter months, maybe the smaller one.</p> |
| 15 | TQ2 6PN | Y | Y | Y | <p>Because I think Cockington needs a local bus service. There seems to be no bus service which takes in the top of Vicarage Hill, the only one being at the bottom of Walnut Road.</p> |
| 16 | TQ2 6XD | Y | N | N | <p>4 - The pre-existing bus service seemed perfectly adequate. The idea that large numbers of car owners will instead bring their families by bus is unrealistic & simply won't happen. The new buses are far noisier than the smaller ones & indeed than some of the delivery and waste trucks. 5 - While we have to accept both supply and waste lorries must use the lanes to and from the village, we already do so reluctantly. The village is a unique amenity which Torbay is lucky to have and visitor experience is often ruined by noise pollution and the frightening size of vehicles for pedestrians. Ironically cars are far less hazardous & intimidating for tourists with families. Accepting larger vehicles is a retrograde step in sustaining the valley as a valuable asset.</p> |

Results of Cockington Consultation July 2011

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|-----------|---------|---|---|---|--|
| 17 | TQ2 6XB | Y | | N | I do not think larger buses are suitable in our country lanes, and feel the smaller buses are adequate. |
| 18 | TQ2 6XB | Y | | Y | Because it is just great to go to Paignton on the local bus and also to Torquay on the other bus. |
| 19 | TQ2 6XA | Y | | N | 4 - Often empty & much too big for the village especially when cars are parked on one side & buses & traffic coming the other way cannot pass each other. <u>Chaos</u> . 5 - Spoiling everything here - money needs to be spent on cleaning the water meadows & cutting back along water ditches etc. Also hedges on side of road. |
| 20 | TQ2 6XA | | Y | Y | Anything that cuts down the number of cars coming into the village is a big help. These buses are doing a great job of bringing more people into Cockington to spend the day. Also bringing much needed business. |
| 21 | TQ2 6PN | Y | | Y | 4 - So far no impact on us & they do provide the means of more people visiting Cockington. 5 - Is the service open to the Concessionary bus passes? If not, we would like to see that included! |
| 22 | TQ3 2NQ | N | | Y | Bus 50 We use the service bus which is most regular and on time. It is an excellent service and operated by helpful and obliging drivers. With regard to the larger sized buses, we do not disapprove of them in any way - very good service. My wife and I are OAP's. |
| 23 | TQ2 6LY | N | | Y | Bus 62 If the larger buses get through Cockington Village then they are much more useful during the summer when visitors are around. The smaller buses are probably ok out of season. When the buses cannot get through because of inconsiderate car parking it is most inconvenient as many passengers are OAP and find the hills of Cockington very difficult. |
| 24 | TQ3 3ND | N | | N | Bus 50 I am happy with the small bus and if I was a resident in Cockington I would object to the larger buses. |
| 25 | TQ2 6XA | | Y | Y | Cockington businesses both in the village and the Court require growth in visitor numbers. The new Paignton service, using a larger size bus has been very effective in achieving this goal. Dial a Bus will be able to improve their service to the disabled by increasing their bus service. |

Results of Cockington Consultation July 2011

| | | | | | |
|-----------|----------|---|---|---|--|
| 26 | TQ2 6XA | Y | | Y | <p>4 - (a) - There is no reason not to approve (b) - The buses have plenty of grab handles to allow relatively easy access (c) - The service to/from Paignton provides an excellent service to residents and visitors alike.</p> <p>5 - (a) - The larger buses are small compared to delivery vehicles which have unrestricted access to the village. (b) - We hope that the service can continue over the winter, even on a reduced schedule.</p> |
| 27 | TQ2 6XA | Y | | N | <p>They are running half empty which would suggest not so many is needed or smaller buses. They do in excess of 30 mph when travelling down the lane, total disregard for the narrowing of the roads and pedestrians. Very noisy.</p> |
| 28 | TQ12 4PG | | Y | Y | <p>4 - We need the visitors, during the building work people have thought the whole park is closed, So it has now finished, we need to encourage as many people back as possible. This new bus (larger bus) does just that.</p> <p>5 - After spending £2.8 million on the Court & 'New Build'. I believe we need to get as many people here, by whatever safe means. So the general public (tax payers of Torbay) can see this has not been a waste of money but a successful venture.</p> |
| 29 | TQ1 2HF | | Y | Y | <p>4 - (a) - During peak season more visitors can be brought into Cockington in one journey. (b) - Many of Torbay's holidaymakers are elderly/disabled and if we have larger buses with the lower floors it will make the visitors' journey easier. We must provide facilities & transport for the disabled in line with common practice.</p> <p>5 - (a) - Cockington needs Public Transport all the year round.</p> <p>(b) - Cockington needs Public Transport on Sundays - it has the Parish Church with Sunday services (c) Villages across the UK are losing their bus service with villagers complaining. It is absolutely brilliant that Cockington has gained an additional service from Paignton. I hope it continues.</p> |
| 30 | TQ2 6NQ | Y | | Y | <p>The smaller buses can be full. I catch the bus daily in Nut Bush Lane and a smaller bus does leave passengers behind in Cockington. It may be an advantage to run the bus later in the day.</p> |
| 31 | TQ2 6PL | Y | | Y | <p>I am 88 and need local buses to get anywhere otherwise I will be housebound.</p> |

Results of Cockington Consultation July 2011

| | | | | | | | | Bus 50 | |
|-----------|---------|---|---|--|--|--|--|---------------|--|
| 32 | | | | | | | | Y | Bigger buses means more visitors to Cockington and less car parking used. |
| 33 | TQ2 6XA | | Y | | | | | Y | I approve because there is a need for those visitors without a car to access Cockington. It is also better for environmental reasons for as many people as possible to use public transport. |
| 34 | TQ2 6XB | Y | | | | | | Y | 4 - This will bring in lots of business for the village and Court, and residents have a choice which town they can go to. 5 - You should really think about parking for residents, we have nowhere to park and if you put yellow lines in Cockington most of us will be fined for parking on yellow lines. |
| 35 | TQ2 6XA | | | | | | | Y | 4 - Uses village centre as turnaround. Noisy/slow on lanes/village. Dangerous on narrow lanes. 5 - Residents parking needs assurance if no parking restrictions introduced. |
| 36 | TQ2 6XA | | | | | | | Y | It is very popular!! So it should be retained. |
| 37 | TQ2 6XA | | Y | | | | | Y | 4 - It is my understanding that the larger buses are/will be mandatory re EU regulations concerning disability access etc. In addition, BREEAM conditions for the new 'Sea Change' buildings included a bus service, all year round as an element of the sustainable transport plan. 5 - No information provided re proposed parking changes . . . therefore, I cannot comment (!) |
| 38 | TQ2 6XA | Y | | | | | | N | 4 - The size of the vehicles causes cars to stop, reverse and pull in on frequent occasions. After the 30 September private parked cars already cause a hazard, the bus will have difficulty passing and will block the road, causing a traffic hazard. The bus turns in the square it should follow the road through the village even in the trial period. 5 - A bus parked in the square is not commensurate with the village image that Torbay is keen to promote. Horse drawn carriages and buses do not go together for a village image. The majority of village residents do not use public transport. I am sure the council will ignore the views of residents and continue as it sees fit! Also, letter response on Comino. |

Results of Cockington Consultation July 2011

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|-----------|---------|---|---|---------------|---|
| 39 | TQ2 6XA | | Y | Y | Summarised :- 4 - It is critical that access to Cockington is optimised. Larger buses will allow more visitors to reach Cockington without the need to increase the no. of vehicles & potentially cutting down on private cars. New businesses at Cockington will also benefit from larger buses. We believe new EU legislation will necessitate larger buses in order to fit them with the required improved disabled access. 5 - Recent investment of £2.8 million has helped to produce a "quality visitor attraction for all locally, nationally, & internationally. Good public transport is vital for residents, businesses, customers & the general public. Access is inherently challenging and a sensitive approach to support the larger bus is necessary. |
| 40 | TQ2 6SH | Y | | Y | Hopefully this will decrease the amount of private cars coming into Cockington Village. |
| 41 | TQ2 6XA | | Y | Bus 50 | Better transport - better signage and a better infrastructure are needed to improve the newly revamped Cockington Court. This would also benefit both visitors and locals alike. |
| 42 | TQ2 6XA | Y | | Y | Cockington Village's Businesses and the Court need visitors to survive. |
| 43 | TQ2 6XA | | Y | Bus 50 | The new bus provides an excellent 7 day a week service. The driver is extremely courteous & friendly & the people he brings to Cockington speak highly of the service. I have watched the bus turn around in the village while the horse & carriage was there, & there was plenty of space. The buses also reduce the traffic congestion and pollution & I have nothing but praise for the company, the buses & the driver. It would be a huge shame if a small minority of moaners (who undoubtedly have their own cars) spoil this for others. |

Results of Cockington Consultation July 2011

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|-----------|---------|---|---|---|--|
| 44 | TQ2 6XD | Y | | N | <p>4 - I moved to Cockington for peace and quiet and feel with the increase of the larger buses this is not what Cockington is all about. I understand the villagers want no parking as it was always a problem for emergency vehicles to get through to us if needed but all these new restrictions seem to be for a private bus company that is benefitting his pocket & not benefitting the residents.</p> <p>5 - It is dangerous and sets a precedent for other bus companies and holiday coaches to drive through our lovely village.</p> |
| 45 | TX2 6XA | | Y | N | <p>4 - Bus too big - lanes too small against what Cockington should be protected from. We live here, we don't want it. We are Torbay Council tax payers is he? No</p> <p>5 - The 2nd part of Cockington Lane has now become no parking for a 6 month period for the benefit of another bus company. Part of this stated to allow emergency vehicles access. This bus would cause delays to emergency vehicles - already at certain parts of the lane has to drive on wrong side to avoid trees.</p> |
| 46 | TX2 6XA | Y | | N | <p>4 - We have always fought against coaches in the village, these buses are small coaches. The lanes are too narrow and dangerous to other road users and pedestrians. There are not enough passing areas for even smaller vehicles let alone larger vehicles and hence sometimes have to reverse to pass each other, which is dangerous. Cockington is a peaceful tranquil village with covenants in place to protect this sort of thing happening and being spoilt for future generations.</p> <p>5 - I really do not agree with the larger buses at all. If they do have to remain then Cockington Lane from the seafront to the village should be made one way.</p> |
| 47 | TQ2 6RU | | Y | Y | <p>4 - To sustain the important touristic location at Cockington, the businesses for now and the future.</p> <p>5 - Get someone to sort out the parking - what is allowed and what not! It is confusing for us locals let alone visitors and the 'knee jerk' reactions recently have bewildered many.</p> |

Results of Cockington Consultation July 2011

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|-----------|---------|---|---|---|---|---|
| 48 | TQ2 6BD | | | Y | Y | <p>4 - Because it brings more people to Cockington</p> <p>5 - Need more buses that will bring people in from further afield ie. Babbacombe.</p> |
| 49 | TQ2 6HU | | Y | | Y | <p>4 - It's bringing more people to Cockington and makes it easier for the elderly.</p> |
| 50 | TQ1 1LP | | Y | | Y | <p>4 - It entices people to enjoy Cockington and provides greater access for the elderly & people unable to drive.</p> |
| 51 | TQ1 3UR | | | Y | Y | <p>4 - I approve because it brings people in and out of Cockington.</p> <p>5 - I also think additional buses further out of town would be a good idea eg: Babbacombe & St Marychurch.</p> |
| 52 | TQ1 4PZ | | Y | | Y | <p>4 - Because it is bringing people into Cockington from Paignton & Torquay and it is the only way most people can get to Cockington for work and get home again, and Cockington is getting busier from people visiting the area.</p> |
| 53 | TQ2 6XB | Y | | | N | Letter received - See attached |
| 54 | TQ2 6XA | Y | | | Y | <p>4 - Good to have transport.</p> <p>5 - Lack of cars in village good.</p> |
| 55 | TQ2 6XA | Y | | | Y | <p>4 - Good for the village and with the new parking restriction for Cockington Lane can surely be a benefit to Cockington.</p> |
| 56 | TQ2 6XA | Y | | | Y | <p>4 - Approve for the Summer - but when only residents need buses a small one would be sufficient.</p> <p>5 - Parking changes are very good except for worry that residents without parking will destroy Devon banks. Also, many residents without parking will try to obtain blue badges to use indiscriminantly.</p> |
| 57 | | Y | | | | Letter received - See attached |
| 58 | | Y | | | | Letter received - See attached |

Highways & Engineering
4th Floor Roebuck House
Abbey Road
Torquay TQ2 5TF

Cockington

Dear Miss Lesley Dransfield,

Thank you for your letter dated 15th July 2011.

I am most surprised that after lengthy consultation you appear to have ignored the legitimate views of the people of Cockington and have arrived at a proposal that penalises the most vulnerable in our community.

The current proposal takes no account of the parking needs of disabled drivers, thereby severely limiting their ability to enjoy the normal benefits others may enjoy.

As your survey on visitor numbers and parking needs must clearly show (assuming you actually carried out such a survey) the current proposal takes no account of the needs of the residents (and in particular disabled residents) and to suggest that disabled residents pay up to £35 per week to use a private car park beggar's belief.

May I suggest that the area opposite Meadow Farm to the 37M point (enough for 5/6 cars) be designated a Residents Only Disabled Parking Bay, This area of the road is of ample width to allow buses and emergency vehicles clear access.

Or of course the Council can pay for Off-Road parking.

The current proposal is wholly unacceptable and will not be adopted by the residents without amendment. I look forward to your postponement of such changes and timely response to my suggestion

Yours truly,

July 22nd

Dear Miss Dransfield,

Re - Parking in Cockington.

It has obviously being designed by people who do not live in or visit Cockington on a regular basis

1. where are the residents of the Alms houses supposed to park? your attitude is ageist and totally inconsiderate of older peoples problems.

2. where are the residents of Meadow Cottages supposed to park?

Both of these categories were able to park perfectly safely after Meadow Farm - no problem at all.

3. where am I, a resident of 40 years going to park because outside my property will be full in no time + if I park at the bottom of steps, officially I

am breaking the parking restrictions - ?!

Solution 1 for me.

1) A residents parking bay at the bottom of my steps

2) a disabled space, - yes with white lines - I do have a blue badge.

It is a nightmare!

I wonder too if you realise that if there are no cars parked along the road the traffic speed will dramatically increase. We need a 20mph zone from the sea-front to Nut Busk lane.

The most annoying fact about all this is that it is all so that a private individual can run bigger buses and make more profit for himself not the council or the village. If he ran buses after 4:30pm that would be one saving grace otherwise it is extremely annoying.

Solution 2 for village

Buy back the car park and only charge

a nominal fee or revolutionary be free -
that would alleviate a lot of frustrated folk
who will not pay the present exorbitant fee.

Cockington Park belongs to the people of
Torbay and they should be able to enjoy,
and visit freely without too much expense.

Another extremely annoying fact is that
from the sea front to Rosery Grange there
are 41 signs. --- built up areas have
less.

As you have gathered, if you do in fact
read this I am very annoyed at the
Councils attitude - it is the busiest time
of year now & you have introduced even
more restrictions -
I await your reply and considered
correct eagerly.

Yours in despair

Do not be surprised if we villagers do
take some positive action against these proposals
& inform the press.

MAP

53

RECEIVED
20 JUL 2011

MONDAY 18/4/010

MISS LESLEY DRANSFIELD,

IN REPLY TO YOUR LETTER, ADDRESSING,
 THE TRIAL BUS SERVICE, STARTING ON
 MONDAY 25TH JULY, REGARDING THE NEW PARKING RESTRICTIONS,
 THE RESIDENTS OF THE ALMSHOUSES, IN GENERAL SUPPORTED.
 THE BUS SERVICE'S, ON THE UNDERSTANDING, WE WOULD HAVE A
 PRIVATE PARKING AREA. ALL THE RESIDENTS HAVE SOME FORM OF
 DISABILITY, AND WE HAVE TO PARK CLOSE BY. SO FOR YOU AND
 AND YOUR BAND, OF MERRY MEN, (NIMBLY) COUNCILLORS, TO SUGGEST,
 THAT BEING AFFECTED, BY THE TRIAL OF PARKING RESTRICTIONS,
 TO TRY AND FIND ALTERNATIVE PARKING IN THE OFF STREET
 CAR PARKS, OR PARK WITHIN PARKING AREAS, IS AN INSULT TO
 US RESIDENTS. HAVE YOU, OR ANY WORTHWHILE COUNCILLOR,
 BEEN TO COCKINGTON RECENTLY, SHOW ME THE SIDE STREETS,
 SHOW ME PARKING AREAS, THERE ARE MORE PARKING RESTRICTIONS,
 AND SIGNS, THAN IN TORQUAY ITSELF. ARE THE COUNCIL WILLING
 TO PAY FOR THE CAR PARK, JUST BELOW US. TOO PARK OUR
 CARS, THE AMOUNT WOULD BE ABOUT £42 A WEEK. WE ARE NOT
 HOLIDAY MAKERS, WE ARE NOT GENERAL PUBLIC, WHO DRIVE OUT
 HERE, TO WALK THE DOG, OR LET CHILDREN RUN AROUND THE
 MANOR. WE LIVE HERE, OVER THE YEARS, THE RESIDENTS OF
 THE ALMSHOUSES HAVE BEEN PROMISED A PERMINENT PARKING
 AREA. EVEN THIS YEAR, AFTER A MEETING WITH M
 MRS TRACEY CABMCHIE ABOUT HAVING OUR OWN PARKING SPACES.
 NOTHING HAS COME OUT OF THIS MEETING. HER TEL NO IS 208631.
 IT'S THE OLD ADAGE, PUSH IT IN THE BACKGROUND, AND IT WILL
 ALL GO AWAY. BUT NOT THIS TIME, IF WE DON'T GET SOME
 SORT OF ACTION, AND REMEMBER, WE LIVE HERE 12 MONTHS A YEAR.
 WE WILL TAKE ACTION, AND PARK ILLEGALLY IF WE HAVE TOO.
 FINE US, TICKETS AS YOU WILL, WE WILL CONTACT THE
 LOCAL PAPERS, AND NATIONALS, IF WE HAVE TOO,
 EVEN GO TO PRISON! ENOUGH IS ENOUGH. I AM SORRY IF WE
 HAVEN'T GOT PROPERTY IN COCKINGTON, WITH PARKING FACILITIES.
 BUT WE HAVEN'T.
 THERE IS ONE AREA ON YOUR MAP, ON THE OTHER SIDE,
 WHICH WAS SUGGESTED THEY COULD PUT RESIDENTIAL PARKING,
 AND IT WOULD NOT BLOCK BUSES, OR LARGE VEHICALS, AND I HAVE
 CIRCLED IT ON THE MAP, THEY COULD PUT IN 4 MAYBE 5. CAR
 PARK SPACES, AND MARK THEM ALMSHOUSES, PRIVATE PARKING ONLY.
 THANK YOU.

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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 2: Average Monthly levels NO2 and Traffic Flows

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 |

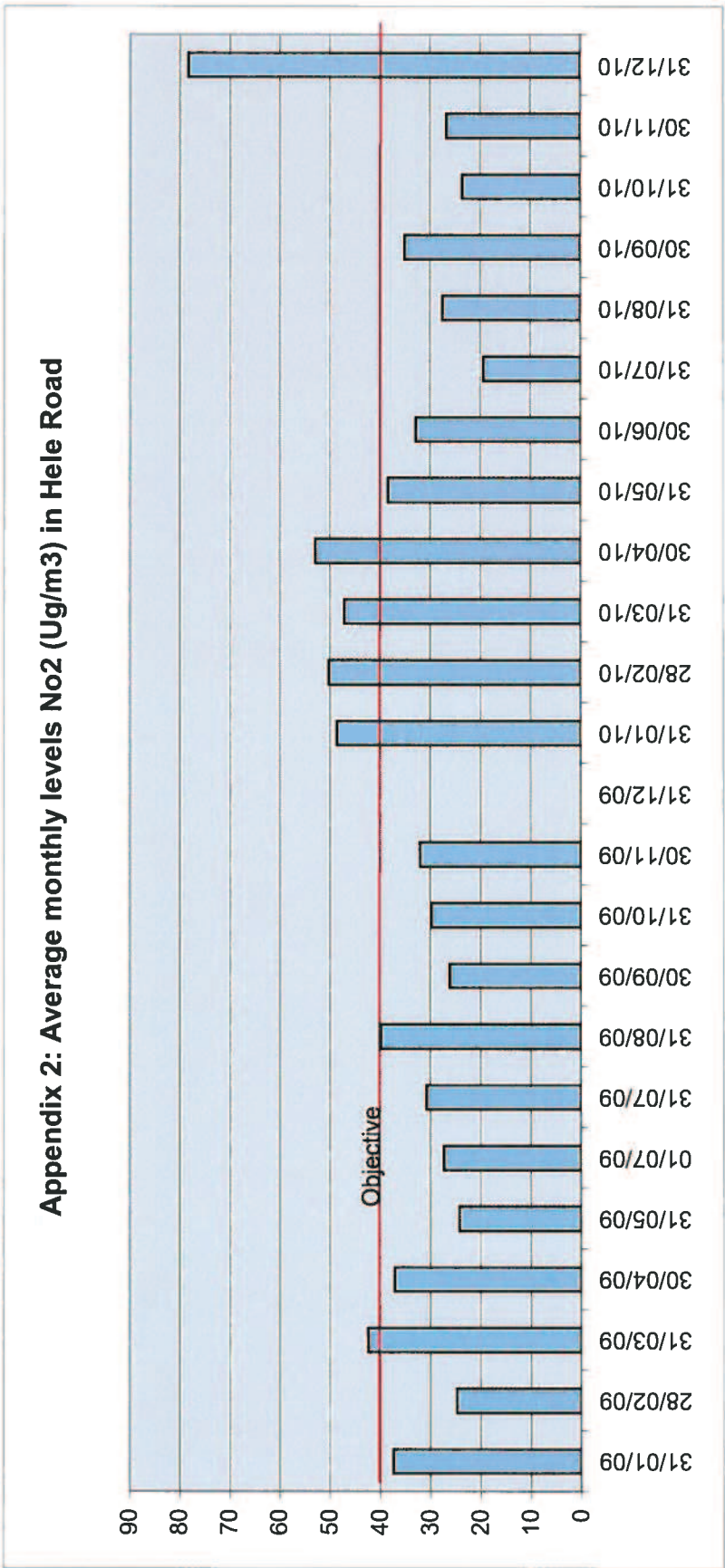
| | | | | | | | | |
|--------|--|-----|------------|---|---|---|---|--|
| 7 * | Torbay Council shall consider amendments to the local signing strategy to divert unnecessary traffic away from the area | TBC | March 2012 | 1 | 2 | 6 | Reduces congestion | 1 st phase completed 2008. 2 nd phase divert along 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 Hapaway 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 | | | | Raise awareness of AQ issue, and remove most polluting vehicles | Part of a police / VSA / road safety campaign. Subj. to Members Aug 2011 | |

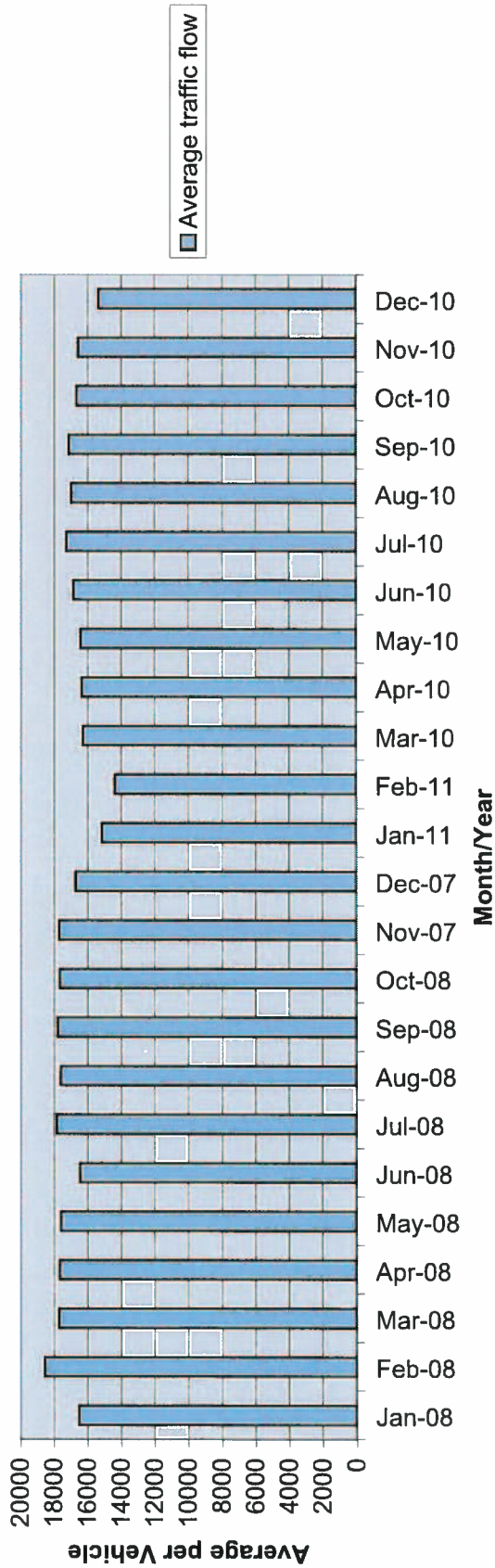
* Recommendations to Communities Development Group August 2011

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Appendix 2: Average monthly levels No2 (Ug/m3) in Hele Road



Appendix 2: Average traffic flow for two year period Hele Road, Torquay





Title: **Torre Traffic Review**

Public Agenda Item: **Yes/No**

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **6th October 2011**

Key Decision: **N/A** How soon does the decision need to be implemented **N/A**

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

Contact Officer: **Patrick Carney**

☎ Telephone: **207110**

✉ E.mail: **Patrick.Carney@torbay.gov.uk**

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

- 1.1 To review access to the Torquay Town Centre and more specifically to consider if the traffic flow in Torre should be reversed in order to give a more direct route.

2. Recommendation(s) for decision

- 2.1 That the traffic flow in Torre should not be reversed at this time unless the Abbey Road/Tor Hill junction can be improved.
- 2.2 That additional signing to Town Centre car parks be improved.

3. Key points and reasons for recommendations

- 3.1 A study of the traffic flow in the Torre area was carried out in 2004, which identified that whilst reversing traffic flows in Torre would provide a more direct access to the town centre the effects caused significant congestion. The changes would significantly increase the volume of traffic on Tor Hill Road exiting the town centre causing queue lengths at the Abbey Road/Tor Hill Road junction to be unacceptable.
- 3.2 As Members and businesses have expressed concern with regard to access to the Town Centre, it is proposed that the signing to car parks should be improved.

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 Officers from Streetscene Services have been asked to consider if reversing the flow of traffic on Union Street in the area of Torre would improve access to the town centre. Currently traffic on this section of Union Street travels in a north easterly direction exiting the town centre.
- A1.2 Currently there are a number of routes to enter and leave Torquay town centre and these are shown in Appendix 1. The perception is that access to the town centre is indirect and confusing to visitors.
- A1.3 A study on the same proposals were carried out by Parsons Brinkerhoff in March 2004. Computerised modelling indicated a three fold increase in traffic on Union Street with this being the preferred route into town. The modelling showed the preferred route to exit the town would be via Tor Hill Road with the level of traffic doubling. The junction would need to be amended to allow a right turn.
- A1.4 Analysis of the junction using the Linsig junction modelling software indicates significant capacity problems with a 41% saturation at the peak hour and queue lengths of over 40 car units on each arm of the junction. This is mainly because the junction will have to have an additional phase increasing the cycle time from 96 seconds to 120 seconds.
- A1.5 Union Street is approximately 6m wide, which is just wide enough to allow this volume of traffic with parking, however, alterations would be required to the junctions at Trematon Avenue and Brunswick Terrace.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.1.1 If the alterations were implemented, the junction of Abbey Road/Tor Church Road is likely to suffer significant congestion.

A2.2 Remaining risks

- A2.2.1 If the road remains the same, there are still concerns that the route to the town centre and the car parks is not always clear.

A3. Other Options

- A3.1 The two options considered are to reverse the flows within the Torre area of Union Street and to improve the signing to the Town Centre.

A4. Summary of resource implications

- A4.1 To improve the signing would cost approximately £10,000.
- A4.2 To reverse the direction of flow in Union Street would cost approximately £60,000. The costs are associated with changes to junctions and signage.

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

A5.1 The options have no significant effect on equalities, environmental sustainability and crime and disorder.

A6. Consultation and Customer Focus

A6.1 The proposals have not been subject to any recent consultation. As part of the study carried out in 2004, views from stakeholders were invited. At this time traders in the Torre area felt that increased traffic flow would boost business. Representatives from the Emergency Services were in the main neutral on the proposals.

A7. Are there any implications for other Business Units?

A7.1 The changing of the direction of traffic flow would require legal orders and the support of Legal Services.

A7.2 If flows were reversed there a number of bus routes would be affected. This will need the support of Strategic Transportation to consider the effects.

Appendices

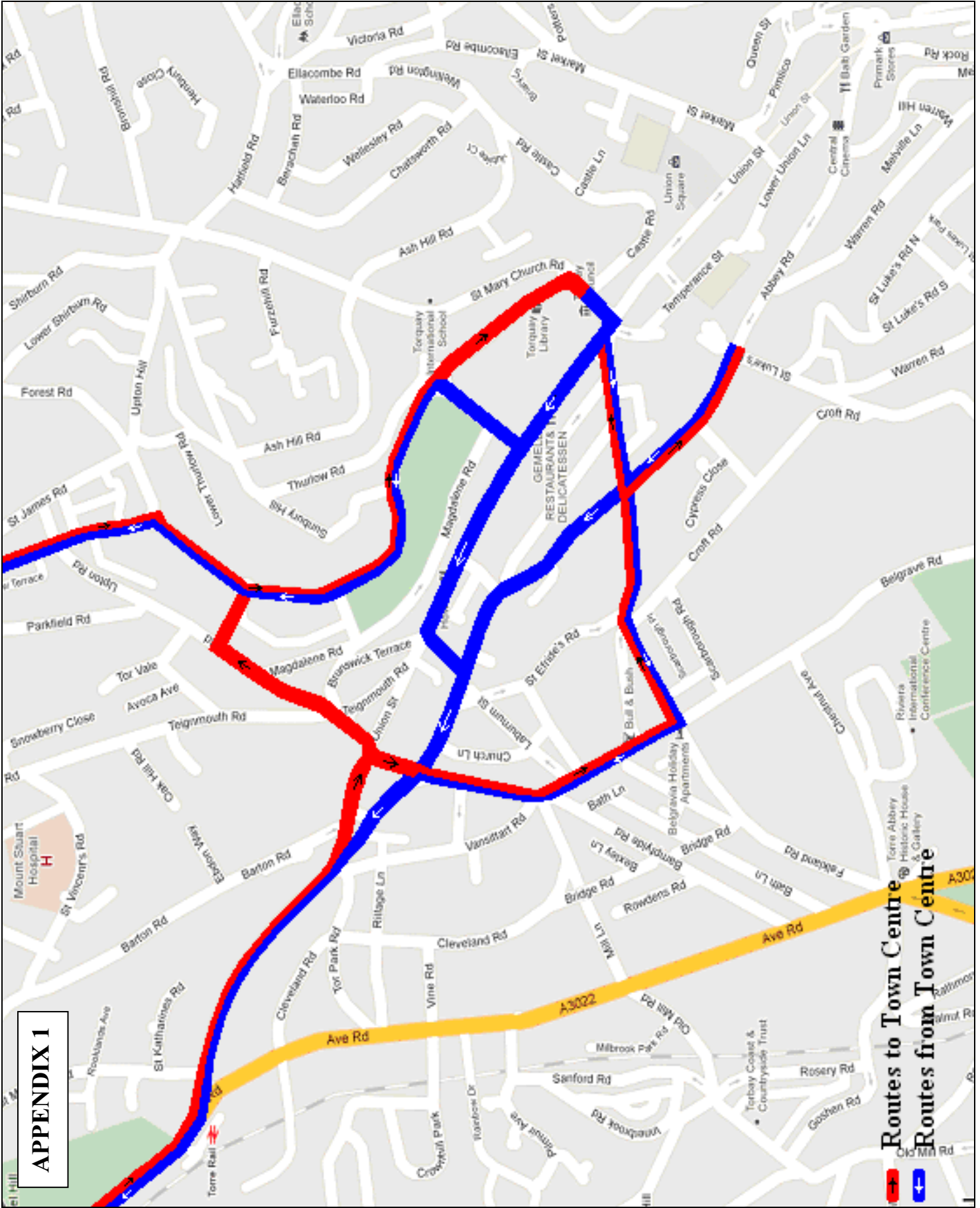
Appendix 1 – Access to the Torquay Town Centre

Background Papers:

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

Torre Traffic Management – Report HEX43520A/1 – March 2004

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APPENDIX 1

Routes to Town Centre
Routes from Town Centre

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Title: **Palace Avenue, Paignton – Road Safety Scheme**

Public Agenda Item: **Yes**

Wards Affected: **Roundham with Hyde**

To: **Transportation Working Party.** On: 6th October 2011

Key Decision: **No** How soon does the decision need to be implemented Jan 12

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 continue the Council's programme of road Safety initiatives by implementing pedestrian crossing improvements to the junction of Torquay Road and Palace Avenue, Paignton.

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

2.1 That the proposed scheme outlined in **Appendix 1** be presented to the Community Partnership for consultation.

2.2 That the proposed scheme to improve the pedestrian crossing facilities at Torquay Road/Palace Avenue, Paignton be implemented subject to feedback from the consultation.

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

3.1 A report titled Road safety initiatives 2011/12 was presented to People (Communities) Policy Development Group on 19th July 2011 where the priorities for road safety schemes was agreed by members.

3.2 A scheme for improving the pedestrian crossing at the junction of Torquay Road/Palace Avenue, Paignton has been produced for consideration by the Working Party as the first priority as identified in the report.

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 A report titled Road Safety Initiatives 2011/12 was presented to the People (Communities) Policy Development Group on 19th July 2011. The report detailed the progress of the Council's road safety initiatives from previous years and identified areas where concerns regarding the numbers of collision related casualties are occurring.
- A1.2 The report identified Torquay Road Paignton as the area showing the highest levels of collision related casualties and members approved this area as the top priority for safety improvements for the current financial year.
- A1.3 A scheme to construct an uncontrolled pedestrian crossing in Torquay Road near to the Crossways shopping centre was constructed during the 2010/11 financial year. This was considered as the first phase of highway improvements to reduce pedestrian collisions in the area, however the junction with Palace Avenue, which had also been identified at the time, was not progressed due to the availability of funding.
- A1.4 A scheme has now been produced which reduces the through traffic along Torquay Road to 1 lane and provides a dedicated left turn lane into Palace Avenue. The purpose of the scheme is to increase the size of the central reserve to provide additional space for pedestrians using the crossing, which is a particular difficulty at the present time. The reduction to a single lane will also reduce the distance over which pedestrians are required to cross therefore helping to improve the safety of the crossing.
- A1.5 The new junction arrangement has been computer modelled to ascertain the likely effect of the traffic movements through the junction. From this information it should be recognised that whilst the scheme will give considerable benefits to pedestrians and assist with the Council's programme of measures to reduce collision related casualties on Torbay's highway network, the scheme will increase peak hour journey times for vehicles using this route. The modelling shows that the proposals will increase the saturation level of the through traffic from approximately 68% to 90%, which equates to an increase in peak hour queues in the straight on lane from a maximum of 8 vehicles currently to a maximum of 15 vehicles at any one time. This could therefore mean that queues could extend back into the previous junction with Totnes Road through the busiest periods of the day.
- A1.6 Whilst it is accepted that any increase to delays to traffic in Paignton Town Centre is not ideal, the highways group have been unable to identify an alternative location for this busy crossing due to the constraints of the junction, the desire lines of pedestrians and the need to allow access and egress to Palace Avenue by heavy goods vehicles. The crossing is however very difficult to use at busy times as there is limited waiting space on the current central reservation when crossing Torquay Road towards Victoria Street and often leads to conflict with pedestrians in the opposing direction. There is a likelihood however that as the crossing distance for pedestrians is reduced as a result of this scheme, the time allowed for crossing could also be slightly reduced thus allowing a slight reduction to the anticipated queue lengths. Computer modelling

on this is not particularly accurate and it is therefore difficult to quantify the benefit prior to completion of the scheme.

A1.7 Members should note that following a recent pedestrian survey at the vicinity the crossing in question it was recorded that it was used by approximately 3100 pedestrians in each direction between 7:00am and 7:00pm with around 230 further pedestrians crossing outside of the crossing in each direction. It is therefore one of the busiest pedestrian crossings in Torbay.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 If the crossing at this location is not improved this may be detrimental to the on going Government directives to reduce collision related casualties on Torbay's roads.

A2.2 Remaining risks

A2.2.1 If the crossing is improved in line with the attached scheme, there is likely to be an increase to delays to journey times through Paignton Town Centre.

A3. Other Options

A3.1 There are no identified alternative options if the access and egress to and from Palace avenue remains in its current format. Other alternatives may be considered at this location but this would require changes to the usage of Palace Avenue itself, which would be detrimental to the operation of some business premises in Palace Avenue.

A3.2 Members may consider that the proposals for this junction should not be implemented and a scheme for the next priority area as identified in the Road Safety Initiatives 2011/12 report be progressed instead.

A4. Summary of resource implications

A4.1 The scheme will be implemented by officers within the Streetscene and Place business unit.

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

A5.1 An improved pedestrian crossing would improve facilities for pedestrians with visual and mobility impairment.

A6. Consultation and Customer Focus

A6.1 Initial consultation with the Community Partnership was carried out in late 2010, however more formal consultation with the Community Partnership and affected businesses will be carried out subject to the approval of this Working Party. Any

significant issues which are identified as a result of that consultation will be reported to a future Working Party if it has a material affect to the scheme.

A7. Are there any implications for other Business Units?

A7.1 No

Appendices

Appendix 1 Scheme Plan

Documents available in members' rooms

None.

Background Papers:

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

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

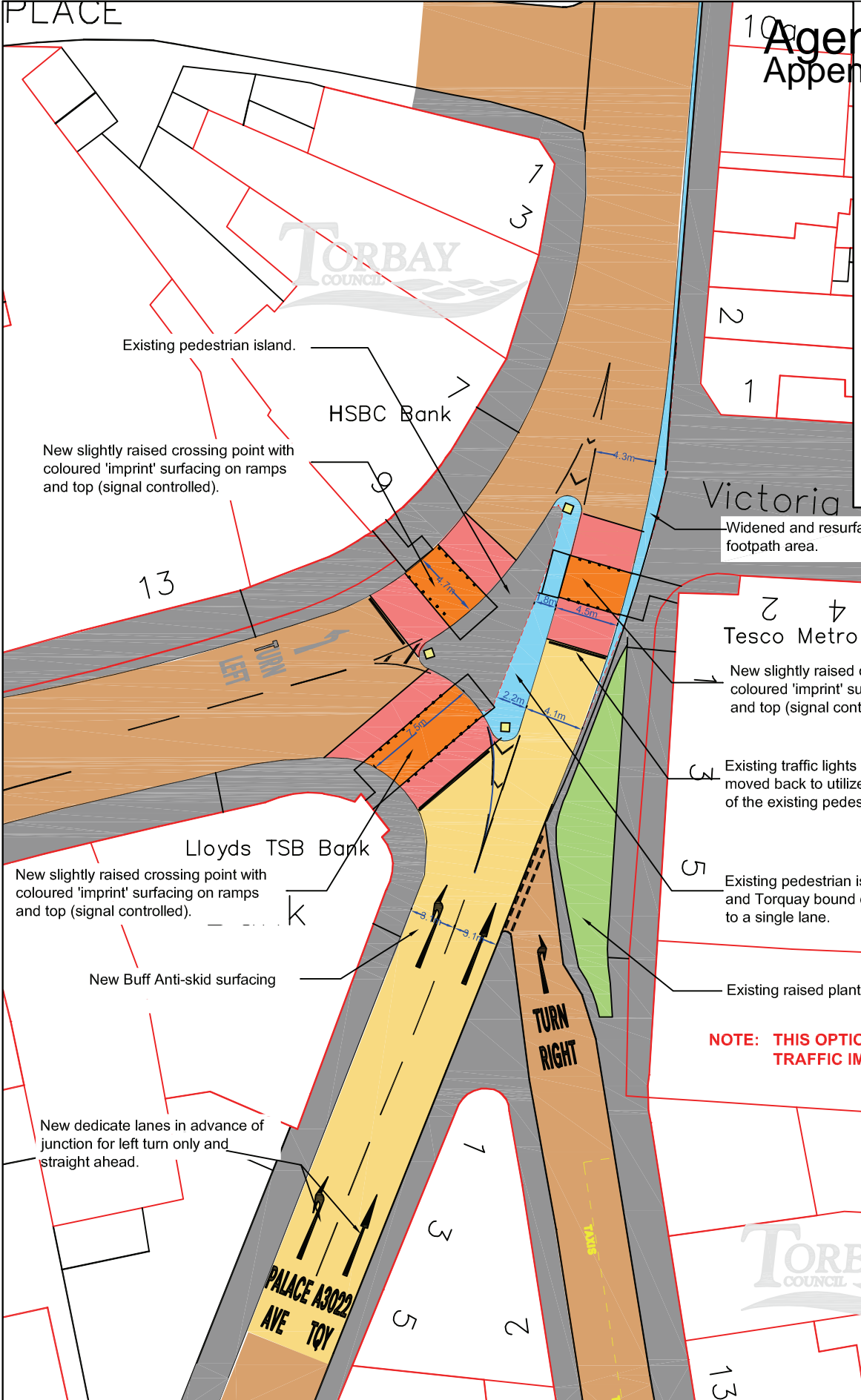
Casualty Reduction Report 2010.

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Agenda Item 6 Appendix 1

KEY

-  Existing Carriageway
-  Existing Footway
-  Existing raised planted area
-  New Footway
-  New slightly raised 'Imprint' surfacing
-  New buff coloured Anti-Skid surfacing
-  New Carriageway Markings
-  Existing Carriageway Markings



NOTE: THIS OPTION WILL BE SUBJECT TO TRAFFIC IMPACT ASSESSMENT.

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SUE CHERITON
EXECUTIVE HEAD
RESIDENTS & VISITOR SERVICES
ROEBUCK HOUSE,
ABBAY ROAD,
TORQUAY,
TQ2 5TF

| NOTES | | REVISIONS | | | |
|-------|---------|-----------|------|----|---------|
| no. | details | no. | date | by | Details |
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SCHEME TITLE
PAIGNTON CENTRAL PEDESTRIAN SCHEME

DRAWING TITLE
**Torquay Road / Palace Avenue Junction
Highway Improvements to pedestrian crossing facilities -
General Arrangement Plan**

scale(s) NTS
date 6th October 2010
drawing number 8/4/12_06

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Title: **St Michaels Traffic Action Zone**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Clifton with Maidenway
Goodrington with Roselands
Roundham with Hyde**

To: **Transport Working Party** On: **6th October 2011**

Key Decision: **No.** How soon does the **October** 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 The Local Transport Plan 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.
- 1.2 As part of the Integrated Transport Allocation, £200,000 has been allocated in 2011/2012, to enable works to be carried out within the St Michaels area of Paignton under the heading of Traffic Action Zone (TAZ).

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

- 2.1 It is recommended that members approve the proposals outlined under option 1 in this Issues Paper for implementation as The St Michaels Traffic Action Zone during the current financial year.

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

- 3.1 Traffic Action Zones have been developed to provide improvements to a specific area in relation to road safety, access for pedestrians and access to essential services and public transport. The improvement can also reduce congestion, specifically in relation to parking. The improvements are developed through consultation with the residents of the area.

3.2 Consultation with the residents of the area, Council Ward Members, Paignton Town Community Partnership Steering Group has being undertaken and positive feedback received.

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 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.
- A1.2 As part of the Integrated Transport Allocation, £200,000 has been allocated in 2011/2012, to enable works to be carried out within the St Michaels area of Paignton under the heading of Traffic Action Zone (TAZ). These works will target improvements in highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.
- A1.3 By consulting with the key stake holders, the Council hope to deliver the St Michaels TAZ using a range of innovative ideas and treatments.

Appendix 1 shows a plan depicting the proposed area of the TAZ.

A briefing note was presented to the members of the Transportation Working Party on 18th March 2011 and, after due consideration, approval was given to progress the scheme.

- A1.4 On the 25th May 2011 the authority sent out a questionnaire to approximately 2,400 properties located within the TAZ area in an effort to actively seek residents views on highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.
- A1.5 The objective of the project is to enable communities to become involved with the re-design of their streets to reduce vehicle speeds and provide safer/better access to the schools and other facilities within the TAZ.
- A1.6 Around 200 questionnaires were returned and the information received was collated and used to develop draft proposals for the following areas:
1. Totnes Road/Hayes Road/Collingwood Road/Willicombe Road/Ebenezer Road – formalised parking.
 2. Totnes Road – zebra crossing improvements.
 3. Hayes Road/St Michaels Road – junction improvement.
 4. St Michaels Road/Corsham Road/Climsland Road/Elmbank Road – formalise parking.
 5. St Michaels Road/York Road – junction improvement.
 6. Fisher Street/Sunbury Road – junction improvement.
 7. Penwill Way/Whitley Road junction – parking restrictions.
 8. Broadlands Road/Footlands Road junction – parking restrictions.
 9. Clennon Rise – parking restrictions.

These draft proposals were displayed at a Community Consultation event, which was held in the Beesley Room, Clennon Valley Leisure Centre over the period Friday 2nd – Saturday 3rd September 2011. The event was open from 10am – 4pm on both days.

- A1.7 The plans have also been uploaded to the scheme web site which can be found via the following link:

www.torbay.gov.uk/stmichaelstrafficaactionzone.htm

The draft proposals were generally supported with some minor amendments.

The final plans are enclosed as **appendix 2**.

A1.8 The details of the final proposals are as follows:

Schemes involving construction works:

2. Totnes Road – Zebra crossing improvements.
The proposal is to upgrade the existing zebra pedestrian crossing in the vicinity of the junction with Elmbank Road to improve visibility, using internally illuminated posts, 'Halo' style L.E.D beacons and buff high friction surfacing on the carriageway approaches.
3. Hayes Road/St Michaels Road – junction improvement.
The proposal is to implement low level traffic calming, 'Slow' road markings, kerb realignment, a combination of new physical and virtual footways and lining works in an effort to improve pedestrian access, visibility and reduce vehicle speeds.
5. St Michaels Road/York Road – junction improvement.
The proposal is to implement low level traffic calming, 'Slow' road markings, the provision of a new virtual pedestrian footway (using buff coloured high friction surfacing), provision of an uncontrolled pedestrian crossing point and lining works to improve pedestrian access, visibility and reduce vehicle speeds.
6. Fisher Street/Sunbury Road – junction improvement.
The proposal is to realign the junction by constructing a footway build out to reduce the possibility of left turning vehicles striking the Torbay Inn Public House

These schemes may also entail some improvement/upgrade work to the existing street lighting.

Schemes involving some alteration to the carriageway markings/waiting restrictions:

1. Totnes Road/Hayes Road/Collingwood Road/Willicombe Road/Ebenezer Road – formalised parking.
The proposal is to implement 'No Loading' restrictions on Totnes Road to improve vehicle flow and safety by preventing footway parking at school times. Formalise parking in Hayes Road/Collingwood Road/Willicombe Road/Ebenezer Road by the use of access lines, box markings, bus boxes and double yellow lines at the various junctions.
4. St Michaels Road/Corsham Road/Climsland Road/Elmbank Road – formalise parking.
The proposal is to formalise parking by the use of access lines, box markings, bus boxes and double yellow lines at the various junctions.
7. Penwill Way/Whitley Road junction – parking restrictions.
The proposal is to introduce new 'no parking at any time' restrictions at the junction to aid visibility.
8. Broadlands Road/Footlands Road junctions – parking restrictions.
The proposal is to implement new 'no parking at any time' restrictions at the junctions of Broadlands Road/Derrell Road and Footland Road/Elsdale Road to aid visibility.
9. Clennon Rise – parking restrictions.
The proposal is to implement new 'no parking at any time' and 'no parking 8am – 6pm' restrictions to aid vehicle access.

Some upgrading of bus stop facilities/infrastructure, lighting and pedestrian signing will be undertaken within the area of the TAZ.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Whilst consultation has been undertaken with major stakeholders, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party.

A2.2 Remaining risks

A2.2.1 By making the best use of the available road space we will be able to formalise 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 due to objections, these wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

The following options are considered:

A3.1 Option 1

Implement the proposed engineering works as detailed in schemes 2, 3, 5 and 6 of the St Michaels Traffic Action Zone.

Advertise the amendments to the Traffic Regulation Orders as detailed in schemes 1, 4, 7, 8 and 9 of the St Michaels Traffic Action Zone and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Party.

A3.2 Option 2

Do not implement the proposed engineering works or amendments to the Traffic Regulation Orders, as detailed in schemes 1 – 9 of the St Michaels Traffic Action Zone.

A4. Summary of resource implications

A4.1 Advertising of the proposed Traffic Regulation Orders will be carried out by staff from within the Residents and Visitor Services Business Unit using existing resources. Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with the residents, Council Ward Members 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 None.

Appendices

Appendix 1 Shows the boundaries of the proposed review area.

Appendix 2 Plans 1 – 9 detail scheme drawings.

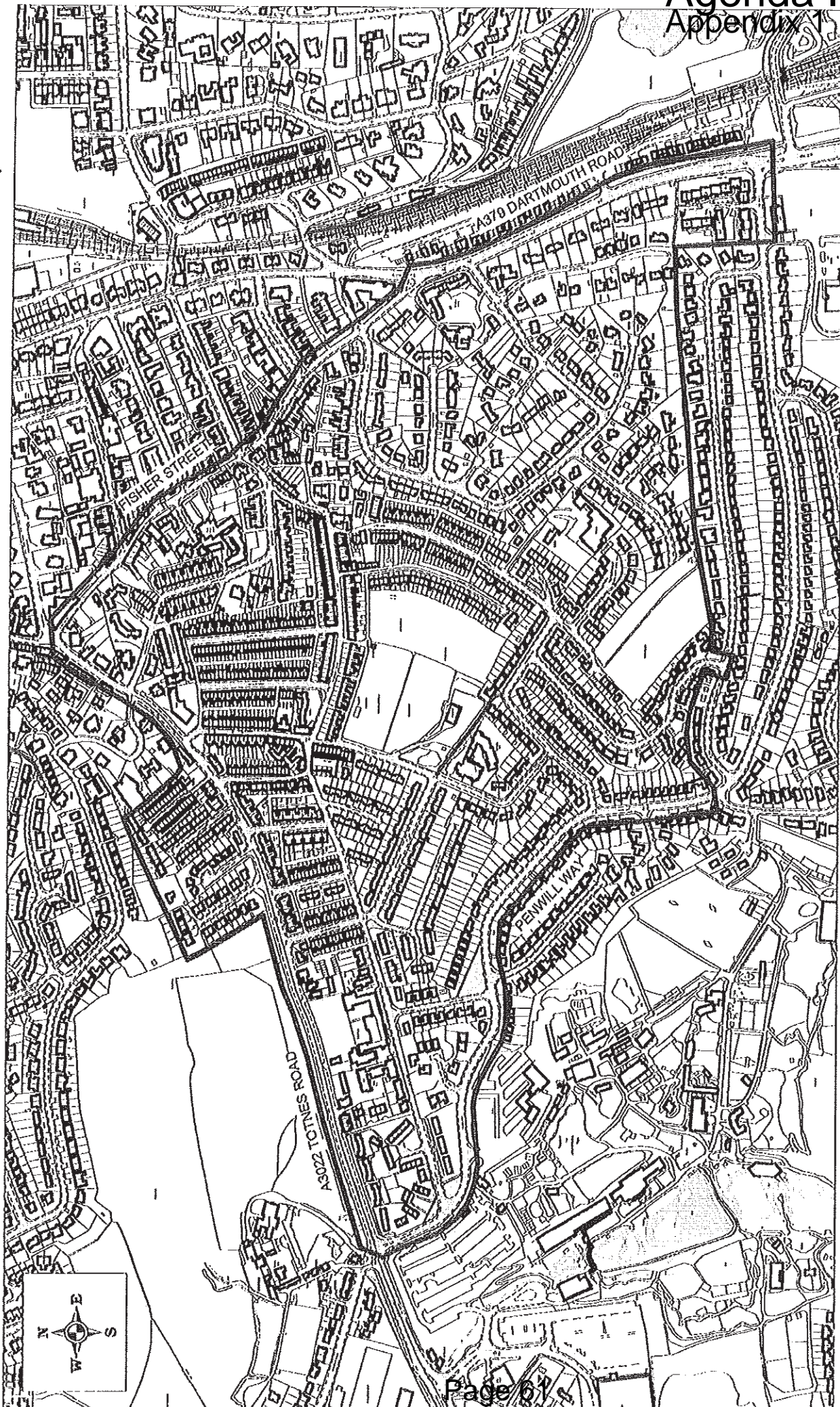
Documents available in members' rooms

Appendix 2, large scale versions of these plans will be available for members to view in the committee rooms prior to the meeting.

Background Papers:

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

The Local Transport Plan 3 (2011 – 2016)



St Michaels TAZ
Zone Plan - Paignton

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Agenda Item 7

Appendix 2



1

| NO. | DATE | BY | CHKD | REVISIONS |
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| 1 | | | | |

8/7/13_100

NOTES

KEY

- Existing Carriageway
- Existing Footway
- New Buff Coloured High Friction Surfacing
- New Red Coloured High Friction Surfacing
- New Chrome Coloured High Friction Surfacing
- New LED Halo Beisha Beacon

DRAFT Drawing
For consultation only

Scale: 1:250
Date: August 2011

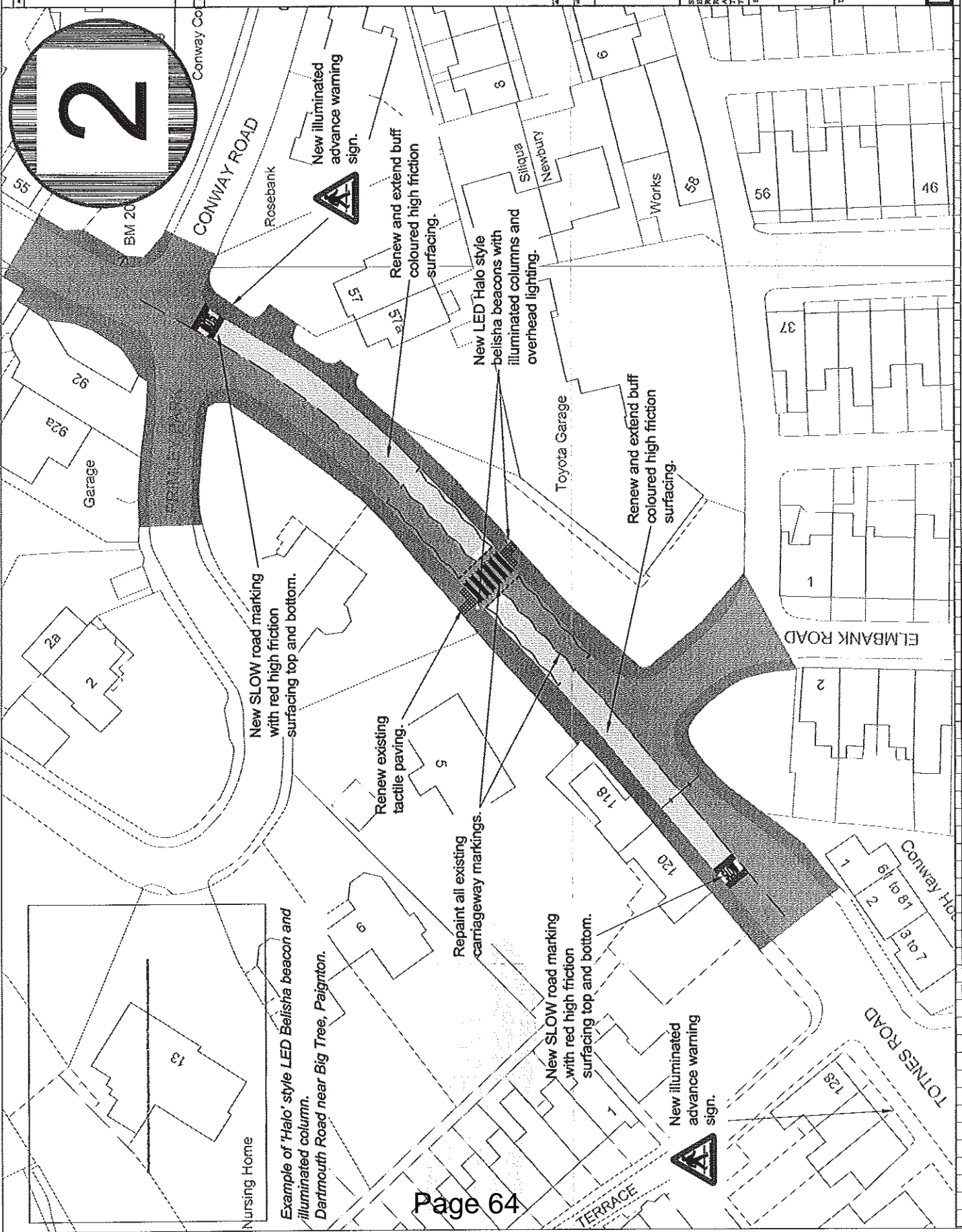
TORBAY COUNCIL

SIZE CONSULTANT
SUE CHURTON
100, TOTTENHAM ROAD,
RESIDENTS & VISITOR SERVICES,
ROBERTSON HOUSE,
ABBOT ROAD,
ABBOTON, TORQUAY,
DEVON, TQ3 3JY

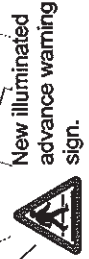
SCHEME TITLE
ST. MICHAEL'S, PAIGNTON
TRAFFIC ACTION ZONE
CONSULTATION

DRAWING TITLE
TOTNES ROAD
ZEBRA CROSSING UPGRADE

8/7/13_100



New SLOW road marking with red high friction surfacing top and bottom.



New illuminated advance warning sign.

Renew and extend buff coloured high friction surfacing.

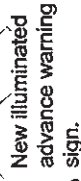
New LED Halo style beisha beacons with illuminated columns and overhead lighting.

Renew and extend buff coloured high friction surfacing.

Renew existing tactile paving.

Repaint all existing carriageway markings.

New SLOW road marking with red high friction surfacing top and bottom.



New illuminated advance warning sign.

Nursing Home
Example of 'Halo' style LED Beisha beacon and illuminated column.
Dartmouth Road near Big Tree, Paignton.

KEY

- Existing Carriageway
- Existing Footway
- New Buff Coloured High Friction Surfing
- New Red Coloured High Friction Surfing
- New Footway Resurfacing
- Flat Top Road Hump (75mm High)
- Carriageway Markings

DRAFT Drawing
For consultation only

This drawing is the property of Torbay Council and is not to be used for any other purpose without the written consent of the Council. It is provided for your information only and does not constitute an offer of any service. The Council does not accept any liability for any loss or damage, whether direct or indirect, arising from the use of this drawing.

DATE: 20/08/2011

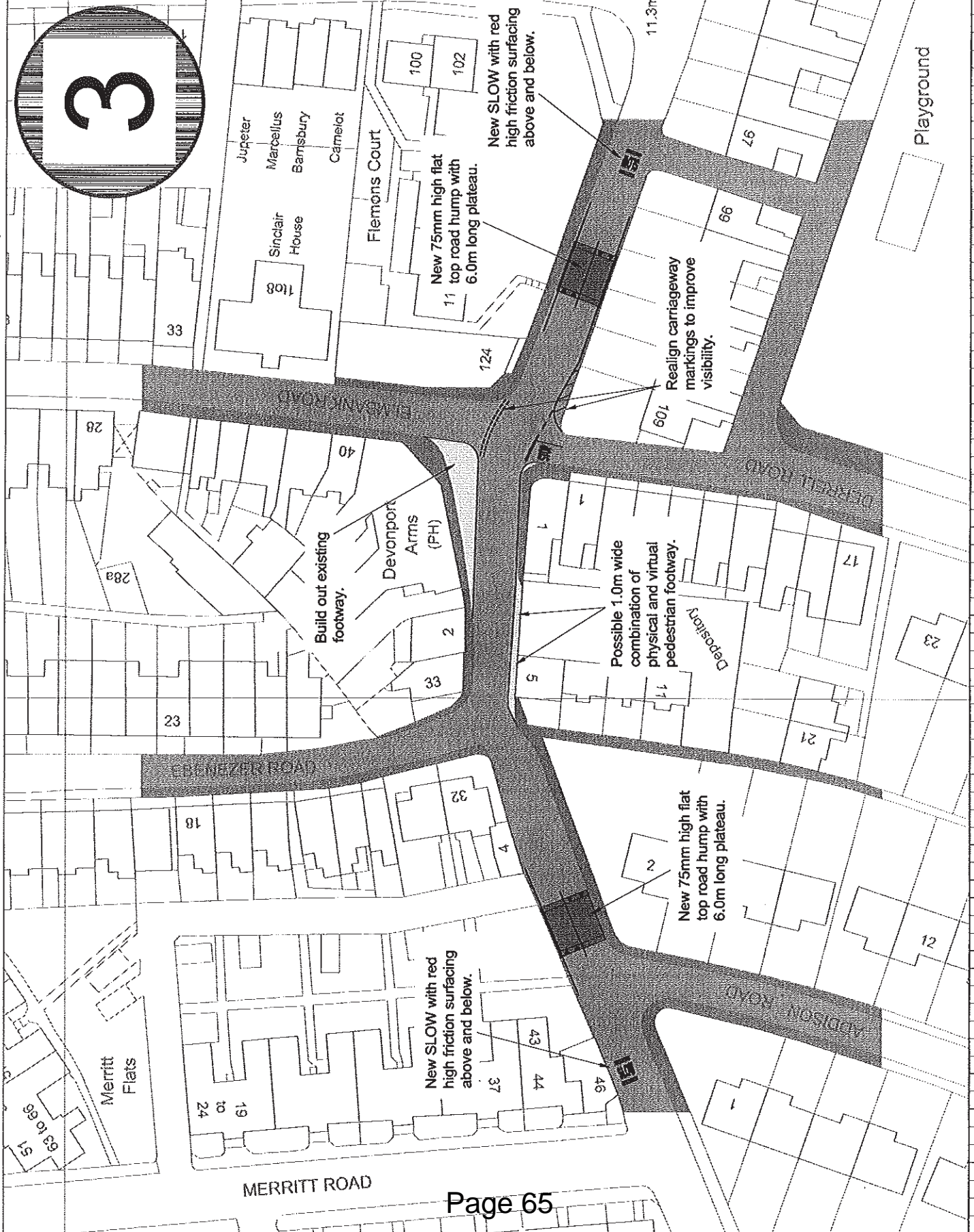
PROJECT: ST. MICHAEL'S ROAD & ELMBANK ROAD PEDESTRIAN FACILITIES

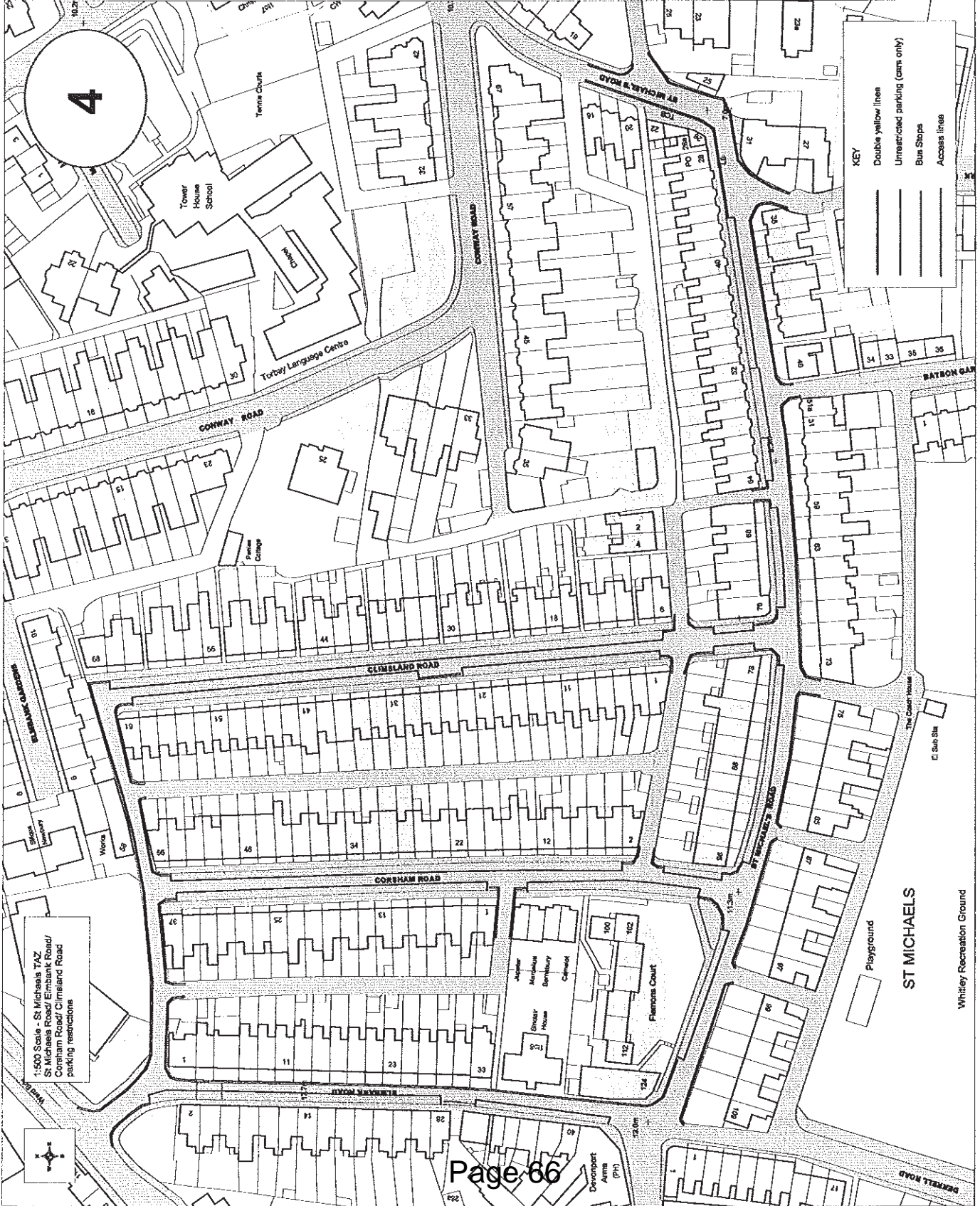


SUB CONTRACTOR:
RESIDENTS & VISITOR SERVICES,
ROBERTSON HOUSE,
ABBOT ROAD,
TORQUAY,
TORQUAY, TQ1 2JY.

**ST. MICHAEL'S, PAIGNTON
TRAFFIC ACTION ZONE
CONSULTATION**

**ST. MICHAEL'S ROAD &
ELMBANK ROAD
PEDESTRIAN FACILITIES**





1:500 Scale - St Michaels TAZ
St Michaels Road/ Einbank Road/
Corham Road/ Climbland Road
parking restrictions

KEY
Double yellow lines
Unrestricted parking (cars only)
Bus Stops
Access lines



ST MICHAELS

Whitley Recreation Ground

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8/7/13_200

| | |
|------|---|
| SEC1 | Existing Carriageway |
| SEC2 | Existing Footway |
| SEC3 | New Buff Coloured High Friction Surfing |
| SEC4 | New Red Coloured High Friction Surfing |
| SEC5 | New Footway Resurfacing |
| SEC6 | Flat Top Road Hump (Down Hill) |
| SEC7 | Carriageway Markings |

DRAFT Drawing
For consultation only



DATE: 13/08/2013
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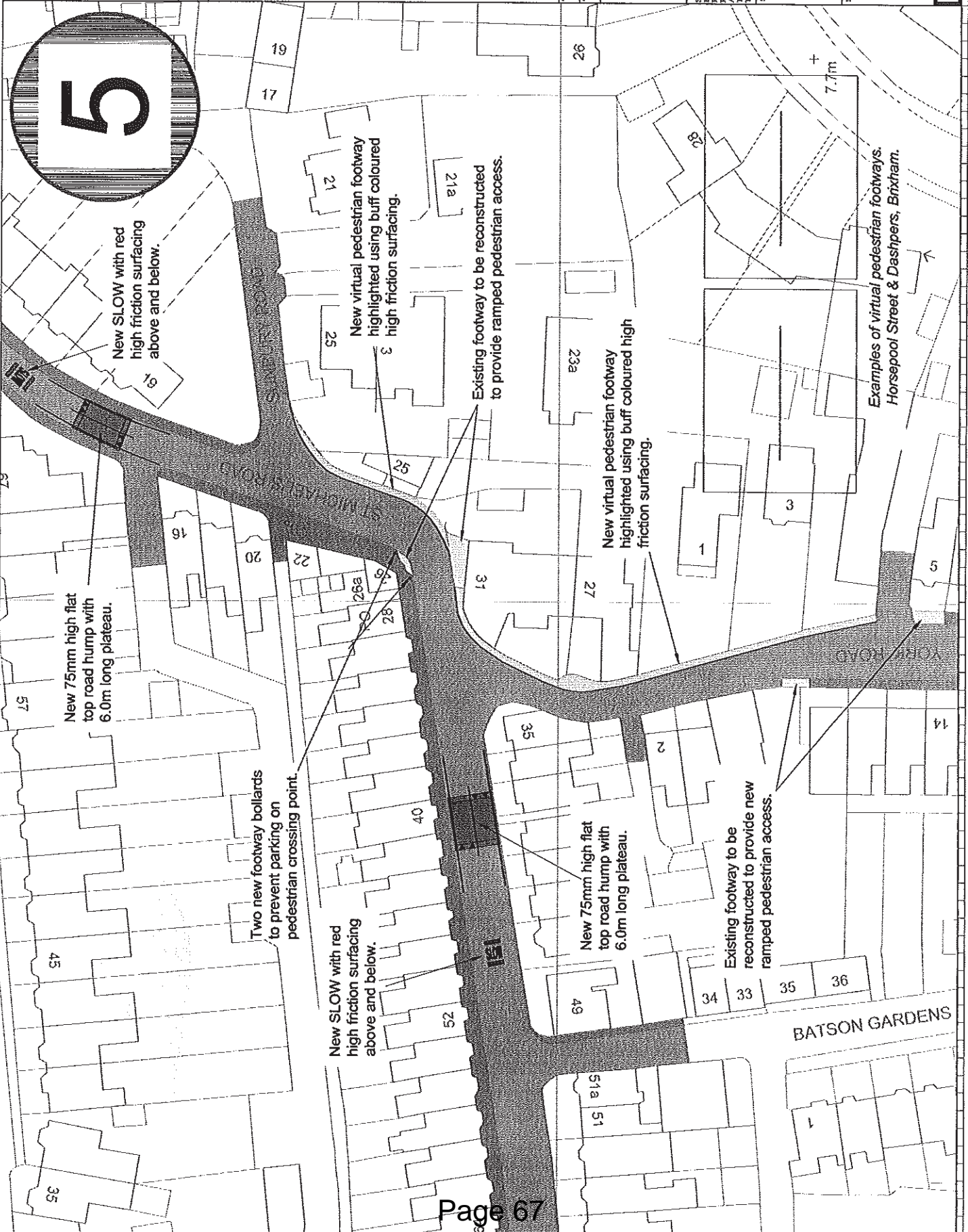
BLUE CREATION
EXECUTIVE ROAD
CONSTRUCTION SERVICES
ROBECK HOUSE
ABBEEY ROAD,
TORQUAY,
TQ2 7JP

ST. MICHAEL'S, PAIGNTON
TRAFFIC ACTION ZONE
CONSULTATION

DRAWING TITLE

ST. MICHAEL'S ROAD &
YORK ROAD
PEDESTRIAN FACILITIES

8/7/13_200



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| APPROVED | |

Existing Footway
 Existing Footway
 New Footway
 Existing Footway Markings

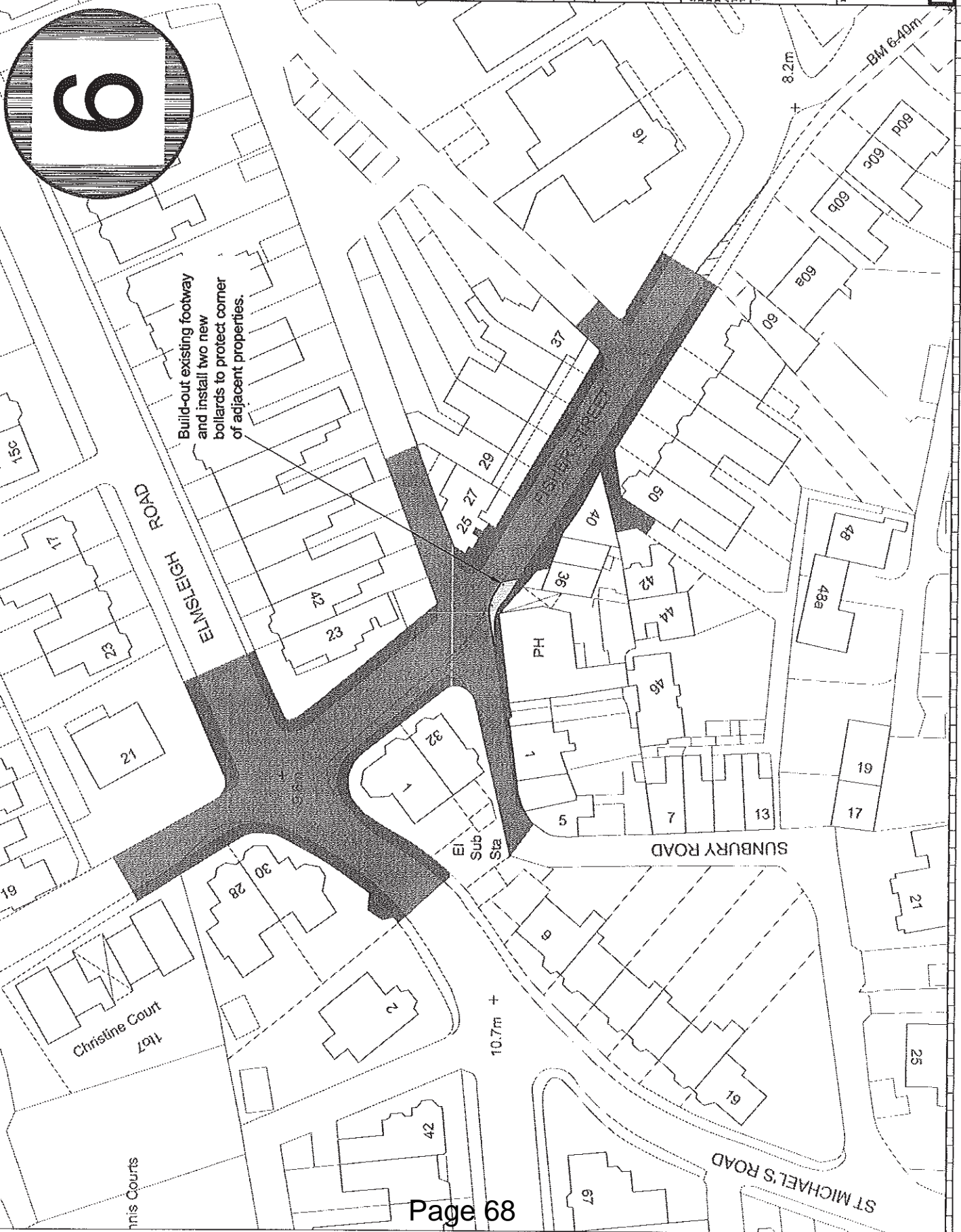
DRAFT Drawing
 For consultation only

TORBAY COUNCIL
 EXECUTIVE HEAD
 PROJECT MANAGER SERVICES
 ROBERT HARRIS
 ABBEY ROAD,
 TORQUAY,
 TOR 2P 3P

TORBAY COUNCIL
 SUE CHRISTON
 EXECUTIVE HEAD
 PROJECT MANAGER SERVICES
 ROBERT HARRIS
 ABBEY ROAD,
 TORQUAY,
 TOR 2P 3P

ST. MICHAEL'S, PAIGNTON
 TRAFFIC ACTION ZONE
 CONSULTATION

DRAWING TITLE
 FISHER STREET &
 SUNBURY ROAD
 JUNCTION IMPROVEMENTS



1:500 scale - St Michaels TAZ-
Whitley Road - Parking Restrictions



7

WHITLEY ROAD

6

12

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21

18

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48

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KEY



Proposed no waiting
at any time

Alliment Gardens

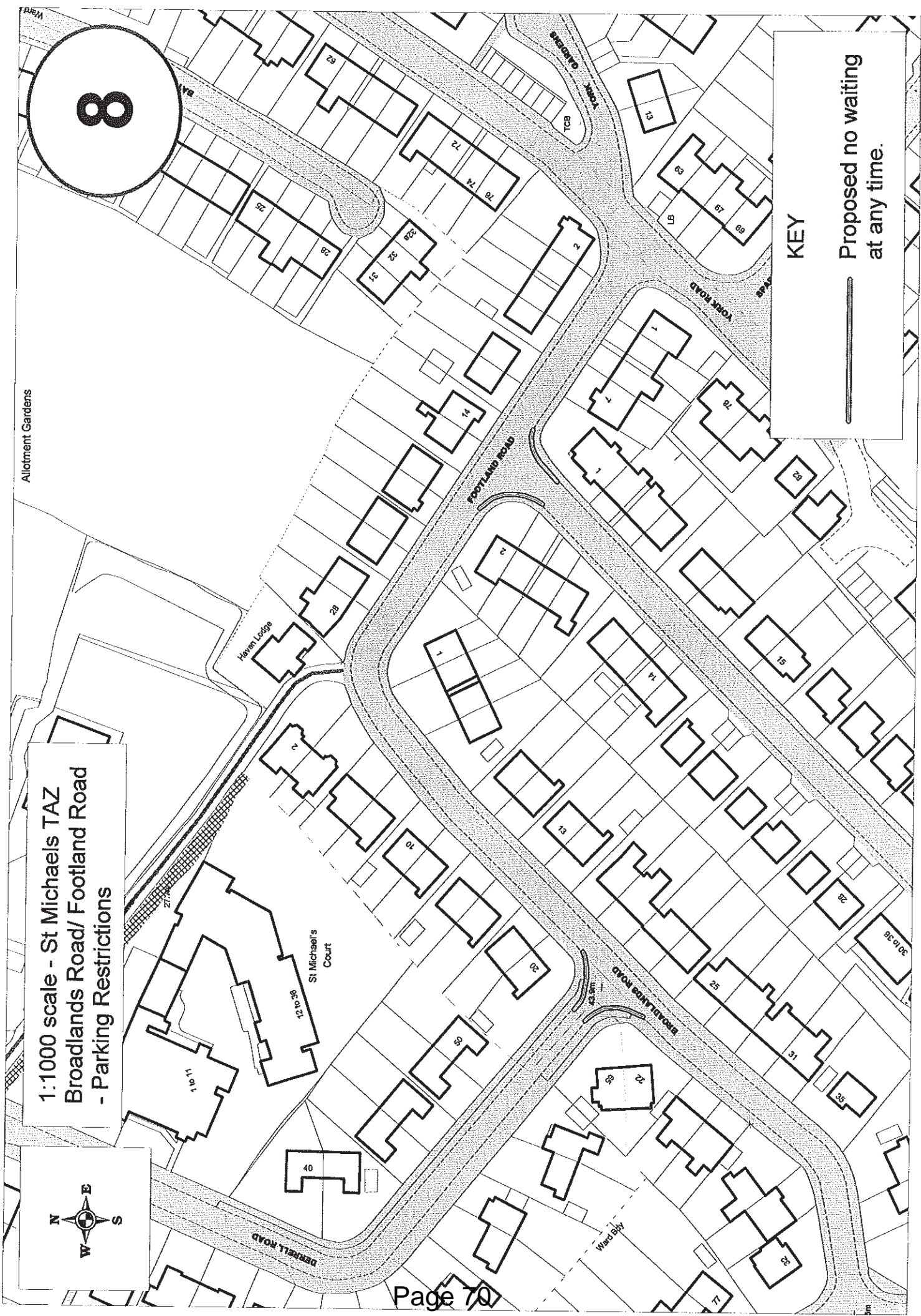
1:1000 scale - St Michaels TAZ
Broadlands Road/ Footland Road
- Parking Restrictions



8

KEY

Proposed no waiting
at any time.



9



1:1000 scale - St Michaels TAZ
 Clennon Rise parking restrictions

KEY

- Current no waiting at any time.
- - - Proposed no waiting at any time.
- Proposed no waiting 8am-6pm



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Title: Beacon Hill, Torquay – Consideration of objections received to the advertisement of proposed traffic regulation order.

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **6th October 2011**

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

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

Contact Officer: **Graham Goodchild**
Telephone: **7759**
E.mail: **graham.goodchild@torbay.gov.uk**

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

1.1 Following the implementation of the scheme to improve Victoria Parade (on the landward side between the Mallock Clock Tower and the Regina Hotel), comments from disabled drivers have resulted in a disabled parking bay being advertised in Beacon Hill, Torquay. An objection to the proposed Traffic Regulation Order has been received for consideration by members.

2. Recommendation(s) for decision

2.1 It is recommended that the proposed Traffic Regulation Order is implemented as advertised.

3. Key points and reasons for recommendations

- 3.1 Residents and Visitor Services secured funding from the 2006 – 2011 Local Transport Plan for a scheme to improve Victoria Parade on the landward side between the Mallock Clock Tower and the Regina Hotel.
- 3.2 The scheme, which was completed early in 2011, upgraded the existing paving and street scene in this location, improved the pedestrian environment and created a more vibrant 'café culture'.
- 3.3 In order that a widened footway could be achieved for this scheme, the carriageway was narrowed to a nominal minimum of 5.5 metres width along this section, which required the removal of all parking from Victoria Parade, except for a number of loading bays that are built into the widened footway to service the premises, but are used as footway area when not in use.
- 3.4 Following the implementation of the scheme, comments were received with regard to the loss of on-street car parking, especially from the mobility impaired community and a revised traffic regulation order was advertised for Beacon Hill to facilitate loading / unloading, to assist parking for the disabled drivers and provide short term parking in the area.
- 3.5 One objection has been received in response to the advertisement and is included in Appendix 2. A recommendation is now required from the Members on whether or not to implement.

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

Patrick Carney
Group Service Manager – Streetscene Services

Supporting information

A1. Introduction and history

- A1.1 Residents and Visitor Services secured funding from the 2006 – 2011 Local Transport Plan for a scheme to improve Victoria Parade on the landward side between the Mallock Clock Tower and the Regina Hotel.
- A1.2 The scheme upgraded the existing paving and street scene in this location, improved the pedestrian environment, in an effort to help create a more vibrant 'café culture' in this area.
- A1.3 In addition to providing a significant environmental improvement to the public highway in this location, the scheme provides a first phase improvement to link future regeneration proposals for public realm in the Harbourside area which are currently being developed by the Torbay Development Agency.
- A1.4 In order that a widened footway could be achieved for this scheme, the carriageway was required to be narrowed to a nominal minimum of 5.5 metres width along this section, which required the removal of all parking from Victoria Parade. However loading bays were built into the widened footway to service the premises, but which remain as footway area when not in use.
- A1.5 A consultation with the traders and stakeholders was carried out on a draft scheme and following a review of the feedback a revised scheme was produced, which shows a slightly widened carriageway near the entrance to Beacon Quay to allow for the manoeuvring of large vehicles and a reduction and repositioning of loading bays.
- A1.6 The revised scheme was presented to traders at a consultation event at Torquay Yacht Club on 3rd September 2010, where further comments were invited.

The main features of the revised proposed scheme were:

- a) The existing footway to be widened and paved with high quality granite paving to match Beacon Quay and continue the theme already adopted in Torquay Town Centre. New street furniture will be provided to enhance and improve the streetscene.
- b) Two paved loading bays will be provided to service the businesses and have been placed to provide access to the majority of shops and cafes. It should be noted that some businesses at the Beacon Quay end already have loading facilities to the rear.
- c) The existing informal crossing points will be improved and visually widened with imprint surfacing on the carriageway to provide an improved pedestrian link to the harbourside.
- d) Waiting and loading restrictions will be required to be implemented for the entire length, except for the loading bays, thus preventing Blue Badge holders or delivery vehicles from parking and blocking the road.

A1.7 A report was presented to the Transportation Working Party 10th September 2010 which, after due discussion, was approved and following further detailed design works, construction began in January 2011.

A1.8 Whilst comments on the completed scheme have been mainly favourable, there have been some complaints from disabled drivers that the area is now more difficult to access since the parking was removed.

A1.9 In order to improve the parking facilities for disabled drivers a proposal to provide dedicated disabled space in nearby Beacon Hill has been advertised. This has resulted in 1 objection being received in response.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 To not implement the restrictions on Beacon Hill could possibly prevent access being gained to the area by those disabled drivers who were displaced from Victoria Parade by the implementation of the highway improvement scheme.

A2.2 Remaining risks

A2.2.1 None

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.

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 area, Council Ward Members and the Community Partnership prior to the implementation of the highway scheme. Whilst the proposed restrictions were advertised, both on site and in the local media ('Herald Express').

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 A plan showing the proposed waiting restrictions.

Appendix 2 A copy of the letter of objection.

Documents available in members' rooms

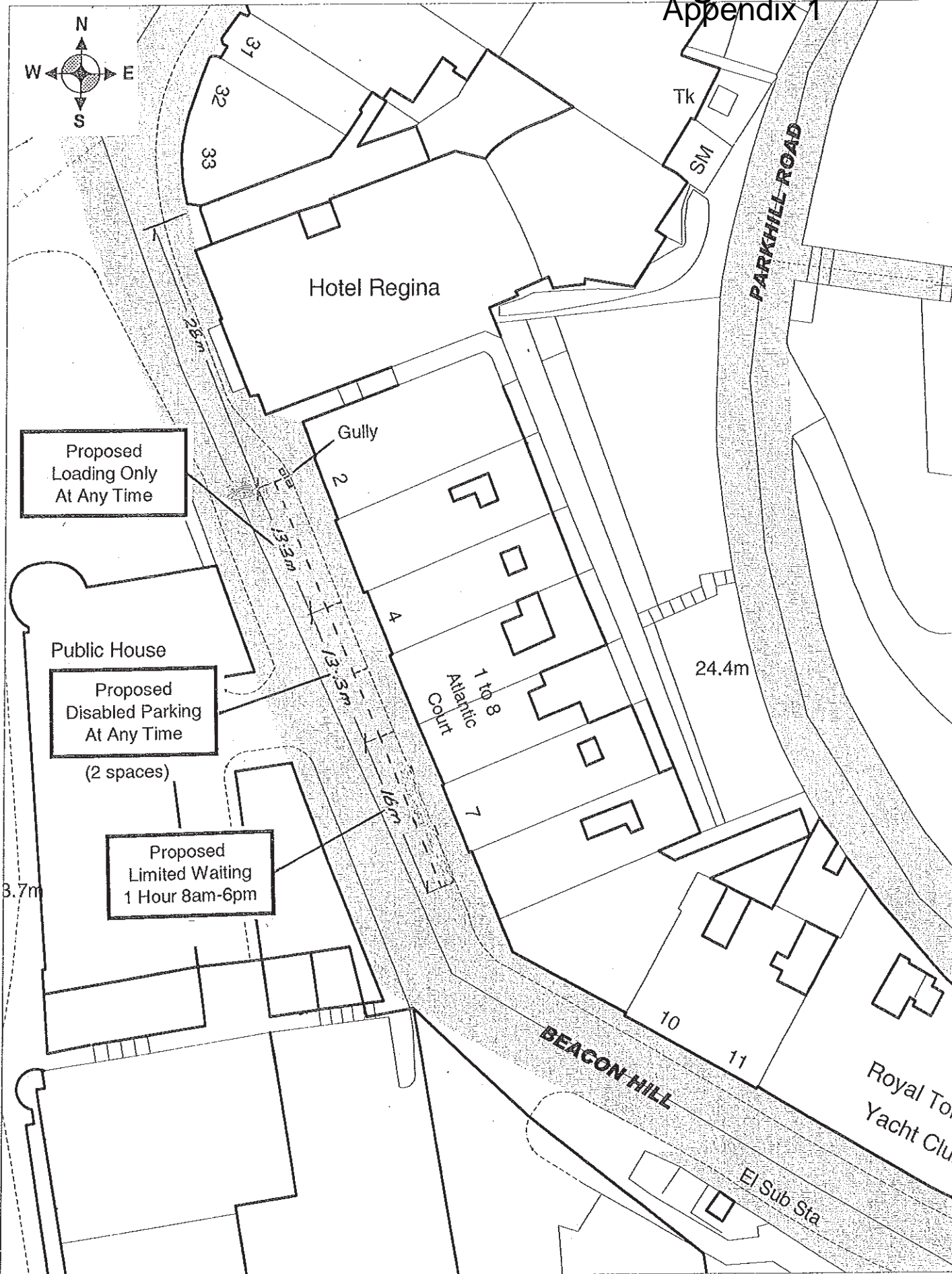
None

Background Papers:

Transportation Working Party - 10th September 2010

Issues paper: Victoria Parade – Highway Improvements

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Proposed Waiting Restriction Amendments
Beacon Hill Quay

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[REDACTED]

16 March 2011.

Dear Sirs,

Proposed Parking Restrictions

I am writing to you about the proposed new restrictions on Beacon Hill and Parkhill Road.

1. Firstly it has been impossible to inspect any plans showing clearly what is intended. I have seen the Notice fixed to a post, which was not at all clear, so I went to the council offices as directed in the notice. No one there knew anything about it and no plans were available for inspection. I was just given a copy of a general order. That is not good enough. I have even now only a very general idea of the council's intention and in a democratic society the council should not be able to foist restrictions on the public, particularly residents directly affected by the changes, without making its intentions absolutely clear.
2. I am very concerned about further parking restrictions around the Harbour.
3. I live on Beacon Terrace and, in the summer, it is often impossible to park anywhere near my home, in or out of a car park. Parking outside my front door is almost always full. I can't even stop to unload shopping or my very small grandchildren. Frequently I have to drive my car half way to Wellwood before I find a space. This is going to be worse now that there is to be no permitted parking at all on Victoria Parade, or as far as I can see on the Northern end of Parkhill Road, which up till now has been a lifesaver.
4. There are only a very few parking spaces on Beacon Hill and the Northern end of Parkhill Road, so restricting them to residents would have no appreciable impact on the economy of the Harbour, but would be hugely beneficial to people who live here and support the economy here year round.
5. I wrote to the council a number of years ago asking for residents parking on Beacon Hill, to be told that it was not council policy to allow residents parking. Now just about everywhere in the area is restricted to residents parking, except Beacon Hill and the Northern end of Parkhill Road. Pressure on parking in the area is making life here unsustainable for residents on Beacon Hill, except for those too old or too poor to have a vehicle. I have been told before that it is not the council's duty to make my life easier, but, it is not just me, it is all the residents of the area, and in fact it is the council's obligation to look after the interests of people who live in the bay, and pay the council tax, which pays the council's bills. The wellbeing

of residents should be the first priority of the council elected to represent them and paid for by them.

6. I can hear you all saying that I can buy an annual permit in the car park, but that is equivalent to a 50% increase in my council tax, and I cannot afford it, and in any case, such a ticket does not guarantee a space. For those visiting the area, the parking fee is only a nominal addition to the cost of their day or evening out, which they probably expected to pay in any case.
7. The parking situation is now so bad that every time my daughter has visited me from [REDACTED] in the past year, with her three children all under 5, she has managed to pick up a penalty, even when she has paid £26 for a week's permit, so enthusiastic are the parking wardens around here. Although I live within yards of the sea, I choose to drive to Goodrington with the children, because generally I can't leave my car anywhere near beach or home from where I could otherwise walk to a beach, so it is easier to drive it out of town for the day. Is that good for Torquay? I don't think so.
8. Frequently Beacon Hill is full of parked cars displaying disabled badges, which often stay for hours on end. I have nothing against the disabled, but the car park is just yards away and user friendly for the disabled, so I do not see why they should be allowed to inconvenience everyone else. At the risk of sounding politically incorrect, it is particularly galling to see BMW's, other smart and low slung convertibles parked on Beacon Hill all day, monopolising all the spaces, displaying disabled badges. There is in particular one blue jaguar XJS with a disabled badge, whose driver I have seen hop nimbly out, open the boot of his car, get out his fold up bike, and cycle off for the day, without a hint of a limp. Whether they are genuinely disabled or not, I really cannot see why they should not use the car park and pay a fee like the rest of us. If they can afford a car, particularly that sort, they can afford a ticket.
9. The same cannot be said of everyone who lives here for whom the recurrent cost and problem of parking is prohibitive.

May I please urge you to reconsider your proposals and to give due consideration to the interests of those of us who still live on the harbour and give it life and purpose all day, every day, all year round.

Yours faithfully,

[REDACTED]
[REDACTED]