



Wednesday, 13 June 2012

TRANSPORT WORKING PARTY

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

Thursday, 21 June 2012

commencing at **4.00 pm**

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

Members of the Committee

Councillor Hill (Chairman)

Councillor Amil
Councillor Cowell
Councillor Doggett

Councillor Faulkner (A)
Councillor Addis
Councillor Brooksbank

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:

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

Email: democratic.services@torbay.gov.uk



TRANSPORT WORKING PARTY AGENDA

- 1. Apologies for absence**
- 2. Minutes of meeting held on 10th May 2012** (Pages 1 - 5)
- 3. Torquay Town Centre Parking - Six Month Review** (Pages 6 - 22)
- 4. Hollicombe to Paignton Harbour Cycle Route** (Pages 23 - 32)
- 5. Torbay Highway Network Capacity & Western Corridor Improvements** (Pages 33 - 41)
- 6. Local Sustainable Transport Fund - Verbal update**
- 7. Palm Court Highways Layout - Verbal update**
- 8. Date of Next Meeting - 2nd August 2012, 4.00pm, Meadfoot Room, Town Hall**

TRANSPORT WORKING PARTY Thursday 10TH MAY 2012

Present

Councillors Hill, Brooksbank, Faulkner A, Doggett, Cowell, Addis, Amil

Also in attendance:- Councillor Excell, Councillor Davies, Councillor Parrott, Councillor Stocks, Sue Cheriton, Patrick Carney, Bill Prendergast, Sally Farley

1. **Apologies for Absence**

None

2. **Minutes of meeting held on 29 March 2012**

The minutes were agreed to be correct. Councillor Addis proposed and Councillor Cowell seconded.

3. **Pedestrian Crossing at Victoria Road, Ellacombe – Presentation of Petition**

- Mr Davis, Councillor Stocks, Councillor Parrott and Ellacombe Academy School were present and supported the petition.
- 77 signature petition was presented by Mr Davis.
- Councillor Stocks presented petition – outside deadline more signatures have been received.
- Requested traffic calming at Ellacombe School opposite shops. Many requests have been made in the past. Ongoing issues with people having been in collisions with traffic.
- Children from Westlands also cross at this point. Parents are concerned.
- Cars and delivery vehicles park illegally and make visibility poor for pedestrians.
- Want assurance this improvement goes into a list to be considered when funds are available.
- Mr Davis explained problems with crossing and the situation with parked cars for someone with a sight impairment.
- Councillor Parrott raised issues of parking across the crossing as a Director of Ellacombe School and dangers for children crossing at this point.
- Councillor Addis confirmed the issue of crossing here being dangerous.
- Petition referred to Patrick Carney in consultation with Councillor Excell.

4. **Parking at Princes Road Ellacombe – Presentation of Petition by Mr Kellow**

- Presentation by Mr Kellow and Councillor Parrott
- 40 signature petition for installation of further bollards on Princes Road.
- Councillor Parrott advised a person had been run down whilst cars were mounting the pavement to pass stationary traffic the other way.

- It is becoming normal to drive on the pavement.
- Peoples front doors go directly on this pavement and this is very dangerous for them.
- Mr Kellow advised there had been many near misses. Bollards need to be placed to stop vehicles going on the pavement.
- Councillor Stocks supported the petition and agreed bollards were needed.
- PC will respond to the petition once it has been discussed with Councillor Excell.

5. Road Casualty Reduction Report 2011

- PC presented summary of the incidents over 2011 calendar year. Data is provided by Police.
- Reports actual injuries not all collisions.
- Overall picture is of reducing number of incidents across the board.
- Councillor Addis suggested there may be an increase on “dare” incidents of people running across the road. PC advised most incidents were due to loss of concentration.
- Councillor Cowell raised concerns on reduced safety budgets and police support. All good work may be undermined by this.
- PC will supply numbers on older persons drivers attending the special drivers event.

6. Road Safety Initiatives Report 2012 – 2013

- Patrick Carney presented report and the Road Safety Plan based on priority data. Most schools have had road safety improvements. Safer Travel based on collision data only. Petitions need to be considered in the past and those presented today when considering recommendations. PC recommends the priorities identified from collision data. Mrs Hewitt will be presenting a petition. Campaign to install a puffin crossing as this staggered fenced crossing makes it difficult for people with sight impairment.
- Dartmouth Road at Goodrington. Mrs Hewitt lives on the road and helps other people with sight impairments with Braille training – the crossing is a barrier to access this training. 500 signature petition received.
- Councillor Faulkner supports this as a priority.
- Councillor Addis requested cost – Patrick Carney advised £40k/£50k as location would have to be changed due to junction being close by.
- Budget can do one major scheme and a couple of signing/lining schemes.
- Councillor Doggett recommended prioritising Dartmouth Road, Ellacombe School and Littlegate Lane (left turn only might be a solution).
- Councillor Amil supports Mrs Hewitt’s scheme.
- Councillor Cowell cannot see how we can prioritise if we do not know the cost of each option. Patrick Carney can give guidance – infrastructure work is £40/50k. Lining and marking around £10k per scheme.
- Councillor Cowell – requested we use development 106 contributions ie Torwood Street?

- Councillor Addis supported Ellacombe – opinion for 20mph zone and no loading between certain times may solve the issue.

Recommendations

Councillor Cowell proposed Dartmouth Road is the major scheme for 2012. Seconded by Councillor Amil. All in favour.

Second priority is Ellacombe Road loading bay scheme and 20 mile an hour zone.

Other funding for 20 mile zones for schools also to be considered. Patrick Carney has to take this change in policy to Charles Uzzell/Councillor Excell as this is against collisions data policy currently used.

7. Minor Congestion Relief Schemes 2012 – 2013

- Patrick Carney presented the report – described schemes proposed and identified the priorities.
- Likely to do scheme 1 and 3 with the budget available. Scheme 2 could get developer funding and then this could be taken forward later.
- Scheme 4 proposed for 2013.
- Councillor Cowell raised issues of buses outside ASDA needs to be looked into.
- Councillor Addis proposed, seconded by Councillor Cowell. All in favour

8. Better Bus Area Fund

- Sally Farley presented the report.
- Torbay was awarded £514,700 for real time bus information, will improve visibility of bus arrivals at stops.
- System linked to mobile phone and will have GPS tracking.
- All bus stops and kiosk screens at key points stations/hospital etc.
- Total scheme costs £700k – all funding has been allocated. Will be completed in March 2014. Additional screens can be included at a later date.
- Noted report.

9. St Michaels Traffic Action Zone – Consideration of Objections to proposed Traffic Regulation Order

- Patrick Carney presented the report and additional information which was compiled after the site visit.
- Report considering objections against parking reductions. Additional info replaces page 43/44 of the original report.
- Mr Preest – chairman of the Residents Action Group presented to the group.
- Mr Preest's only concern still outstanding is Addison Road, allowing the traffic to see based on angle on corner suggested no loading to be implemented to alleviate this.
- Consider 20 mile an hour zone by the school on Hayes Road.
- Councillor Brooksbank concerns over speed on St Michaels Road – rumble strips have not worked.

- Patrick Carney to consider the problems/install covert camera to provide speed recording to see the level of speeding on this road.

Recommendation

Merrett and Addison Road to be considered along with the recommendations presented at the meeting.

Councillor Brooksbank proposed and Councillor Doggett seconded.

10. Nicholson Road, Torquay – Consideration of the provision of parking restrictions

- PC presented report.
- Recommended TRO to be advertised and if no objections received, to be implemented.
- Councillor Addis proposed and Councillor Cowell seconded.

11. Nicholson Road, Torquay – Potential Widening Scheme to Improve Traffic flow

- PC presented report on review on widening Nicholson Road.
- Recommendation only to implement width the road where crash barrier allows space for providing additional parking places.
- Cost expected to be £50k
- Councillor Excell suggested a site visit before making a decision.
- Councillor Cowell proposed deferral as cost cannot be justified. Councillor Amil seconded deferral. Councillor Addis abstained/All in favour. Consider this as a developer contribution scheme to be implemented in the future.

12. Parking Provision – Eastern Esplanade, Paignton

- Patrick Carney presented report.
- 218 spaces in total, 73 were disabled drivers surveyed on the day. Suggest northern end could be left open (81 spaces). PC advised we would still require closure for events. Only open a total of six weeks when this is taken into account. Consider extinguishing the highway, then Torbay Council could use as a car park if we require. Consideration of use of this area as a public area and not for parking– and protect it.

Recommendation

Carry on consultation to support an application to Secretary of State to deregulate as highway for Esplanade. Councillor Cowell proposed and Councillor Amil seconded. All in favour.

13. Paignton Town Centre Parking – six month review

- Patrick Carney presented report on recommendations for Paignton Parking Review.
- Agreed as recommended. Councillor Brooksbank proposed and Councillor Doggett seconded. All in favour

14. Coach Parking – Review of Cary Park area

- PC presented proposal on coach parking.
- Councillor Addis concerned regarding consultation on Cary Avenue and a decision should be deferred on this road. Agreed to recommended to consult with Ward Councillors on this road.
- All others are implemented as recommended.
- Councillor Addis proposed and Councillor Brooksbank seconded. All in favour.

15. Date of Next Meeting

21st June 2012, 4pm, Meadfoot Room, Town Hall

Agenda Item 3



Title: **Torquay Town Centre Parking – Six Month Review**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **21st June 2012**

Key Decision: **No.** How soon does the **June 2012** decision need to be 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 Highways Management continue to undertake a review of the on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The Torquay Town Centre Parking Review (**appendix 1**) shows the boundaries of the review area) was carried out in accordance with the Council's Parking Policy and generated an increase in on-street car parking spaces, in the following categories:

- Disabled
- Dual use (loading bay / evening unlimited parking)
- Metered
- 1 hour limited waiting (no return in 2 hours)
- 2 hours limited waiting (no return in 3 hours)
- Loading only
- Motorcycle
- Unrestricted

The proposals were presented to and approved by the Transportation Working Party on 10th September 2010, after which the revised Traffic Regulations were advertised and implemented. Objections received were presented to the Transportation Working Party on 28th January 2011.

This report is to deal with feedback received following the review of the scheme.

2. Recommendation(s) for decision

- 2.1** That the proposed amendments to the Traffic Regulation Orders detailed in **appendix 3 (plans 1 – 7)** are advertised and implemented should no objections be forthcoming. Any objections received will be presented to a future meeting of the Transport Working Party.

3. Key points and reasons for recommendations

- 3.1** The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained.

This report is to take into consideration feedback received during the review process.

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

Patrick Carney
Group Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

A1.1 The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained to ensure the delivery of the following key objectives:

- Ensure that there is effective enforcement of on-street waiting and parking restrictions in order to reduce congestion and increase the availability of short stay parking space.
- Provide adequate space for taxis, coaches and buses to park and operate safely in appropriate locations.
- Review the extent of long stay, on street car parking where this causes problems in residential areas, conflicts with essential traffic movements, creates safety problems or reduces space for short stay visitors.
- Enhance and encourage the use of public off-street car parks for short and long stay parking.
- Make attractive parking arrangements for holders of "Blue Badges" in suitable locations and improve the access and internal layout of car parks to give full access for the disabled.
- Continually manage all town centre car parking, giving priority to provision for shoppers and visitors and reducing the need to search for car parking spaces.
- Ensure retail deliveries can continue with reasonable efficiency particularly outside the main periods of pedestrian activity.

As part of this policy, Highways Management will undertake a review of on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The first of these reviews undertaken was within Torquay town centre and **appendix 1** shows the boundaries of the proposed review area.

The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained. The proposed changes generated an increase in on-street parking spaces, including extra disabled, motorcycle and taxi spaces.

The proposals were presented to and approved by the Transportation Working Party on 10th September 2010, after which the revised Traffic Regulations were advertised (15th October – 5th November 2010) and implemented. Objections received were presented to the Transportation Working Party on 28th January 2011.

Consultation with the town team has been undertaken following the introduction of the revised parking restrictions and generally positive feedback has been received.

This report is to deal with feedback received following the review of the scheme.

Appendix 2 details the feedback received regarding the alterations to the Traffic Regulation Orders undertaken as part of the Torquay Town Centre Parking Review, whilst **appendix 3 (plans 1 – 7)** details the revised proposals to the existing Traffic Regulation Orders.

Abbey Road (**appendix 3 – plan 1**)

It is proposed to:

- Extend the existing disabled bay opposite Rock Road by 5.5m (creating 1 space).
- Remove the 25m loading bay outside cinema (due to damage to cinema canopy caused by high vehicles) and one 5.5m metered bay; to be replaced by 2 metered bays (11m), 8m of motorcycle parking and a 16.5m loading bay.
- Please note there is a loss of one metered bay, which has been replaced by motorcycle parking.

Castle Lane (**appendix 3 – plan 2**)

Following comments received from a local business it is proposed to:

- Change the existing '1 hour no return in 1hour Monday – Saturday 8am – 6pm' limited waiting parking bay to 'loading only 8am – 6pm Monday – Saturday'.

Castle Road (**appendix 3 – plan 3**)

Following comments received regarding possible conflict between oncoming vehicles it is proposed to:

- Extend the double yellow lines by 8m opposite property no.7.
- Cut back the existing metered bay by 11m (2 spaces) and extend double yellow lines.

Madrepore Road (**appendix 3 – plan 4**)

In order to provide an increase in on-street parking spaces it is proposed to:

- Cut back the double yellow lines by 11m and extend the existing limited waiting '1 hour return prohibited within 1 hour 8am-6pm' parking bay (creating 2 spaces).

Market Street (**appendix 3 – plan 5**)

A 48 signature petition has been received from the residents of 'Stratheden Court', requesting the removal of the metered parking bays fronting their property due to access issues for emergency vehicles, taxi's etc. The proposal is to reduce the metered parking by 11m (2 spaces) and replace with double yellow lines.

Morgan Avenue (**appendix 3 – plan 6**)

In order to provide an increase in on-street parking spaces it is proposed to:

- Cut back the double yellow lines outside no.3 Morgan Avenue and extend existing 'Limited Waiting 1 hour return prohibited within 2 hours Mon - Sat 8am-6pm' by 5.5m (creating 1 space).

- Remove 16.5m of double yellow lines opposite property no's 5 – 11 and implement 'Limited Waiting 1 hour return prohibited within 2 hours Mon - Sat 8am-6pm (creating 3 spaces).

Tor Hill Road (**appendix 3 – plan 7**)

Following comments received from the coach company based in Zion Road, regarding access issues, it is proposed to:

- Cut back the existing 'Limited Waiting 2 hours return prohibited within 3 hours Mon-Sat 8am-6pm' bay by 13m and implement double yellow lines.

Zion Road (**appendix 3 – plan 7**)

Following comments received from the coach company based in Zion Road, regarding access issues, it is proposed to:

- Extend the existing double yellow lines a further 25m into Zion Road.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Consultation has been undertaken with major stakeholders and the proposed alterations to the existing Traffic Regulation Orders will be advertised (both on site and in the local media). The proposals for implementation are as a result of taking into consideration feedback received and therefore any risks have been minimised.

A2.2 Remaining risks

A2.2.1 By reworking and making better use of the available road space we will be able to provide more parking and therefore reduce the number of wasted journeys made by drivers as they search for on-street parking spaces. If these changes to the existing Traffic Regulation Orders (TRO) are not approved, these wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

- A3.1 Implement one or more of the proposed revisions to the existing TRO's
- A3.2 Do nothing.

A4. Summary of resource implications

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

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 town team has been undertaken following the introduction of the revised parking restrictions and generally positive feedback has been received.

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services Team.

Appendices

Appendix 1 Shows the boundaries of the review area.

Appendix 2 Details the feedback received regarding the alterations to the Traffic Regulation Orders undertaken as part of the Torquay Town Centre Parking Review.

Appendix 3 Details the revised proposals to the existing Traffic Regulation Orders.

Documents available in members' rooms

None

Background Papers:

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

The Council's Parking Policy 2006 (version 3 – TMA)

Agenda Item 3

Appendix 1



KEY

— Torquay Town Centre Zone

Torquay Town Centre Review Zone

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TO/JOHN CLEWER
SENIOR ENGINEER
ROEBUCK HOUSE
ABBAY ROAD
TORQUAY TQ2 5TF

DEAR SIR,

WITH REFERENCE TO THE ATTACHMENT AND RESIDENTS SIGNATURES WE OBJECT STRONGLY TO THE PAY AND DISPLAY PARKING BAYS OUTSIDE STRATHEDEN COURT MARKET STREET TORQUAY. STRATHEDEN COURT IS A PRIVATE RETIREMENT DEVELOPMENT CONSISTING OF 60 RESIDENTS FLATS.

RESIDENTS ARE AGED 60 UPWARDS AND SOME HAVE A LIMITED MOBILITY/EYESIGHT PLUS WALKING AIDS.

OFTEN AMBULANCES ARE SUMMONED AND WE HAVE A DRY RISER ACCESSIBLE FOR THE FIRE SERVICE-CARS WOULD HAMPER ACCESS TO THE DEVELOPMENT.

MORE CONCERNS ARE WHEN TAXIS'S ARE CALLED AND RESIDENTS WOULD HAVE TO WALK IN THE ROAD AGAIN UNDER HAZARDOUS CONDITIONS . DOES THIS MEAN THAT RELATIONS AND FRIENDS WILL HAVE TO PAY FOR THE PRIVILEGE ?

WE ASK THAT YOU URGENTLY REVIEW THIS SITUATION AND VISIT STRATHEDEN COURT.

REPLY TO:

[REDACTED]

PARKING BAYS OUTSIDE
STRATHEDEN COURT

31 Signatures on this page.

Swanborough - House Manager
on behalf of all Carers, Delivery
Drivers, push-on-wheels, Emergency services
Relatives & Friends dropping off/picking up
Finally. The well being & safety of
residents.

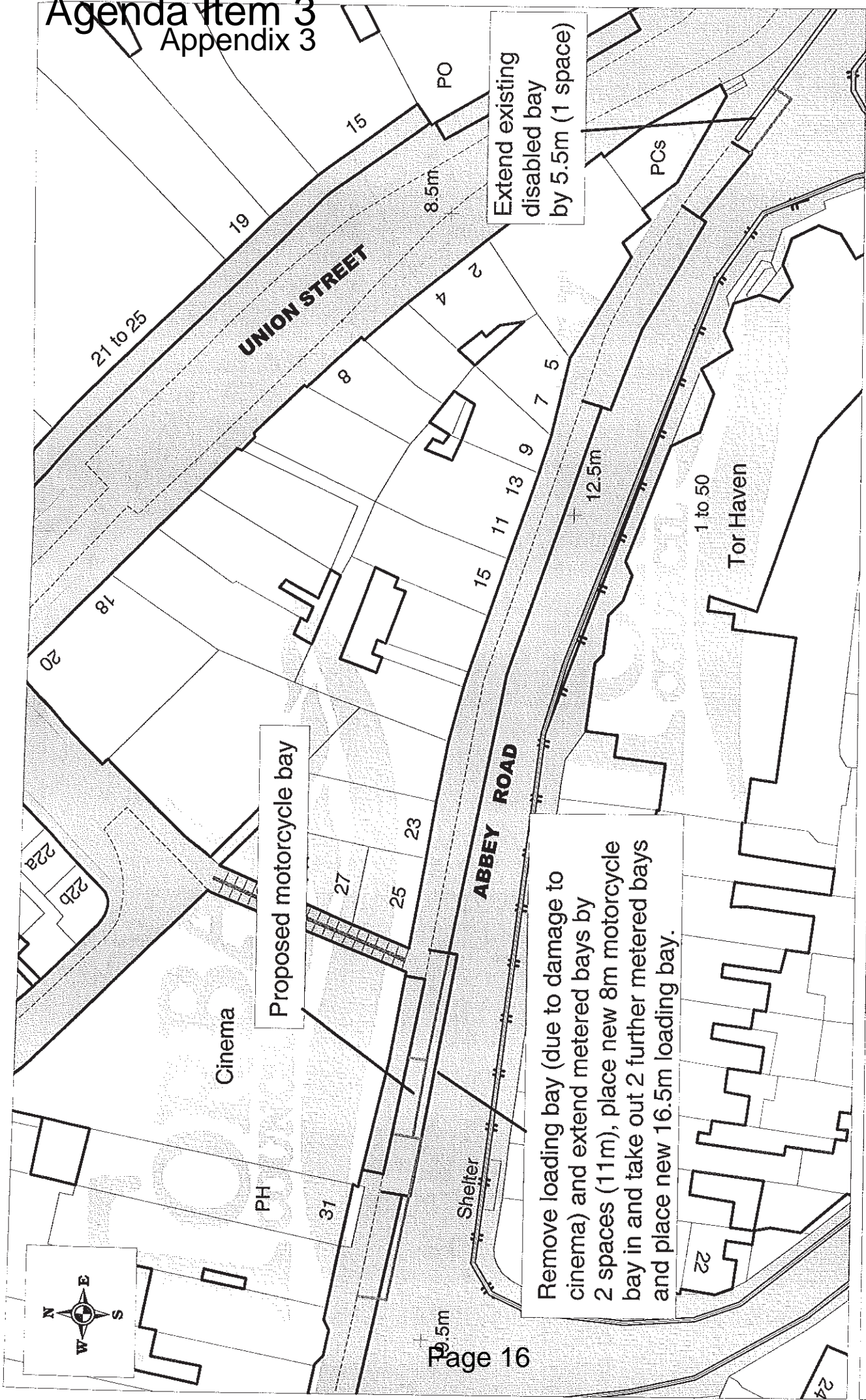
PARKING BAYS

CONTINUED

18 Signatures on this page.

Total of 48 Signatures

By Request this petition
to go forward to the
transportation working party for
consideration.



Extend existing disabled bay by 5.5m (1 space)

Proposed motorcycle bay

Remove loading bay (due to damage to cinema) and extend metered bays by 2 spaces (11m), place new 8m motorcycle bay in and take out 2 further metered bays and place new 16.5m loading bay.

Torquay Town Centre Review
Abbey Road

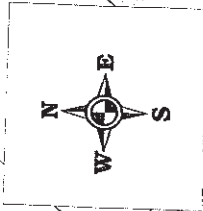
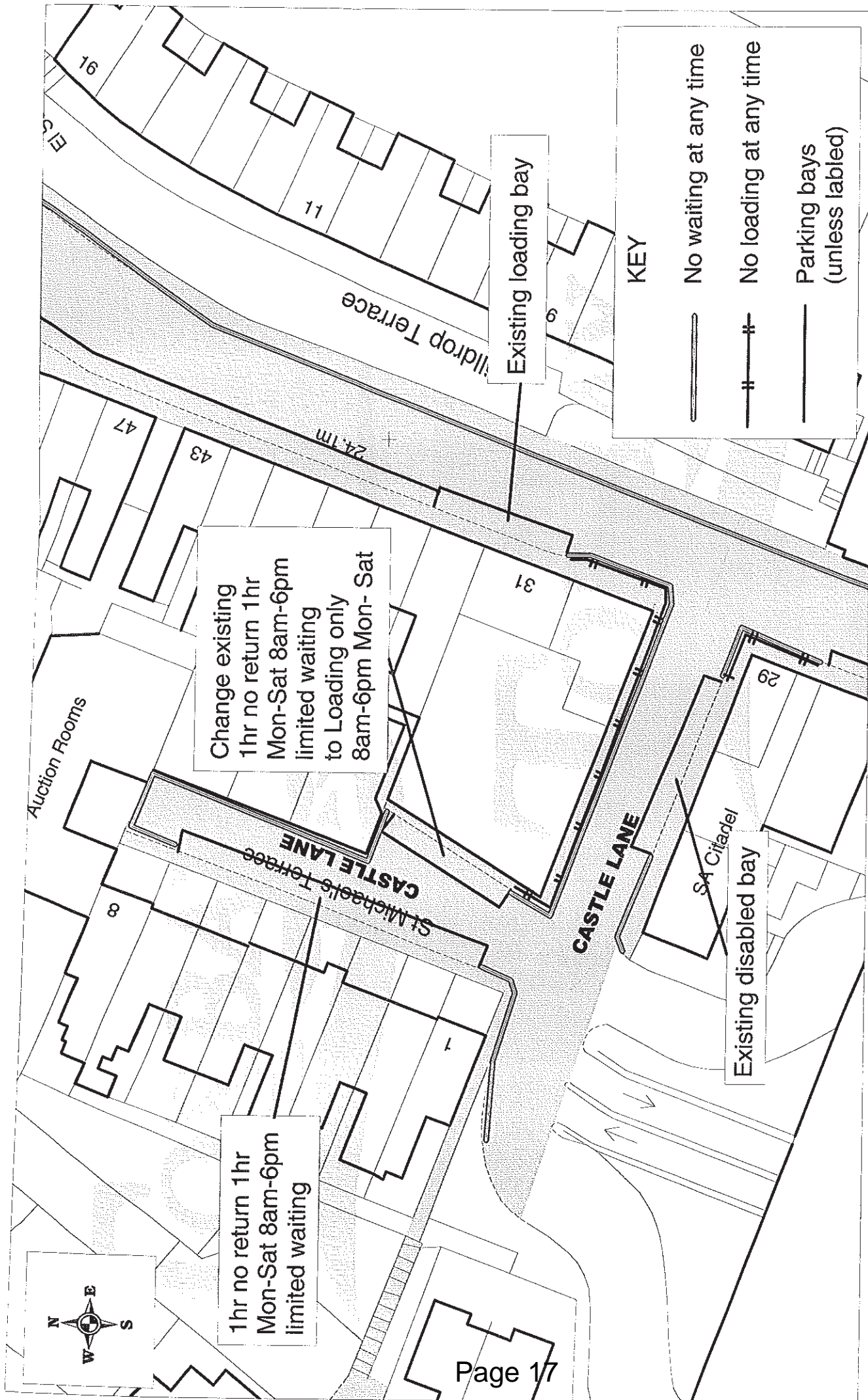
1:500 scale

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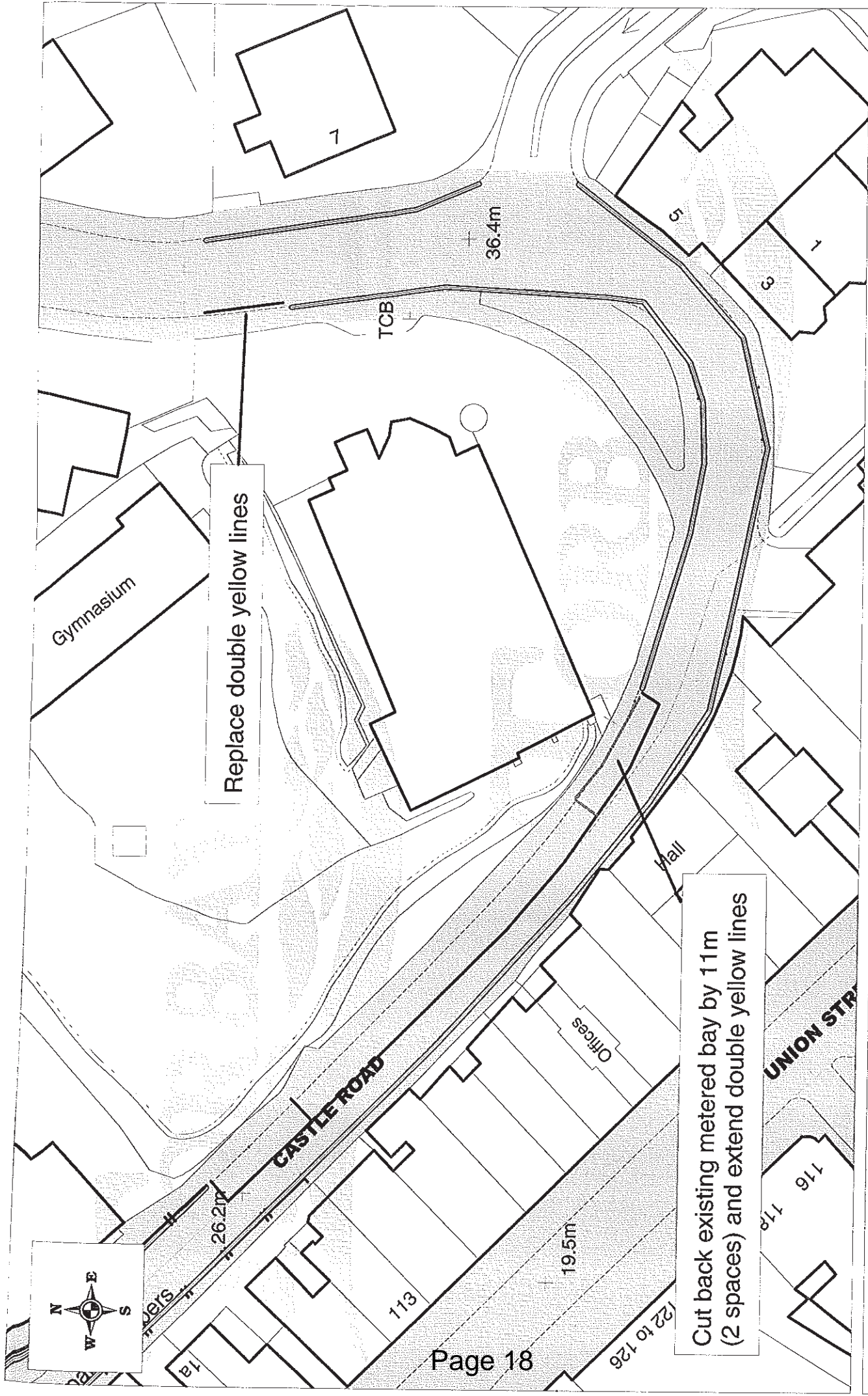
Torquay Town Centre Review
Castle Lane

1:500 scale





Torquay Town Centre Review
Castle Road



Replace double yellow lines

Cut back existing metered bay by 11m (2 spaces) and extend double yellow lines

1:500 scale

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11.9m

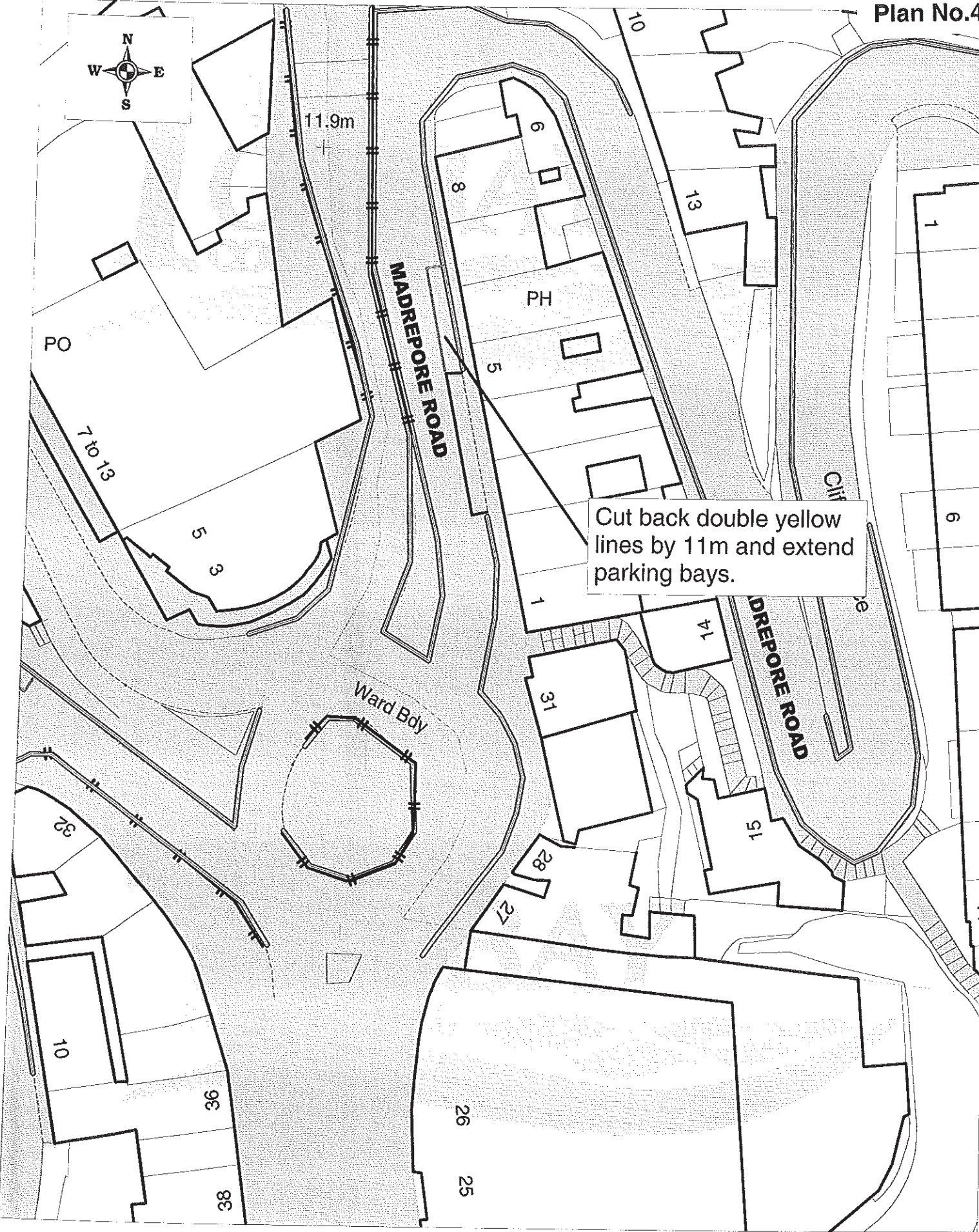
MADREPORE ROAD

PH

Cut back double yellow lines by 11m and extend parking bays.

MADREPORE ROAD

Ward Bay



1:500 scale

Torquay Town Centre Review
Madrepore Road

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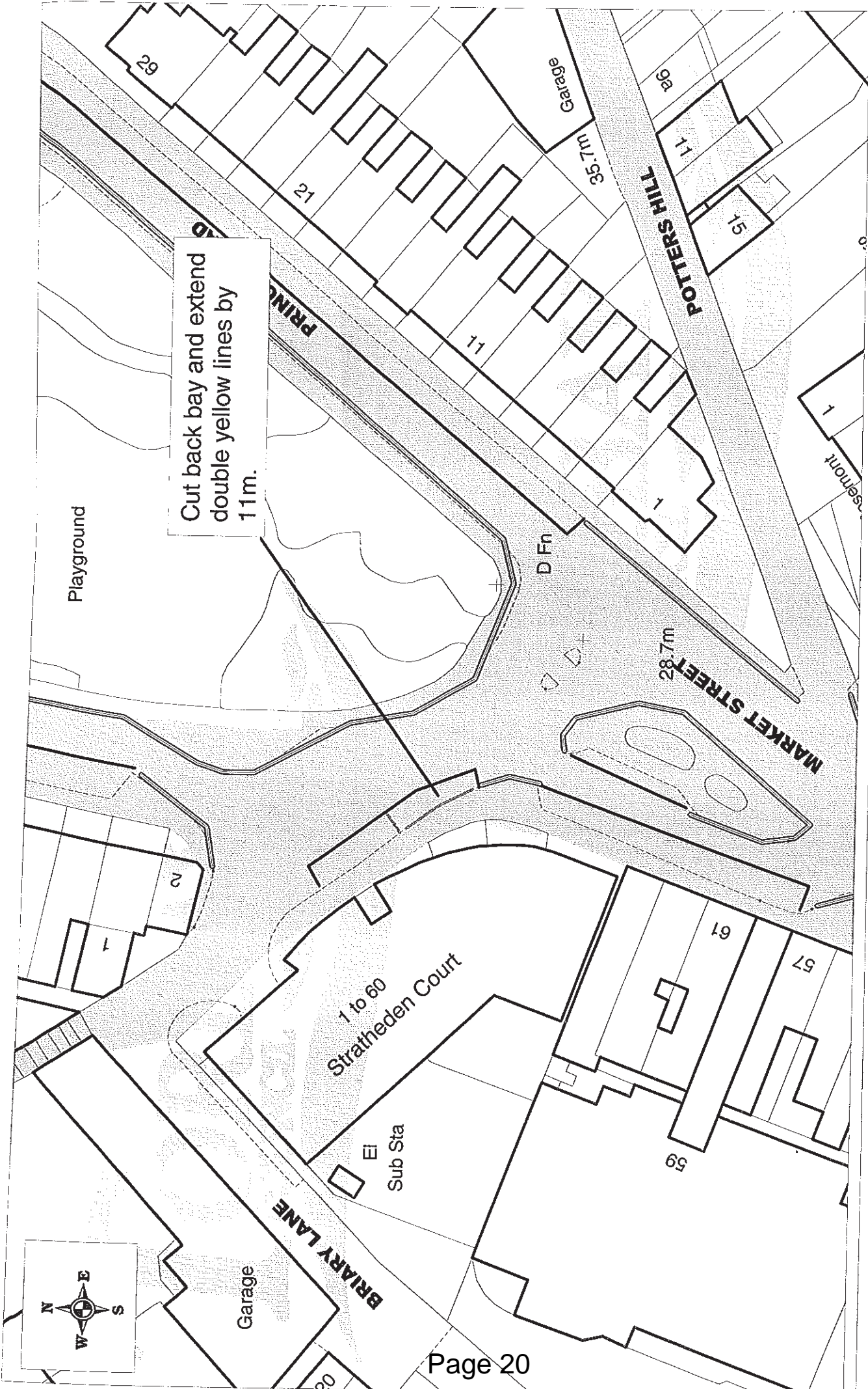


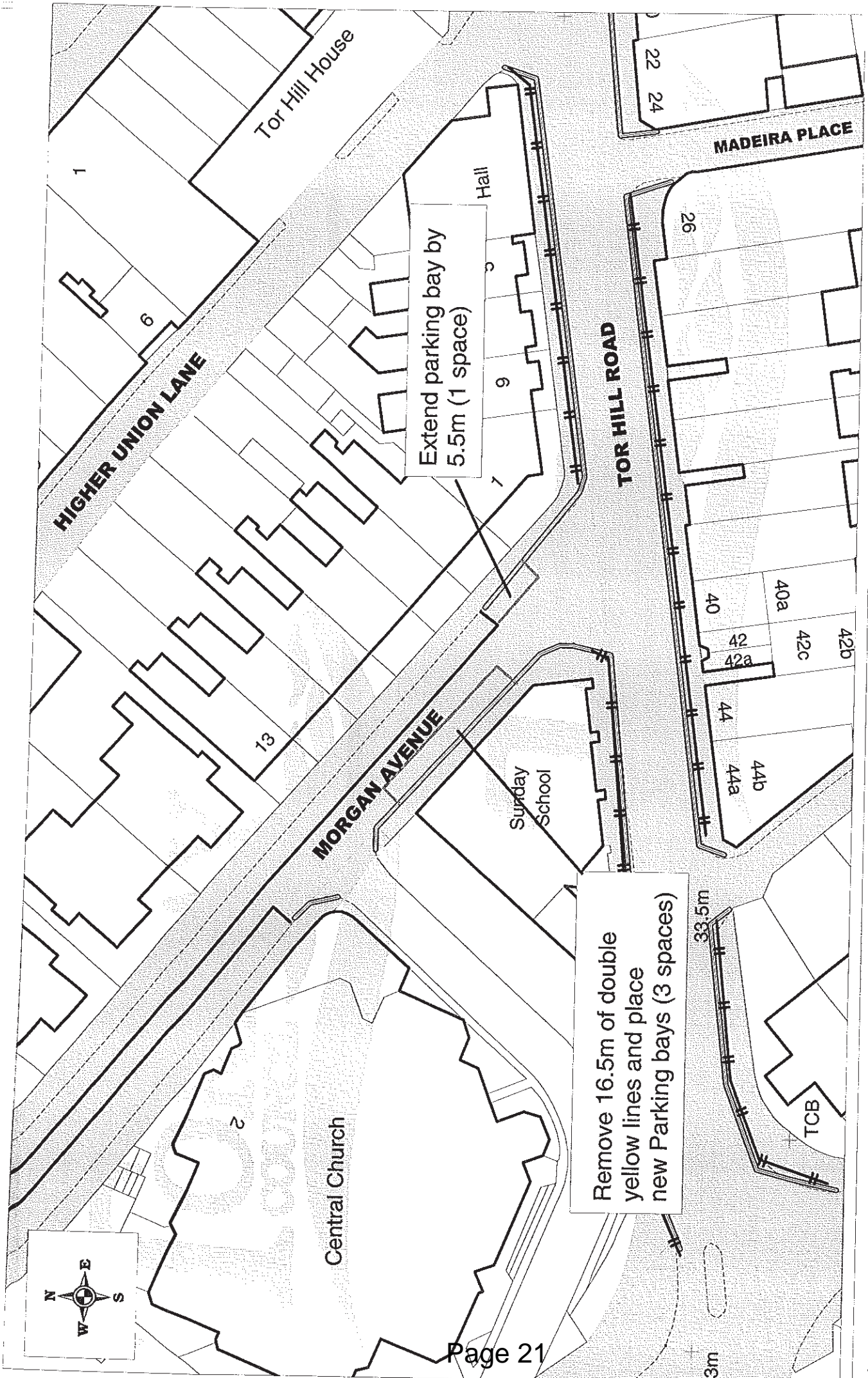


Torquay Town Centre Review
Market Street

1:500 scale

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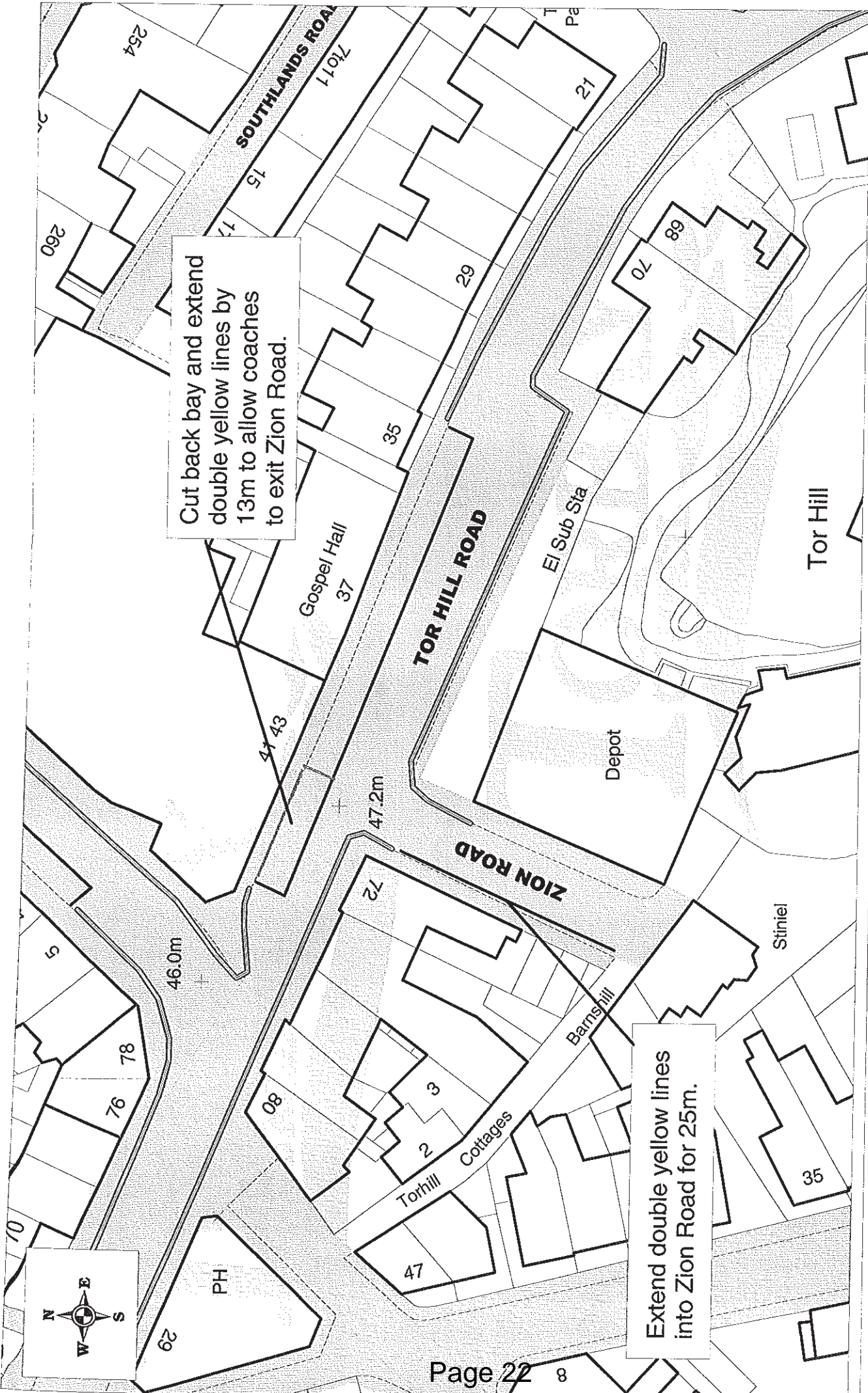




Torquay Town Centre Review
Morgan Avenue

1:500 scale

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Cut back bay and extend double yellow lines by 13m to allow coaches to exit Zion Road.

Extend double yellow lines into Zion Road for 25m.



Torquay Town Centre Review
Tor Hill Road

1:500 scale

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Title: **Hollicombe to Paignton Harbour Cycle Route**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Preston**

To: **Transport Working Party**

On: **21st June 2012**

Key Decision: **No**

How soon does the decision need to be implemented **December 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **Ian Jones**

☎ Telephone: **7835**

✉ E.mail: **ian.jones@torbay.gov.uk**

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

1.1 The Hollicombe to Paignton Harbour cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route from The Main Torbay Road through to Paignton Harbour.

2. Recommendation(s) for decision

2.1 Members are recommended to approve implementation of the cycle link shown as 'Scheme 1' in this report (as detailed in **Appendix 1**), subject to consultation with the Community Partnership and affected residents and that all associated Traffic Regulation Orders are advertised and implemented if no objections are received. Any objections received will be presented to a forthcoming meeting of the Transport Working Party.

3. Key points and reasons for recommendations

3.1 The principle of this route, was approved for progression by the Transportation Working Party which was presented on 23rd April 2010.

- 3.2 The link along Paignton's Eastern Esplanade was implemented in early 2012 and approval by this Working Party has also been granted for the implementation of the link between Torbay Road and Marine Parade, Paignton subject to an amendment to an existing byelaw.
- 3.3 The approval of this Working Party is being sought to progress the section of the route between Marine Parade and Paignton Sea Front.
- 3.4 The proposed works form links to existing cycling facilities in the location and also forms part of the national Cycle Network.

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

**Patrick Carney
Group Service Manager – Streetscene & Place**

Supporting information

A1. Introduction and history

A1.1 A briefing note was presented to the Transportation Working Party on 23rd April 2010 detailing a number of strategic cycleway improvements which are to be funded from Growth Points Capital funding as approved by full Council on 25th June 2009.

A1.2 A report was presented to the People (Communities) Policy Development Group on 16th August 2011 where members approved the implementation of the link between Torbay Road and Marine Parade (via Hollicombe Head), subject to the amendment of an existing byelaw which prohibits cycling through Hollicombe Head.

A1.3 The byelaw amendment is due to be considered by the Secretary of State following approval by Full Council and consultation with affected stakeholders. It is therefore likely that formal approval will be granted prior to the anticipated commencement of the works in Hollicombe Head in the autumn 2012.

A1.4 The report referred to in A1.2 stated that a recommendation for the Preston Green section of the scheme would be put forward for consultation for a solution prior to returning to a future Working Party for consideration. In the event, initial consultation with the Community Partnership and the Beach Hut users Group has shown that the original proposal for the use of the wide footpath to the west of Preston promenade was not widely supported.

A1.5 Officers have now taken the opportunity to look for alternative options for this section and members are now requested to approve a preferred option which could be implemented following further consultation if no objections are received. Any objections will however be presented to a future Working Party for consideration.

A1.6 The alternative schemes are as follows:

Scheme 1

- To provide a link between Marine Parade to Marine Drive through the Northern End of Preston Green area (adjacent to the public toilets) via a constructed ramp and with an informal crossing from the Eastern side of Marine Drive to the Western footway.
- To widen the western footway on Marine Drive to provide a shared use footway/cycleway from the North of Preston Green to the junction with Manor Road.

The scheme will provide an off carriageway route in two directions on this one way section of road as detailed in **Appendix 1**, however cyclists travelling in the southerly direction would need to cross the road twice to use this facility. Also the threshold levels of a number of private driveways may restrict the width of footway that could be constructed.

Scheme 2

- As scheme 1 but with the provision of a contra-flow cycleway adjacent to the western footway of Marine Drive between Manor Road Junction and the

North end of Preston Green. The cycleway to be a combination of on carriageway and on footway cycle provision.

This scheme as detailed in **Appendix 2** will provide a cycle route to allow cyclists to use the one-way section of Marine Drive against the flow of traffic to provide a through link. Cyclists travelling in the southerly direction would need to use the carriageway 'with traffic' for which there would be a safe remaining width. This option would provide a 'low cost' solution but will have a lack of dedicated provision for south bound cyclists, which may be a deterrent to use by the less confident cyclists.

Scheme 3

- To widen the eastern footway of Marine Drive adjacent to Preston Green to provide a two way shared use footway/cycleway.

This option as detailed in **Appendix 3** keeps the cycle route on the seaward side, however the footway is currently between the existing dense hedge on Preston Green and a line of parked vehicles. It is therefore likely that there would be considerable conflict with doors being opened by parked vehicles and pedestrians accessing the Green.

Highways officers have however been made aware of the fact that the hedge is being considered for removal due to the maintenance costs that it generates. If this was to happen in the future then a shared cycleway would be more feasible. If this were achievable then it could provide a shared route for south bound cyclists only when combined with schemes 1 or 2 in the future.

Scheme 4

- To provide an off highway route by using the wide footway adjacent to Preston Green and Preston Promenade.

This is the option referred to in A1.4 to this report and has already been subject to some initial consultation with stake holders. The scheme is detailed in **Appendix 4**.

- A1.7 Members should note that the scheme does not include for any measures for the section between Manor Road and Eastern Esplanade. This is due to the restrictive road width at this location, which will not allow for dedicated cycle facilities. Cyclists will therefore have to either cycle with traffic or dismount along this short section.
- A1.8 Once a preferred scheme option has been approved by this Working Party, consultation with the Preston Community Partnership, Ward Councillors and affected residents will be undertaken. If the consultation results in objections or amendments to the scheme then these will be returned to a future Working Party for consideration. It is anticipated that the scheme can be implemented in early 2013.
- A1.9 If Members recommend option 2 then they should be mindful that a Traffic Regulation Order will be required to ensure that the contra flow cycle lane is mandatory. Approval of this option should therefore recommend provision for advertising the order and implementing if no objections are received.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 If the National Cycle Network is not progressed through Torbay then future funding for sustainable transport measures may be compromised. Also if this section of the route is not progressed then this may discourage cyclists from viewing Torbay as a tourist destination for cycling.

A2.2 Remaining risks

A2.2.1 Approval to progress a route that takes cyclists away from the sea front may lead to the route becoming less popular as a recreational cycle route.

A3. Other Options

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

A3.2 That Scheme 4, as previously proposed, is progressed as an off highway route.

A4. Summary of resource implications

A4.1 Implementation and further progression of the scheme will be managed by officers within the Street Scene and Place Group. Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group.

A4.2 The scheme will be funded from an allocation from Growth Points Capital funding for Strategic Cycle ways, with additional funding being provided from Planning contributions for sustainable transport initiatives in this area.

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 will need to be undertaken with interested parties regarding the preferred scheme. This will include the Preston Community Partnership, Ward Councillors, affected residents and the Beach Hut Users Group. Proposed Traffic Regulation Orders will be advertised, both on site and in the local media, with any objections being referred back to a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 Indicative plan of Scheme 1

Appendix 2 Indicative plan of Scheme 2

Appendix 3 Indicative plan of Scheme 3

Appendix 4 Indicative plan of Scheme 4

Documents available in members' rooms

None

Background Papers:

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

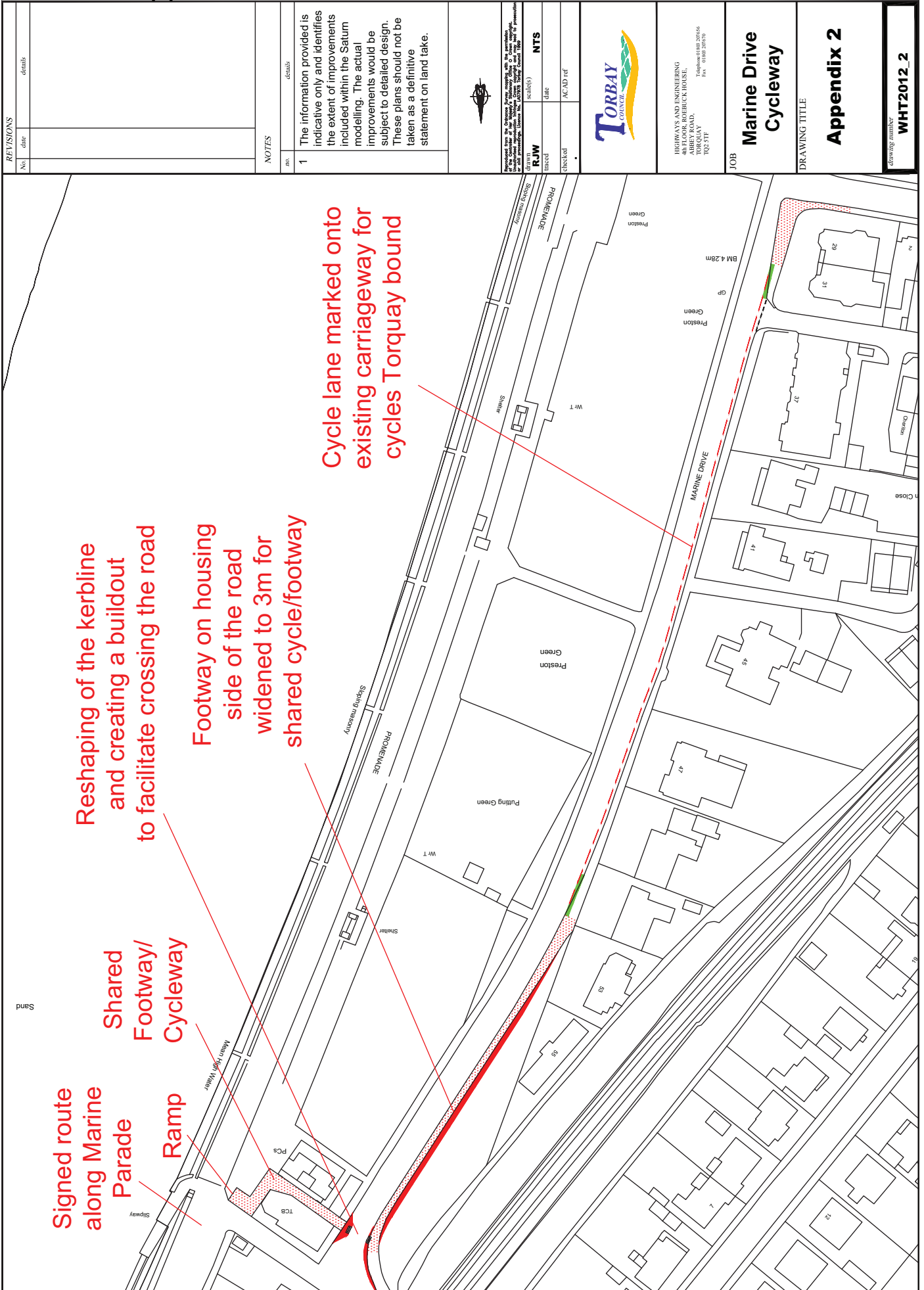
The Local Transport Plan

Briefing Note to Transportation Working Party – 23rd April 2010

Report to the People (Place) Policy Development Group – 16th August 2011


Agenda Item 4

Appendix 2



REVISIONS		details
No.	date	

NOTES		details
no.		
1		The information provided is indicative only and identifies the extent of improvements included within the Saturn modeling. The actual improvements would be subject to detailed design. These plans should not be taken as a definitive statement on land take.

	
<small>Approved from the Torbay Council Planning and Environment Committee on 12th October 2012. The information provided is indicative only and identifies the extent of improvements included within the Saturn modeling. The actual improvements would be subject to detailed design. These plans should not be taken as a definitive statement on land take.</small>	
RJW	NTS
checked	date
	ACAD ref



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JOB
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 Cycleway**

DRAWING TITLE
Appendix 2

drawing number
WHT2012_2



Title: **Torbay Highway Network Capacity and Western Corridor Improvements**

Wards Affected: **All Wards**

To: **Transport Working Party** On: **21 June 2012**

Contact Officer: **Patrick Carney**
Telephone: **207710**
E.mail: **Patrick.Carney@torbay.gov.uk**

1. Key points and Summary

- 1.1 As a result of the South Devon Link Road now becoming a reality, Torbay needs to ensure that its network has the capacity to support the economic growth it will bring. Investment is required in order to improve certain areas of the network, which are either showing signs of regular congestion or will suffer congestion in the near future. However, the Council needs to continue to support sustainable travel to add capacity to the network.

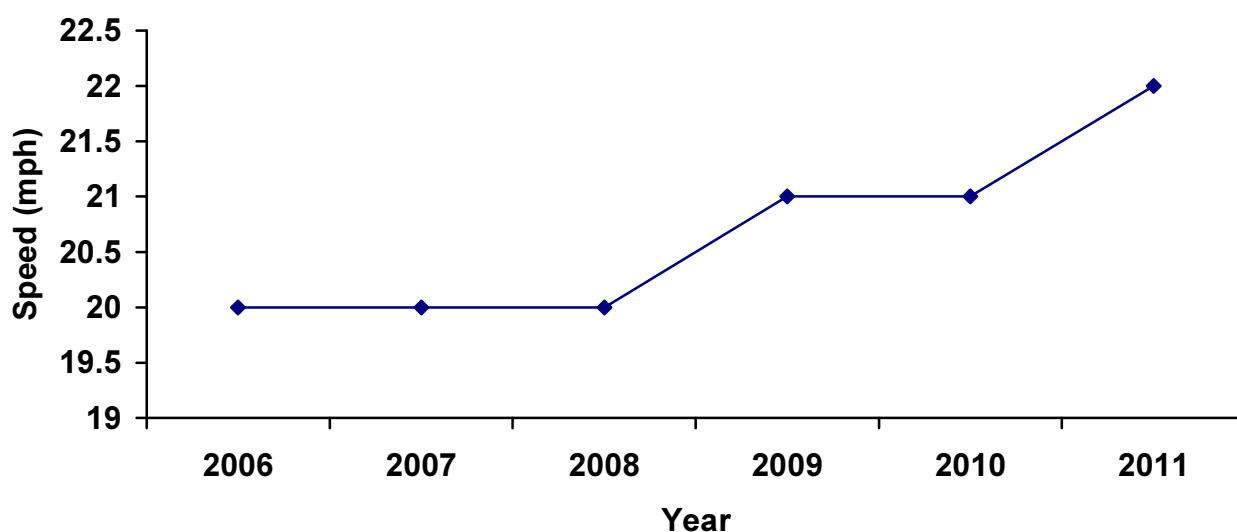
2. Introduction

- 2.1 Torbay Council and Devon County Council have, after many years of lobbying, now been successful in attracting funding for the South Devon Link Road. The outcome will be improved access to Torbay and reduced journey times. However, Torbay's road network must be able to distribute the vehicles efficiently around the network as they arrive more quickly to the Bay.
- 2.2 In assessing how the network will cope the first question must be how is the network operating at present. When assessing the network's capacity the level of congestion must be considered, however there is no detailed definition of congestion. Most people would consider this to be unacceptable journey times, although the Highway Agency prefer to consider journey time predictability i.e. if it takes 30 minutes to travel 5 miles everyday this is better than if it takes 10 minutes one day and 20 minutes the next. Also, what is acceptable journey times, an average speed of 20mph would be acceptable in Bristol or London but may not be acceptable in Torbay. This report mainly considers areas of the network where modelling shows the capacity of junctions to be at saturation during peak times of the day.

3.0 The Current Network

- 3.1 Figure 1 shows the average journey time around the Torbay Strategic Network over the past six years.

Figure 1 – Average Journey Time Around the Bay



The results show an average speed of approximately 22mph with a slight increase over the past 6 years. For an urban network this would be considered an acceptable average speed in many parts of the country. For a short period the Government collected data on average speeds at peak times and compared this on an annual basis. Torbay Council's result for NI167 was an average speed of 22 mph during the peak hours. Table 1 outlines how this compares with some other highway authorities.

Table 1 - Average time to complete 1 mile during peak hours

Authority	Time (mins)	Average speed (mph)
Torbay	2.70	22.2
Bristol	3.44	17.4
Bournemouth	2.84	21.1
Blackpool	3.20	18.75

- 3.2 The table demonstrates that Torbay compares fairly well against other authorities. However, the most recent national customer satisfaction survey on Transport showed that Torbay had one of the lowest satisfaction rates on congestion in the country. Therefore it can be concluded that whilst journey times compare well with other authorities, these do not appear to be acceptable to Torbay residents.
- 3.3 Finally Appendix 1 shows the average speeds around the strategic network broken down into sections. The red areas show the slowest parts of the network where speeds are less than 10mph. These may be areas where future improvements are required.

Appendix 1a – Average Journey Time around the Bay November 2011

Appendix 1b – Average Journey Time around the Bay Three Year Average

4.0 Future Network Capacity

4.1 In order to assess the future capacity of the network the following studies have been considered:-

- The Torbay Saturn Model, this was a course traffic model of the whole Torbay network which considered junction capacities for 2011.
- The Western Corridor Study, this was a model which looked at the effects of development around the Western Corridor (A380 ring road) for the year 2026 and included the South Devon Link Road.
- The Development Strategy Report, this review carried out by Atkins looked in more detail at Torquay and Paignton Town Centre areas for the year 2026.

From the reports the following areas of concerns were identified:-

1) The Western Corridor

Two of the reports identified that the Western Corridor from Windy Corner to Churscombe Cross would have a number of junctions at capacity over the next few years. The main junctions were Windy Corner, Yalberton Road, Long Road, Borough Road, Tweenaway, and Great Parks. However, it was shown that with improvements 10,000 additional houses could be accommodated with acceptable levels of congestion. Improvements have been delivered to Tweenaway Cross, Long Road and Borough Road but further improvements are required to the remaining junctions. These include Windy Corner, an additional lane in both directions from Long Road to Borough Road, a new junction at Great Parks and an additional lane travelling north from Great Parks to Churscombe Cross.

It is proposed that this will be mostly funded from developer contributions as the area is developed. Members are asked to approve the improvements planned for the Western Corridor.

Should growth exceed the 10,000 houses Torbay would need to consider additional infrastructure. This could potentially be a new ring road from Churscombe Cross to the east of Collaton St Mary and rejoining the existing network at Hookhills.

2) Scotts Bridge

As the Edginswell Business Park develops queues will extend on the Newton Road as people try to access Riviera Way. Due to the railway bridge the options to improve capacity are difficult but as planning applications are considered the Council has to be aware of the pressures on this junction. The possibility of a new train station at Edginswell may, however, reduce the number of car journeys to the Business Park, Hospital and The Willows.

3) Shiphay Lane Junction

Two of the studies showed this junction will be over capacity within the next few years. Further studies have been carried out to see if a change in signal timings can improve capacity. There are limited options for physically widening, but an alteration to the sequencing will improve the efficiency of the junction. This is expected to be delivered in 2012/13.

- 4) Abbey Gates
Two of the studies showed this junction will be over capacity within the next few years. A detailed study is required in the future.
- 5) Tor Hill Road/Abbey Road
Two of the studies showed this junction will be over capacity within the next few years. A detailed study is required in the future.
- 6) Penwill Way Junction (Clennon Valley)
All three reports showed this as an area of concern. A detailed study is being carried out at this time to review the signal timings. The affect of development in this area needs to be considered alongside the potential to improve the junction.
- 7) Whitstone Road/Dartmouth Road Junction
Improvements are being considered for this junction as part of the Local Transport Plan Capital Programme.
- 8) Hyde Road/Torquay Road Junction
Two of the studies showed this junction will be over capacity within the next few years. A detailed study is required in the future.

Please note all of these studies tend to concentrate on the strategic road network. Other minor junctions may have queues at peak times or will be affected by new developments and are normally considered as part of the planning process.

5.0 Network Vulnerability

- 5.1 Travelling North to South Torbay only has two main roads which means that when operating normally travel times are acceptable but the network is very vulnerable. In the event of storms or unforeseen events and the closure of one of these routes, the network can become congested quite quickly.
- 5.2 Roadworks have to be co-ordinated carefully and investment is required in an intelligent transport system that give real time information to drivers so that alternative routes can be considered earlier in the journey. Also, better information can ensure that additional travel time can be allowed for during these events.
- 5.3 The introduction of the fast ferry could also provide a valuable alternative to the road network reducing the vulnerability of the Torbay Network.

6.0 Modal Shift

- 6.1 Whilst this report considers the physical nature of the highway network this cannot be evaluated in isolation to modal shift and the capacity of the public transport network. The Local Transport Plan 2011-2026 outlines the importance of modal shift making it a priority for transport schemes and funding. All of the studies identified that modal shift can be a very effective method of adding capacity to a network without physical improvements. For example one study

showed a 20% reduction in vehicles could deliver a 25% reduction in queue lengths on a junction.

6.2 In order to deliver the growth required and the improvements to the network, the Council needs to continue to support modal shift from cars to public transport or other means such as walking or cycling. This does not mean the introduction of “anti car” measures but the provision of travel choice. All successful local economies have a successful public transport network. Therefore it is important to support the following:-

- Good public transport links to town centres and employment areas.
- High quality cycle links between towns and to employment areas.
- Promotion of walking and cycling for short journeys.
- Improved train links to Exeter and beyond.
- The introduction of a station at Edginswell.
- Reduction in vehicle tips generated by the “school run”.
- A fast ferry link to Brixham.
- Possible park and ride facilities.

7.0 Conclusion

7.1 Data shows that travel times in Torbay compare well with other areas although this is not supported by public opinion. However as the SDLR becomes operational and if growth develops as planned, some parts of the network will suffer further congestions.

7.2 Congestions along the Western Corridor will increase and this in turn pushes vehicles into Paignton Town Centre and the Coast Route as drivers consider alternative routes. Funding through developments or the Community Infrastructure levy needs to be found to fund these improvements currently estimated at £6.0 million.

7.3 The other area of concern is the route into Torquay via Shiphay Lane, Torre Station and to the sea front via Abbey Gates. No specific developer funding has been identified for this route and as the Local Transport Plan funding has been reduced by 33% to fund other local priorities, the funding for such improvements will be limited.

7.4 Finally the effects and benefits of modal shift should not be underestimated as a cost effective way of providing capacity to a network.

Patrick Carney
Group Service Manager – Streetscene and Place

Appendices

Appendix 1a – Average Journey Time around the Bay November 2011

Appendix 1b – Average Journey Time around the Bay Three Year Average

Appendix 2 – Western Corridor Improvements

Documents available in members' rooms

None

Background Papers:

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

Local Transport Plan 2 2006 – 2011

Local Transport Plan 3 2011 – 2026

Development Strategy Report

Figure 2a - Average Journey Time around the Bay November 2011

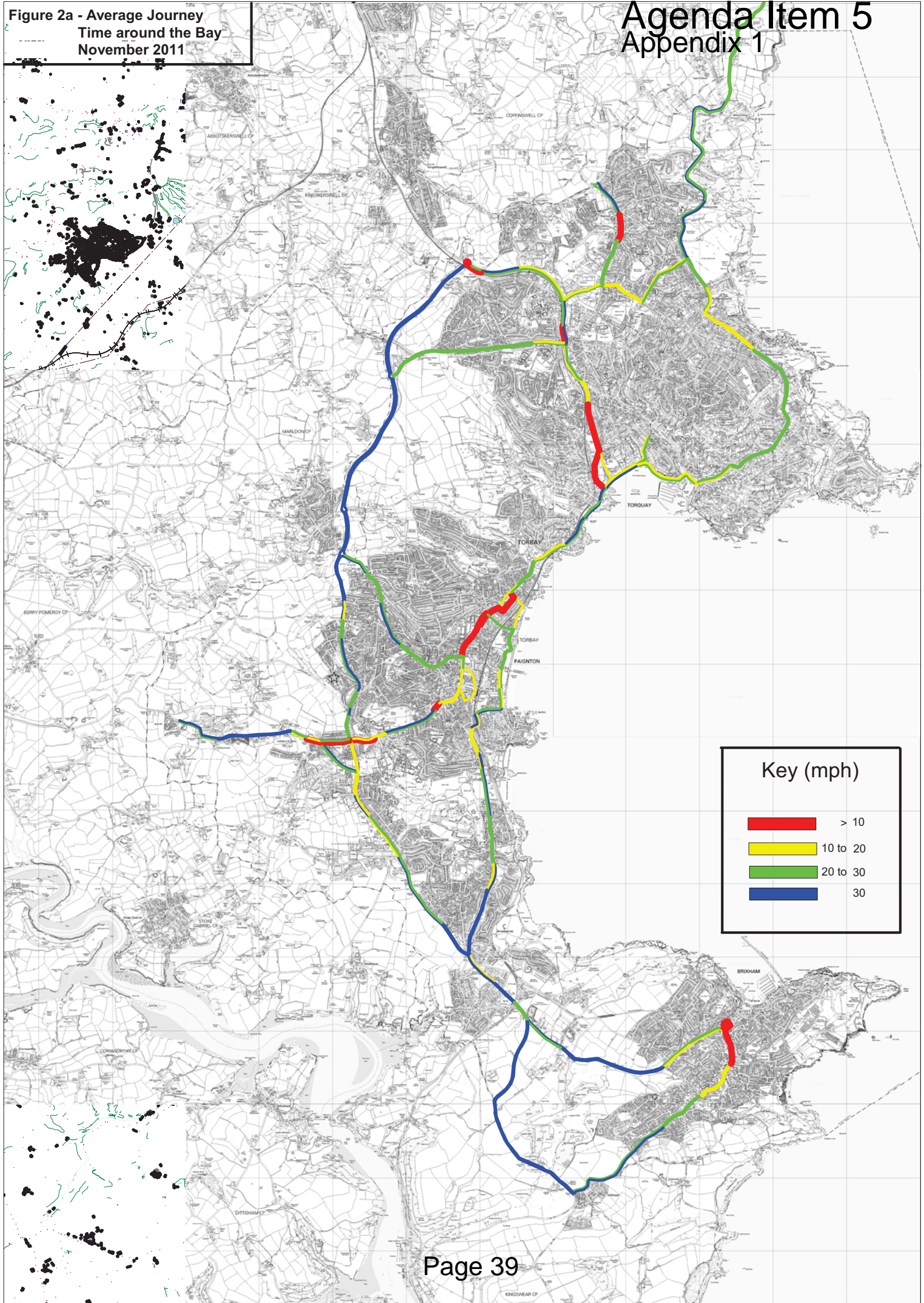
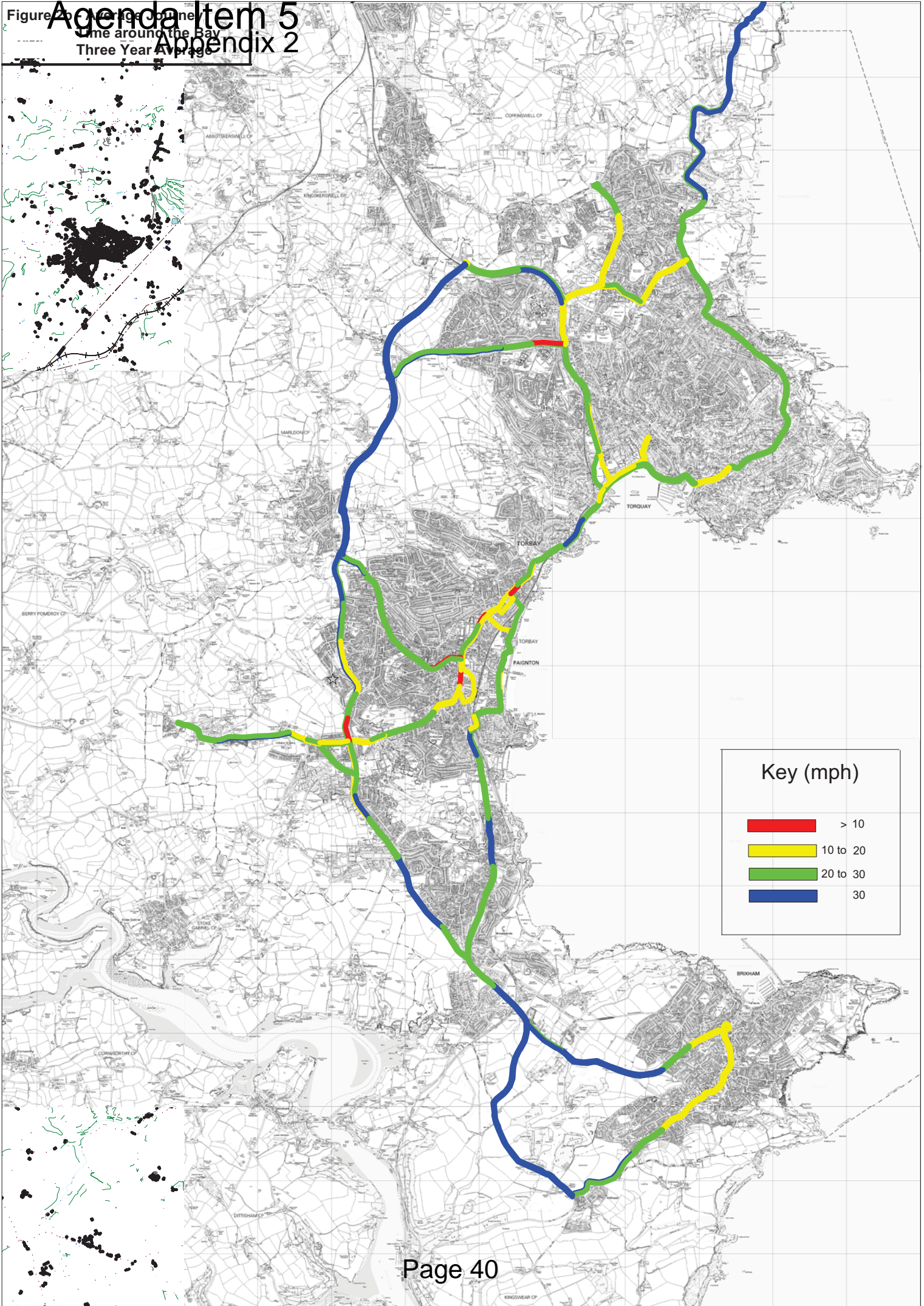
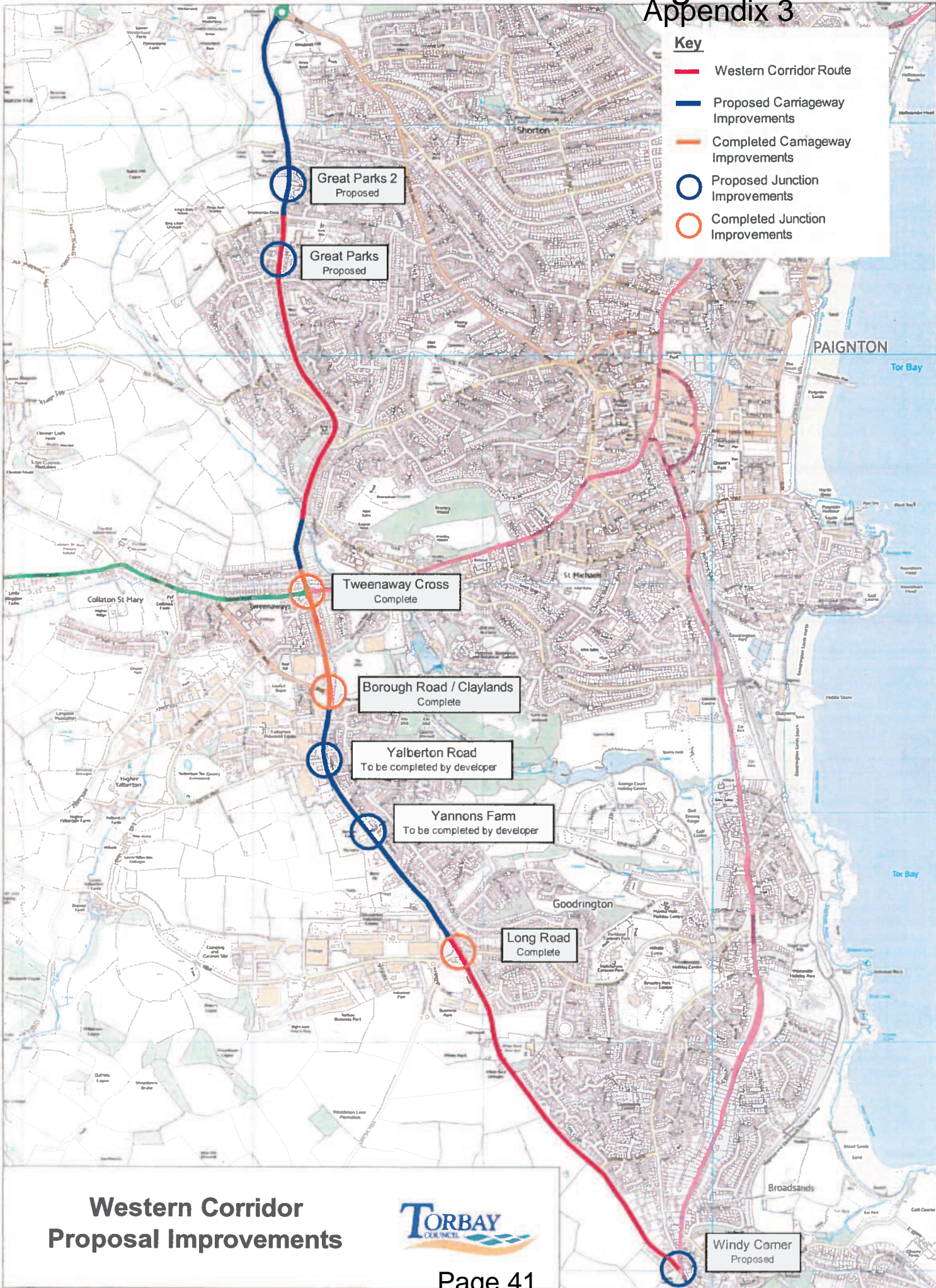


Figure 20: Average of the
Time around the Bay
Three Year Average

Agenda Item 5 Appendix 2



Agenda Item 5 Appendix 3



Western Corridor Proposal Improvements

