



Wednesday, 6 March 2013

TRANSPORT WORKING PARTY

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

Thursday, 14 March 2013

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

Councillor Hill

Councillor Amil

Councillor Cowell

Councillor Doggett

Councillor Addis

Councillor Brooksbank

Councillor Pountney

A prosperous and healthy Torbay

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) 207835**

Email: governance.support@torbay.gov.uk

www.torbay.gov.uk

TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes from meeting held on 31st January 2013** (Pages 3 - 7)
3. **LSTF Update (Verbal)**
4. **Torquay Harbour Loading Facilities** (Pages 8 - 12)
5. **Proposed Environmental Weight Limit - Bascombe Road and Copythorne Road, Churston** (Pages 13 - 19)
6. **Dartmouth Road, Paignton - Pedestrian crossing at 'Waterside'** (Pages 20 - 33)
7. **Provision of Increased Parking - Belgrave Road, Torquay** (Pages 34 - 44)
8. **Provision of Increased Parking - Edginswell Business Park, Torquay** (Pages 45 - 66)
9. **Parking Restrictions - Oak Hill Road, Torquay** (Pages 67 - 71)
10. **Parking Restrictions Various** (Pages 72 - 134)
11. **Any Other Business**
12. **Date of Next Meeting**
25th April 2013, 4pm, Meadfoot Room.



Minutes of the Transport Working Party

31 January 2013

-: Present :-

Councillor Ray Hill, Councillor Nicole Amil, Councillor Darren Cowell, Councillor Ian Doggett, Councillor Pete Addis, Councillor Stephen Brooksbank and Councillor Mark Pountney

(Also in attendance: Sue Cheriton, Patrick Carney, William Prendergast, Councillor Robert Excell, Adam Luscombe, Steve Hurley, Councillor Bobbie Davies, Councillor Derek Mills, Councillor Ken Pritchard, Councillor David Thomas and Councillor Chris Lewis)

56. Apologies for absence

Sally Farley.

57. Minutes from meeting held on 13th December 2013

Agreed as correct.

Proposed by: Councillor D Cowell; Seconded by: Councillor M Pountney.

Urgent Additional Item

Churston Golf Course – Traffic Issue

- Discussion with Community Partnership regarding Bascombe Road/Brixham Road – School children using this and it is very narrow and poses a danger to users. All single carriageway no footpaths. Considered unsuitable for large vehicles. Councillor Mills believes there should be a weight restriction to stop the larger vehicles.
- Councillor Pritchard requested a 6 ton ban along these roads. It is believed that smaller delivery vehicles should be used. Farmers have supported the proposal. PC suggested any ban needs to be enforceable and therefore the Police should be consulted.

Proposed: A report following consultation with the Police should be prepared for the next TWP meeting.

Proposed: Councillor P Addis; Seconded: Councillor N Amil.
All in favour.

58. Parking Charges Review 2012/13

Members of public who requested to speak on the item:

- Mr Cross
 - Mr M Clarke
 - Mr Dougherty
 - Mr Christian
 - Mr Brook
- SH explained the purpose of the report and the options that could be considered. Requires TWP to make a recommendation for a decision maker approval which will form part of the Revenue Budget Report (Fees & Charges) due at Council 6th February 2013.
 - Report analyse the use and data from machines to feed into the assumptions on all the options.
Options:-
 - Both on-street and off-street
 - Commuter parking
 - Short stay/long stay
 - Seasonal
 - Permits/Residents passes.
- Option 1
No change for 2013/14
- Option 2
Recommended by officers – adjusted charges to meet a neutral budget position but taking on some of the concerns raised by industry/residents on-board.
- Option 3
Option for lower priced parking which will estimate to lose £500k per annum on assumptions. How we collect data – each machine can provide a full breakdown on the tickets issued for which time allocation and this is the data used to make the estimates. Officers can use the historical knowledge and data from the past years. Majority of tickets are sold for shorter time stays.
- Mr Cross – Chairman of Chamber of Commerce – could not understand budget or budget impact. Concerned on the reflection on income and the pricing related to Exeter's, urging Councillors to recommend we reduce pricing rates.
 - Mr Clarke – Distributed printed document "Welcome back to Torbay" (attached to minutes). Recommending to the Mayor to take on this proposal as the alternative.
 - Mr Dougherty submitted a letter which was read out to the TWP (attached to minutes).
 - Mr Christian – representing Babbacombe and St Marychurch Business Improvement District. Concerned it is only a review on pricing and not a wider review. A Full Parking Review needs wider consideration. Consider option 2 may also have risks as does option 1 with inflation. Recommends a wider review in future looking wider at all parking related elements – occupancy/use/overall policies. There are prospects to make more money from the spaces per day. Do not allow all day parking on-street. Reduce car park charges for those using all day (Communities).
 - Mr Brooks – suggestions that were shared at formal meetings are not all noted or included. But some of the ideas were not taken forward in the review. Mr Brooks business – his customers did not buy the weekly tickets and go outside

Torbay attractions which are cheaper - everyone lost money. Holiday makers are going elsewhere. Average time spent is under 2 hours at parking spaces. Pay on exit is in few car parks. Suggest all car parks are pay on exit. Reduce car park charges to double the use. Businesses can introduce a "thank you scheme" – particularly in Bid areas. This would make us the most welcoming town in Devon.

- SH responded to some of the issues raised by public speakers.
- Councillor Cowell thanked all those who contributed and worked on it. Welcomed introduction of time changes and permits. Promotion needs to take place on new pricing when introduced. Annual Review Report should be done in September each year. So this can better feed into the budget process. Monthly permit standing order charge should be reduced. Suggested bar code readers are purchased at £30,000, to check permits are not abused. Councillor Cowell suggested parts of option 2/3 were considered. SH agreed to discuss and look at bar code option. Also looking at other technology as these become available in the market.
- Councillor Brooksbank raised concern regarding all day parking outside small stopping areas. This works on beaches but not near parades of shops.
- Councillor Addis – must improve the offer including the retail offer as well as parking. 38% of all shopping transactions are now done online. Must consider the wider issues.
- Councillor Amil agrees to the change in timing and the residents parking. Likes some in option 2 and option 3.
- Councillor Doggett considers we should have pay on exit in all locations. Palace Avenue/Queens Road – consider no charges on Sundays.
- Councillor Davis – Paignton is much quieter now and concerned the town will suffer: if parking is not improved.
- Councillor Lewis – need to change the offer in Torbay to make people want to come. Does not consider 50p off will change the parking levels. On-street should be short stay. Pay on exit should be put on a car park in Paignton. Torbay needs a long term strategy and a plan for 20 years.
- Suggestions:- businesses to sell tickets. SH advised that Vat issues need to be resolved then businesses can sell on our behalf.
- SH advised have Park Mark Awards in all car parks – CCTV coverage have resulted in less than 1% crime in car parking areas.
- Councillor Cowell Option 2 – recommended an amendment:- varied in "all" car park on page 44 for "time restricted permits".
- Annual permit and off-street permit be merged at £480 for both not to have any differential for monthly or annual payments.
- Councillor Excell – review has taken place. Pay on exit is the way forward long term. Thanked the businesses and officers for all their work on this.

Recommendation:

Proposed: Councillor Cowell with understanding that the amendment will be included; Seconded: Councillor Addis.

1 x abstention

All others in favour – motion and amendment carried.

59. Hollicombe to Paignton Cycle Route - Preston Sea Front Section

- PC proposed Option 2 following consultation with Community Partnership. This option uses a cut into the park on the seaward side of the hedge. Public meeting confirmed, also web based consultation supported Option 2 of the report.
- Councillor Lewis thanked PC and the team for his work, and understanding and listening to the local people. Supports the proposed option.

Recommendation:

- As recommended – Option 2.
Proposed: Councillor Brooksbank and Seconded: Councillor Doggett.
All in favour.

60. Strategy for 20mph limits outside schools

- PC advised recommendations in this proposal is that we set a policy for deciding which schools would benefit from reducing speed to 20 mph. No funding is available in the current year but considers we have a strategy to allocate the priorities in the future.
- Councillor Lewis welcomes report as the Children’s Strategic Lead. Considers signs and reducing speeds can be considered at many schools.
- Councillor Amil/Councillor Cowell supported the recommendation – must include design and signs at schools to be effective.

Recommendation:

Recommendation of adopting policy.
Proposed: Councillor Addis; Seconded: Councillor Doggett.
All in favour.

61. Town Hall Car Park - Planning Approvals - Verbal Update

Verbal update – Town Hall Car Park.

- PC provided a copy of plans for consideration as Iain Masters could not attend. Request Iain Masters to report back when we have more detail on the proposals.

62. LSTF Project - Verbal Update

- PC advised it is moving on and not much further to report at this stage. Full update to be provided at next meeting.

63. Rock Walk Highway Improvements - Review of Scheme

- Currently on single carriageway which allowed a parking lane on the seaward side. With the running lane on landward side. Traffic is moving better. If we make it permanent we need better engineering with better understanding on road layout for pedestrians. Similar safety record.

- Councillor Excell has viewed CCTV footage and has seen a number of near misses. Accident had been viewed in this area of the dual carriageway. Area would be slower if re-installed parking on both sides.
- Councillor Cowell – Supported a review with Palm Court opening.
- Councillor Addis – what is the cost of consultation. To reverse is £45k for structural changes but would be paid back from parking income. Consultation would only require officer time.
- PC advise safety record is similar for both options.
- Councillor Excell advised we should do a site visit with a recommendation on taking forward consultation.

Recommendation:

- Site visit and carry out consultation on single or dual carriageway road.
- Proposed: Councillor Addis; Seconded: Councillor Pountney.
All in favour.

64. Local Transport Board Schemes

Recommendation on four schemes by LTB. These are:-

- Western Corridor
- New Edginswell Railway station
- Cycling Infrastructure
- Torquay Gateway and Town Centre changes
- PC explained these proposals and the benefits of the schemes.
- Councillor Cowell – schemes need to be brought forward if possible concurrently. Concerned on impact on timescales and the delays due to the Neighbourhood Plan process.
- PC advised priorities are scored and all are equal in importance. PC will consider all alternative funding options and bring scheme forward as appropriate. Some 106 Developer funding may be used to help contribute to future funding bids.

Recommendation:-

Recommended as report.

Proposed: Councillor Cowell and Seconded Councillor Doggett.

All in favour.

65. Date of Next Meeting

Thursday 14th March 2013, 4pm, Meadfoot Room.



Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Torwood

Report Title: Torquay Harbour Loading Facilities

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: Ian Jones, Principal Engineer (Highways Development & Traffic)

1. **Purpose**

1.1 This report is in response to recent requests from some traders in the Victoria Parade area of Torquay Harbourside to consider additional loading facilities in the area where the recent footway widening scheme was constructed.

2. **Proposed Decision**

2.1 That no changes are made to the existing Traffic Regulation Order.

3. **Action Needed**

3.1 None.

4. **Summary**

4.1 The improvements to the landward side of Victoria Parade were completed prior to the 2011 summer season. Traders have now had two summers in its present form and whilst the improvements have been generally welcomed, there have been requests from a small number of traders to improve loading facilities in the area. However it should be noted that a consultation letter (a copy of which is attached as **Appendix 1**) sent to affected stakeholders, ward members, the local Community Partnership and the Harbour Master, asking for comments generated no feedback.

Supporting Information

5. **Position**

5.1 The recent environmental improvement to the pedestrian areas of Victoria Parade have brought a number of benefits to this section of Torquay Harbourside, featuring a widened footway with a high quality finish, facilitating an expansion of the

pavement cafes in the area. A number of improved pedestrian crossing facilities and some dedicated loading bays were also included.

- 5.2 The improvements required the removal of the 'limited waiting' parking in this location in order to give a significantly widened footway area and to maintain two-way traffic. Whilst there were no dedicated loading facilities under the previous arrangement, traders did have the option of using the limited waiting areas if they were available or the 'no waiting' areas at the end sections of the road.
- 5.3 In order that that the constructed loading bays may be used appropriately a loading ban has also been implemented on the remaining 'no waiting' sections. This ensures that vehicles use the loading bays rather than obstructing through traffic or the visibility of pedestrians using the uncontrolled crossing points. The loading ban also removes the likelihood of blue badge holders, parking inappropriately in these areas.
- 5.4 Whilst the feedback on the improvements have generally been positive, a small number of traders have commented that the current loading arrangements, namely two dedicated bays on the landward side and one part time bay on the seaward side can be restrictive and have requested consideration of additional loading facilities.
- 5.5 Officers have looked at the area and would advise members that there is no possibility of providing further facilities without adversely affecting either traffic flow or pedestrian movements, however if such provision was restricted to times of the day when these movements are at their quietest then the effects would be reduced.
- 5.6 The Working Party are requested to consider whether they wish to support amendments to traffic regulation orders in the area on a time related basis. However it should be noted that a consultation letter (a copy of which is attached as **Appendix 1**) was sent out on 23rd January 2013 to affected stakeholders, ward members, the local Community Partnership and the Harbour Master. This letter asked for comments regarding the proposal, especially the hours of operation if applicable, before 15th February 2013. No feedback was received.

6. **Possibilities and Options**

- 6.1 The existing section of 'No Waiting and No Loading at any time' between the two loading bays on the landward side could be amended to a time related 'no loading' restriction allowing an informal additional loading facility for part of the day. This will generally maintain the appearance of the improved area and maintain the through route during the hours of operation. Members should be mindful however that this option may encourage parking by blue badge holders during the periods when the restriction is removed and may result in vehicles obstructing visibility for pedestrians using the crossing areas. It is recommended that no changes are considered in the sections between the existing loading bays and the ends of Victoria Parade for safety reasons.
- 6.2 Some of the issues identified in 6.1 above could be avoided if a dedicated time related loading bay was provided at a suitable location. The main disadvantage of this option is that due to the requirements for the additional signage and carriageway markings to provide a bay, there would be a detrimental impact to the

streetscene. There is also the likelihood that drivers may ignore the time restrictions in such a marked bay and illegal use may become an enforcement issue.

- 6.3 In view of the relatively low number of requests for additional loading facilities and lack of response to the consultation letter, members may recommend that no changes are considered at the present time.

7. Preferred Solution/Option

- 7.1 Members are recommended that the option in 6.3 above would be the most appropriate option. However, should members decide to recommend either of options 6.1 or 6.2, it should be noted that there is however no current funding allocated to facilitate such changes if the consultation proves a need to make changes.

8. Consultation

- 8.1 A consultation letter and plan (a copy of which is attached as **Appendix 1**) was sent to affected stakeholders, ward members, the local Community Partnership and the Harbour Master, asking for comments. No feedback was forthcoming.

9. Risks

- 9.1 There is a risk that amendments to the traffic regulation orders in this area may result in inappropriate use, which may have a detrimental effect to traffic flow and pedestrian safety.
- 9.2 There is a potential risk that the introduction of amendments to traffic regulation orders in the area may have an adverse affect on the streetscene of the improved Victoria Parade, thus diminishing the impact of the improvements.

Appendices:

Appendix 1 – Copy of the consultation letter and location plan of Victoria Parade

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Report to Transport Working Party – 10th September 2010



Please reply to: Vicky Wotton
Highways Management
Resident & Visitor Services
Lower Ground Floor

Town Hall

Torquay,

TQ1 3DR

My ref: VW/SM

Your ref:

Telephone: 01803 207672

Fax: 01803 207639

E-mail: Highways@torbay.gov.uk

Website: www.torbay.gov.uk

Date: 23rd January 2013

Owner/ Occupier

Dear Owner/ Occupier

Re: Proposed Additional Loading Facilities – Victoria Parade, Torquay

I write to you following requests we have received from local traders in the Victoria Parade area of Torquay Harbourside regarding the possibility of providing additional loading facilities on Victoria Parade, in the vicinity of the recent footway widening scheme, as the current arrangements can be restrictive.

Investigations have shown that there is a possibility of amending the existing Traffic Regulation Order between the two new dedicated loading bays, on the landward side of Victoria Parade, to allow some additional time specific 'loading' provisions.

However it should be noted that this option may encourage parking by blue badge holders during the period when the restriction is removed and may result in vehicles obstructing visibility for pedestrians using the crossing areas.

Please find attached a copy of an indicative plan and we will be happy to take your views on this proposal (especially the hours of operation if applicable) back to the elected members before they are advertised.

I would like to ask you for your comments regarding this scheme and, if you have any, please forward them either by letter or e-mail to the address above. I would appreciate a reply before 15th February 2013.

Yours faithfully

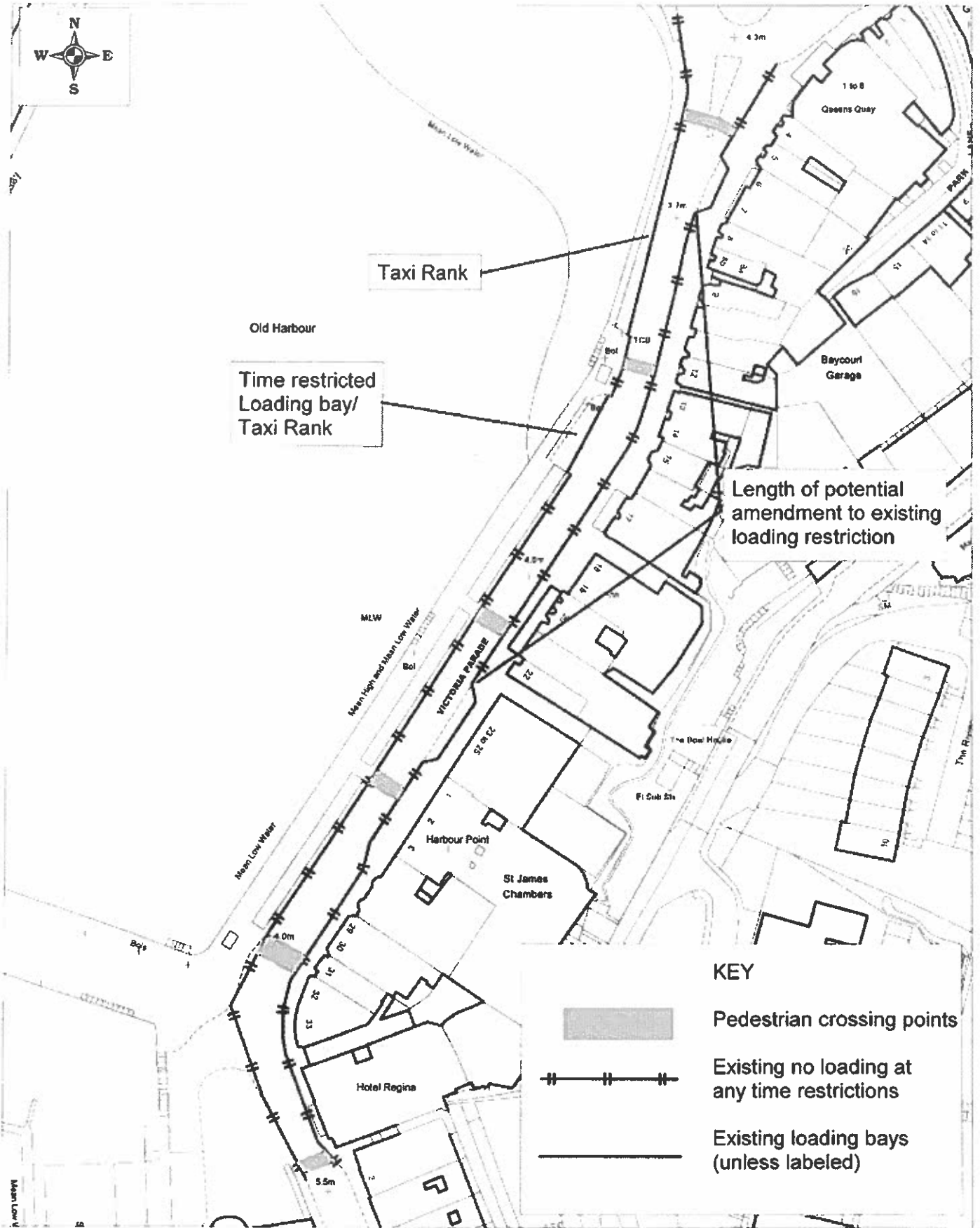
A black rectangular box redacting the signature of Vicky Wotton.

Vicky Wotton

Technical Assistant

Schools and services for children and young people • social care and housing • recycling, waste disposal and clean streets • community safety • roads and transportation • town planning • tourism, harbours and economic regeneration • consumer protection and licensing • leisure, museums, libraries and arts

If you require this in a different format or language, please contact me.



1:1000 scale

Proposed change to waiting restrictions
Victoria Parade - Torquay



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Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Berry Head with Furzeham, Churston with Galmpton

Report Title: Proposed Environmental Weight Limit – Bascombe Road and Copythorne Road, Churston

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer, Senior Engineer - Highways Development & Traffic

Purpose

- 1.1 This report is in response to an additional item which was presented by local ward members at the meeting of the Transport Working Party which took place on 31st January 2013, requesting some form of restriction to control the use of heavy goods vehicles on both Bascombe Road and Copythorne Road, Churston.

Proposed Decision

- 2.1 It is recommended that no change is made at this time, however should Members consider a change is required they approve the proposals outlined in **Appendix 2** to implement an advisory weight limit.

Action Needed

- 3.1 None, unless Members recommend the introduction of an advisory limit

Summary

- 4.1 The Churston, Broadsands and Galmpton Community Partnership feel that as the Bascombe Road/Copythorne Road route is used by school children and is very narrow, it poses a danger to pedestrian users and should be weight restricted to prevent access by larger vehicles.
- 4.2 Local members support the proposals and request a 6 tonne weight limit along these roads, believing that smaller delivery vehicles should be used.
- 4.3 There are three options available for members to consider. One is an advisory signing scheme to deter larger vehicles from using the route, the second is an environmental weight limit, enforceable only by the Police and the third option is to not change the existing network layout.

Supporting Information

Position

- 5.1 This report is in response to an additional item which was presented by local ward members at the meeting of the Transport Working Party which took place on 31st January 2013, requesting some form of restriction to control the use of heavy goods vehicles on both Bascombe and Copythorne Roads in Churston.
- 5.2 The Churston, Broadsands and Galmpton Community Partnership feel that Bascombe Road is used by school children and is very narrow, therefore posing a danger to all pedestrian users. It is a single carriageway road, with no footpaths and therefore they feel it is unsuitable for large vehicles.
- 5.3 Councillor Mills believes there should be a weight restriction to stop the larger vehicles and Councillor Pritchard requested a 6 tonne weight limit along these roads, believing that smaller delivery vehicles should be used. Members report that local farmers have supported the proposal.
- 5.4 There are three options available for members to consider. The first of which is an advisory signing scheme to deter larger vehicles from using the route, whilst the second is an environmental weight limit. Whilst the advisory scheme is not enforceable and may well be ignored by drivers with local knowledge, the weight limit needs a Traffic Regulation Order and is enforceable only by the Police. However this is likely to be a low priority for the local officers in their hierarchy of enforceable offences and therefore could still be ignored by drivers.
- 5.5 For an advisory limit, signage would have to be implemented at both the entry points to vehicles and to advanced points which advise drivers before they make an irreversible decision. An outline scheme design is as shown in **Appendix 2**, showing the approximate sign positions. There are 15 signs altogether, which will come to approximately £4,700.
- 5.6 Chapter 3 of the Department for Transport's Traffic Signs Manual allows signage to be used to give effect to an order prohibiting goods vehicles with a plated maximum gross weight exceeding that shown on the sign (indicated in tonnes). The restriction applies to such vehicles even if they are unladen or they are towing tractors of articulated vehicles and in these conditions their weight is below that shown on the sign, in the case of both Bascombe and Copythorne Roads this would be 7.5 tonnes. This sign is used when goods vehicles are prohibited for environmental reasons, e.g. where roads are narrow and unsuitable for large vehicles, or to protect residents from the nuisance caused by lorries in residential streets. The sign is not used for structural limits, such as those to protect weak bridges.
- 5.7 7.5 tonnes is the most common weight limit to be signed as this includes all heavy goods vehicles with the rear red and yellow markings (including 'Long Vehicle'). This aids vehicle recognition for enforcement purposes.

5.8 As this would be an environmental weight limit there may be exceptions for vehicle access, in which case it may be applicable to add a plate with one of the following wordings:

- Except for access
- Except for loading
- Except for access to off-street premises

This would allow access for agricultural and waste collection vehicles, as well as delivery vehicles, the volumes of which have increased over recent years due to the increased popularity of home shopping via the internet.

- 5.9 The proposal, as detailed in **Appendix 3**, is for an environmental weight limit as described in item 1.7. This increases the number of signs required and would require the advertising of a Traffic Regulation Order and the possibility of attracting objections. There are 18 signs altogether, of which 6 would need to be illuminated, which will come to approximately £15,000, plus the cost of advertising and sealing the legal order at around £1,000.
- 5.10 Members are advised that recent Government guidance from the Secretary of State for Transport is that signage clutter should be kept to a minimum on the highway and particularly in rural areas.

6 Possibilities and Options

The Working Party are requested to consider whether they wish to support amendments to traffic regulation orders in the area as detailed below:

- 6.1 Implement a scheme to sign Bascombe Road/Copythorne Road as unsuitable for heavy goods vehicles, as per **Appendix 2**.
- 6.2 Advertise and implement, should no objections be forthcoming, the changes to the Traffic Regulation Orders as detailed in **Appendix 3** to introduce a 7.5 tonnes environmental weight limit. Any objections will be referred to a future meeting of the Transport Working Party.
- 6.3 Members may wish to recommend that no changes are considered at the present time. It should be noted that there have been no collisions involving HGV's in this area in the last 3 years.

7 Preferred Solution/Option

Members are recommended that the option 6.3 above would be the most appropriate option. No funding is currently available for the works in either of these options.

8 Consultation

No consultation has been undertaken; however support for an environmental weight limit has been forthcoming from both local ward members and community partnership. Correspondence from the community partnership is attached as **Appendix 1**.

Devon and Cornwall Police are a statutory consultee and have been contacted regarding this matter and have commented verbally, however a full site inspection has still to be undertaken.

9 Risks

- 9.1 There is a risk that advertising amendments to the existing traffic regulation orders may attract objections, which will have to be presented to a future meeting of the Transport Working Party.
- 9.2 There would be an expectation for enforcement to be undertaken by the Police, however due to resources, this is likely to be unrealistic. The only time it is likely to be enforced is if a vehicle contravened it and it resulted in a collision.
- 9.3 The route along Bascombe Road and Copythorne Road can be used as a diversion route in the event of planned or unplanned closures on the A3022. If an environmental weight limit exists then a Police presence would be required to direct HGV's along this route during an unplanned closure. For planned closures temporary traffic regulations would be required to lift the Environmental eight limit and all signs would have to be covered.

Appendices:

Appendix 1 – Correspondence received from the Churston, Broadsands and Galmpton Community Partnership

Appendix 2 – Plan showing signage for a possible advisory 'Unsuitable for HGV' scheme.

Appendix 3 – Plan showing signage for a possible 7.5 tonnes environmental weight limit scheme.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

None

Churston advisory weight limit signing scheme



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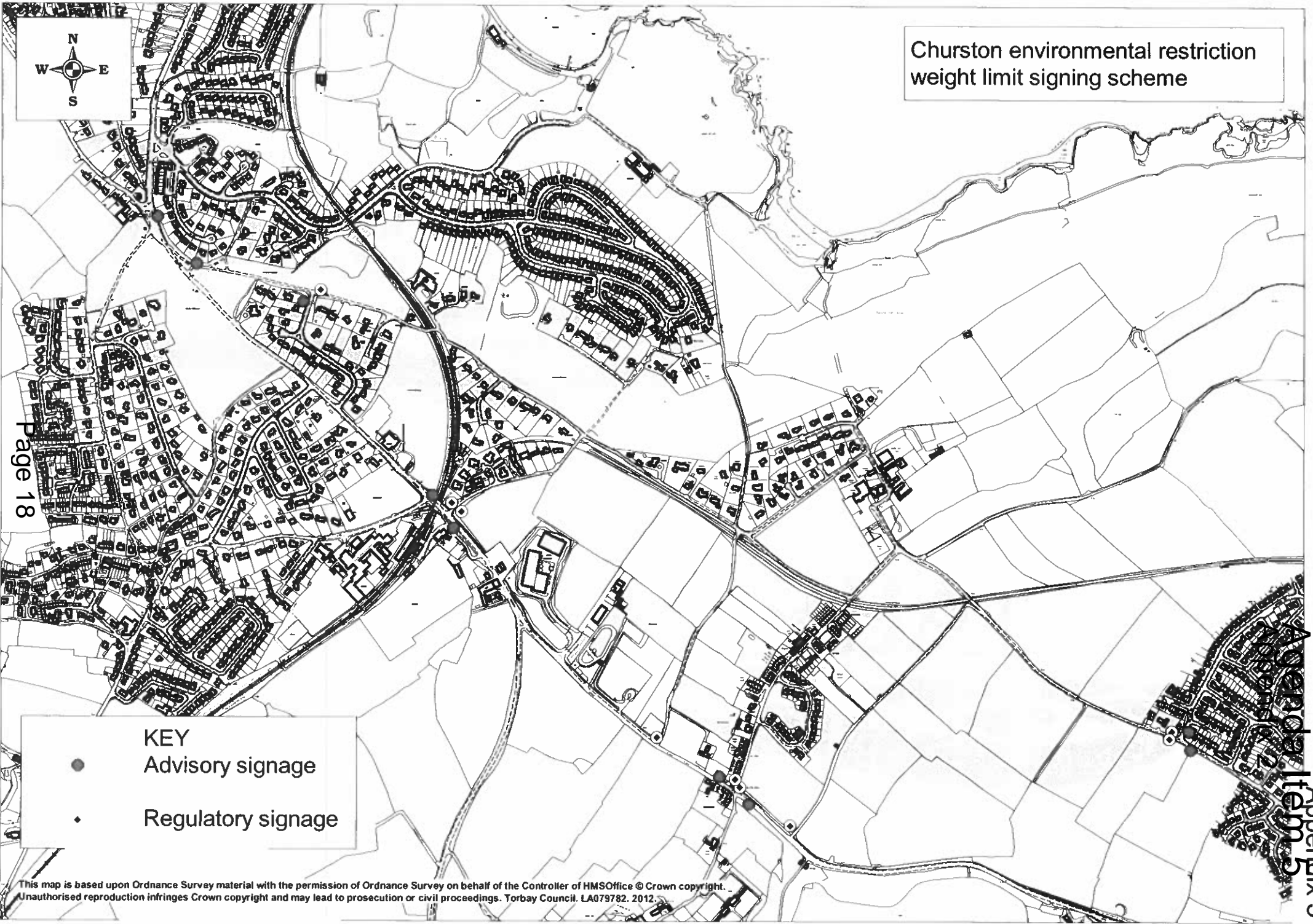
KEY

- Advanced notice of advisory limit.
- ◆ Advisory limit sign

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Appendix 2

Churston environmental restriction
weight limit signing scheme



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- KEY**
- Advisory signage
 - ◆ Regulatory signage

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Appendix 3
Item 5

communitypartnership

we don't just talk - we do!

To: Ian Jones, Highways Officer

Date: 18 October 2012

Dear Ian,

As discussed yesterday, I write following a unanimous resolution on Tuesday night of the Churston, Galmpton and Broadsands Community Partnership steering committee (which is progressing the Neighbourhood Plan for our area).

We are clear the road infrastructure in the roads bounded by the 3 bridges of Bridge, Bascombe and Copythorne Roads is not suitable for HGVs.

Following the road works on the Dartmouth Road there was a vehicle accident on Bascombe Road involving an HGV, when this route was used as an alternative.

Your advice has been that our original request for an HGV prohibition would be difficult to enforce. However, your alternative suggestion of considering white on blue advisory signs "Unsuitable for HGVs" is very welcome. Please could your department investigate this and come back to me.

I am aware one aspect is that these signs may need to be blacked out if the need for an emergency diversion due to an accident on the Dartmouth Road occurs. There is a precedent for this when the accident involving the gas tank occurred at Churston Farm Shop. In that case, the Police diverted traffic down an agricultural lane which would have otherwise been prohibited to normal motor vehicles.

The Community Partnership has a public meeting on 7 November. If I could put your response to the public meeting it would be appreciated.

With regards,
Adam

Adam Billings

Chairman





Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Goodrington with Roselands

Report Title: Dartmouth Road, Paignton – Pedestrian crossing at ‘Waterside’

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: Patrick Carney, Group Manager – Streetscene & Place

1. Purpose

- 1.1 At their meeting of the 25th October 2012 the Transport Working Party approved the replacement of the existing zebra pedestrian crossing situated on Dartmouth Road, close to the junction of Knapp Park Road, to a puffin crossing.
- 1.2 A recommendation is now being sought from the Working Party to implement the advertised traffic regulation order to allow the creation of a number of limited waiting parking bays (in the area previously occupied by the zebra crossing and associated zig zags) to ensure that the best use is made of the available road space.

2. Proposed Decision

- 2.1 That members approve the advertised traffic regulation order to allow the creation of limited waiting parking bays.

3. Action Needed

- 3.1 Implementation of the advertised traffic regulation order requires support from the Transport Working Party in order that a number of limited waiting parking bays may be created to ensure that the best use is made of the available road space.

4. Summary

- 4.1 Implementing the puffin crossing, which is currently under construction, will improve pedestrian safety, especially during the busy summer months. Implementation of the advertised traffic regulation order will allow for the creation of a number of

limited waiting parking bays, therefore ensuring that the best use is made of the available road space.

Supporting Information

5. Position

- 5.1 A 619 signature petition was presented to the 10th September 2010 meeting of the Transportation Working Party, requesting that the authority upgrade the existing zebra pedestrian crossing situated on Dartmouth Road, close to the junction of Knapp Park Road, to a puffin crossing.

The Service Manager Street Scene Services, in consultation with the Cabinet Member for Planning and Transportation reviewed the petition and supporting information presented to them at the above mentioned meeting and made a delegated decision (No 5/2010).

‘Carry out a design to provide a puffin crossing at the Waterside Inn and consult on the detailed proposal with residents and businesses.’

A detailed explanation as to why the current location cannot be used for the upgraded pedestrian crossing facility was provided in the information section of the dedicated decision.

A letter of consultation was distributed to local businesses, residents and other stakeholders in March 2011 and which included a plan of the proposals on the reverse. The proposed lay-out would have a net loss of 4 no. parking spaces fronting the shops.

Comments were requested and those received, both in favour and against, were reported to the meeting of the Transportation Working Party which took place on 11th June 2011.

After due consideration members decided to progress the scheme to detailed design stage and prepare an estimate of costs. It was however noted that no funding currently existed for the scheme, as the only funding available for pedestrian crossings comes from the Local Transport Plan capital allocation for road safety initiatives.

Following the meeting of the Transport Working Party on 10th May 2012 and the consideration of the 2012 / 2013 Road Safety Initiatives Report, Highways were asked by members to construct the revised and upgraded crossing, which will be funded from the 2012 / 2013 capital programme.

Highways wrote a letter to local residents and businesses on 7th September 2012 informing them of the Transport Working Party's decision to progress the scheme and advising that the implementation of the Puffin crossing would shortly be advertised in the local media (Herald Express), as required under section 23 (2) of the Road Traffic Regulation Act 1984. A copy of the indicative scheme plan was printed on the reverse of this letter.

The advert was placed both on site and in the Herald Express (13th September 2012) asking for comments, both in favour or against the scheme, to be registered with Highways on or before Friday 12th October 2012.

A page was created on the Council's website (see link below) which includes full details of the scheme, delegated decision, copies of letters and drawings. A press release was also issued.

<http://www.torbay.gov.uk/index/yourservices/transportandstreets/highwayimprovement/watersidedartmouthroad.htm>

A report, including letters of both objection and support, was presented to the Transport Working Party on 25th October 2012 and, after due consideration, members voted to proceed with construction. A detailed scheme design was then undertaken (a copy of which is attached as **Appendix 1**), which shows a loss of three spaces rather than four, as it has been possible to create a 5.5m parking bay fronting property 99a 'Saltern Valley Stores' on the East side of Dartmouth Road. The amendments to the existing parking restrictions were advertised both on site and in the Herald Express (17th January – 7th February 2013) and copies of the objections can be found attached as **Appendix 2**.

6. **Possibilities and Options**

- 6.1 That the proposed alterations to the Traffic Regulation Order are not approved for implementation.

7. **Preferred Solution/Option**

- 7.1 That members support the alterations to the Traffic Regulation Order as advertised.

8. **Consultation**

- 8.1 Consultation with Council Ward Members, local businesses and residents, has been undertaken. The proposed 'Puffin' crossing was advertised, both on site and in the local media, during the period 13th September – 12th October 2012 and the amendments to the existing traffic regulation order were advertised both on site and in the Herald Express (17th January – 7th February 2013).

9. Risks

9.1 Outline of significant key risks

9.1.1 Implementing the proposed 'Puffin' crossing will improve facilities for the blind, however this will result in the loss of three car parking spaces. This may well impact upon trade for the local businesses, especially those who rely on passing traffic and a regular turnover of parked vehicles.

9.2 Remaining risks

9.2.1 If the alterations to the Traffic Regulation Order are not approved, the limited waiting parking bays will not be created (in the area previously occupied by the zebra crossing and associated zig zags) and therefore the best use will not be made of the available road space.

Appendices:

Appendix 1 – Scheme drawing.

Appendix 2 - Copies of the letters of objection

Additional Information:

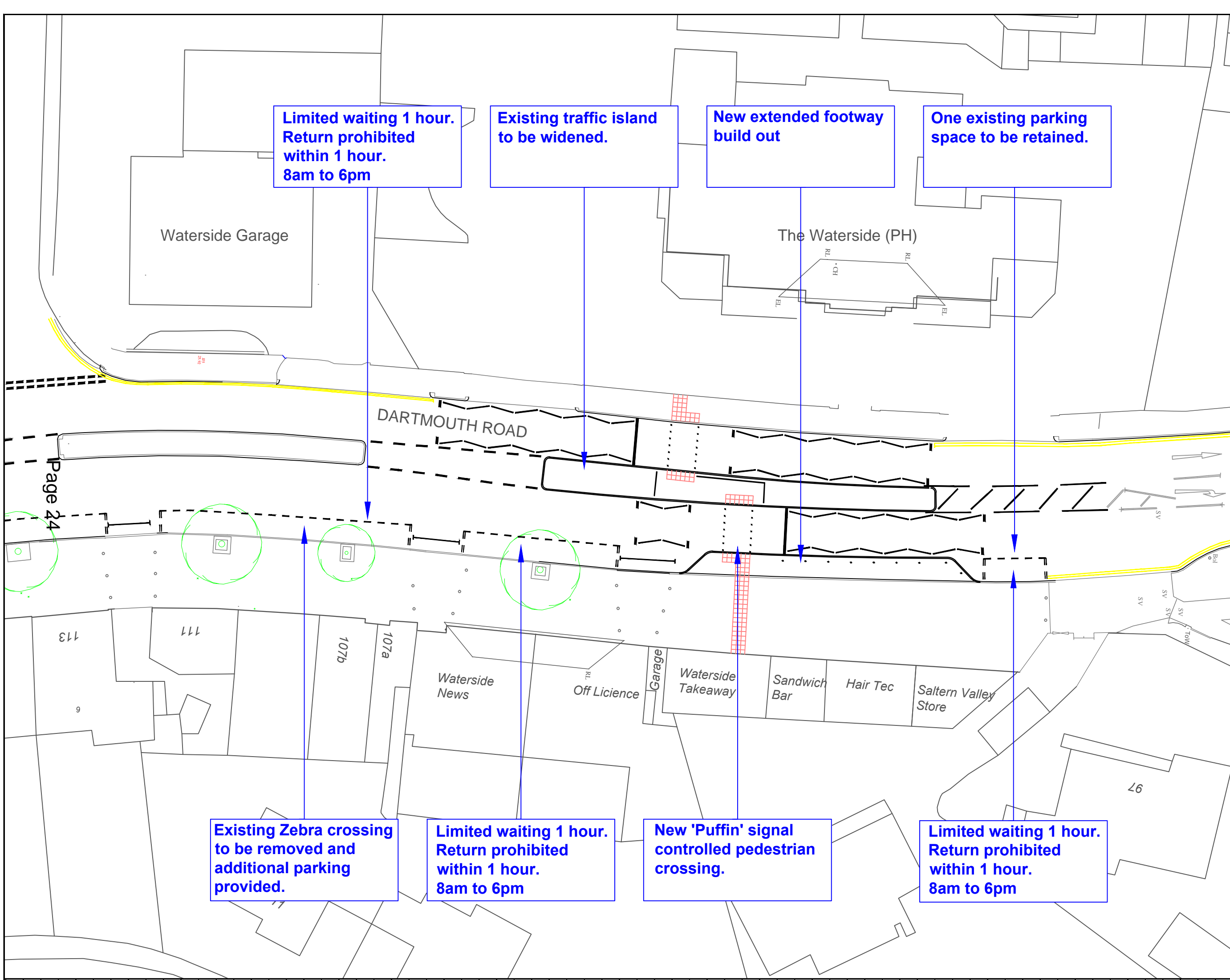
None.

Documents available in Members' Rooms:

None.

Background Papers:

None



Page 24

REVISIONS				
no.	date	By	Checked	details

NOTES	
no.	details

drawn	KF	scale(s)	1:100 (A1)
checked	MP	date	FEB 2013



SUE CHERITON
EXECUTIVE HEAD,
RESIDENTS & VISITOR SERVICES,
LOWER GROUND FLOOR,
TOWN HALL,
TORQUAY,
TQ1 3DR.

SCHEME TITLE
DARTMOUTH ROAD
PEDESTRIAN PUFFIN
CROSSING

DRAWING TITLE
PROPOSED NEW CROSSING
GENERAL ARRANGEMENT

drawing number	8/16/57_801	rev.	-
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Agenda Item 6
Appendix 1

drawing number 8/16/57_801

Residents and Visitors Services,
Highways Management,
Torbay Council,
TQ1 3DR

5 February 2013

Dear Sir,

Control of Waiting Scheme Order No 3-2013 : Waterside, Dartmouth Road.

I have an interest in [redacted] Dartmouth Road. I am opposed to this scheme because:

1. It is an unnecessary cost
2. This will damage my business.
3. It does not benefit anyone
4. It will reduce customer access to the businesses in the parade, and
5. Impact on business turnover
6. There will be a reduction in jobs
7. A risk that businesses will close, this will impact on the attractiveness of the area
8. Empty properties mean an influx of vermin.

I have read through the document and specifically I want to know what effect this order has with regard to the garage access and [redacted] and on the road at the end of my driveway. [redacted] Dartmouth Road)

Generally, having an interest in a business along this parade of shops I must ask, **WHY??**.

What is the reason for this scheme. Are there any complaints?, No. Are there any problems? No. So is this a scheme to deceive the residents in a wider agenda?

Reducing limited car parking spaces can have only one effect and that is to damage local businesses.

I trust we are not pursuing this course of action in support of the sight impaired activist and her allegedly dodgy petition.

Finally, I would remind the councillors that this is a stretch of road without a history of incidents and in the event of any changes they wish to support, they will be held responsible in the event of future injuries or loss of life.

Yours sincerely,

[redacted signature]



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

TQ1 3DR

6 February 2013

Dear Sir,

Control of Waiting Scheme Order No 3-2013 : Waterside, Dartmouth Road.

I have an interest in [redacted] Dartmouth Road and I am opposed to this scheme because:

1. It is an unnecessary cost, the money could have been more effectively spent
2. This will damage my business, I am struggling and now you would take away my customer parking
3. It does not benefit anyone, it hurts a lot of people
4. There will be a reduction in jobs
5. A risk that businesses will close, including my own.
6. Empty properties mean an influx of vermin.

I have an interest in a business along this parade of shops I must ask, **WHY are you doing this?**

What is the reason for this scheme. Are there any complaints?, No. Are there any problems? No. So is this a scheme to deceive the residents in a wider agenda?

Reducing limited car parking spaces can have only one effect and that is to damage local businesses.

Is this course of action in support of the sight impaired activist and her allegedly dodgy petition?

Yours sincerely,



 Dartmouth Road

Paignton

Devon



6 February 2013

Dear Sir

Re: New Pedestrian Crossing Facility – “Waterside” Dartmouth Road, Paignton.

I refer to the planning application in respect of the above and my previous letter of objection dated 8 October 2012, a copy of which I am attaching.

I understand that a representative from the Highways Agency visited the site of the proposed works on 31 January 2013 and spoke with the owners of two of the businesses affected, Pukka Tucker and Bay Wines.

I understand that they were informed that the works would commence in the first week in March and that no objections had been received in response to the notification of the proposal in October 2012.

Clearly this is not the case as evidenced in my email objection and your reply.

I was unable to attend the meeting that was referred to in your letter due to commitments to my business but I would like to draw your attention to your response on my point of objection to noise from the alert on the crossing. You state that there will be no noise alert at the crossing as it is a dual carriageway.

Please note my objection to the suspension of the parking bays at Waterside, Dartmouth Road, Paignton on the following grounds

Yours faithfully



[redacted] Dartmouth Road

Paignton

Devon

[redacted]
8 October 2012

[redacted]
Dear Sir

Re: New Pedestrian Crossing Facility – “Waterside” Dartmouth Road, Paignton.

Thank you for your letter 7 September 2012 outlining the loss of parking spaces that will result from implementation of the Puffin crossing.

I wish to object to the proposal.

My objections are based on the following:

1. Cost
2. I am not aware of any incident has taken place on the current crossing which is 10 meters from my business and residence and I therefore do not think that the current crossing is unsafe.
3. Location – you state that the close proximity to the garage entrance and Knapp Park Road render the existing location unsuitable. The proposed new location is in just as close in proximity to both entrances to the pub car park on one side of the road and within a few meters of the turning into Cliff Park Road on the other. I cannot see that the guidelines are being applied consistently.
4. Loss of car parking spaces means loss of trade. During the current economic climate the businesses in this parade of shops are trading in the most difficult of circumstances. Increased costs of fuel are pushing up prices to businesses and lack of finance increases pressure. The disastrous weather throughout this year’s summer season has additionally put pressure on these businesses. There is support from the local community for these businesses but customers require the ability to be able to park.
5. Many customers are elderly and have reduced mobility. They are being discriminated against in being required to park further away.
6. The misuse of a puffin crossing by hitting the button will increase noise at night time. I live above my business and I consider this as an unnecessary infringement of my right to sleep. Please advise me of the following:
 - The decibel level of the crossing signal sound
 - The duration of the crossing signal sound

7. Disruption to my business while works are carried out and severe loss of trade both before and after. I would like clarification on the following points:
- The exact duration of the works and the proposed start and finish dates.
 - Start and finish times that the works will be carried out each day. Please confirm that work will **NOT** be carried out at night.
 - The number of parking spaces that will be unusable at each stage of the duration of the works. A schedule of the exact number of parking spaces that will remain operational from the commencement of the works to the final decommissioning of the existing crossing and reinstatement of the 2/3 parking bays in that area.
 - How will the above will impact on the ability of elderly/less mobile customers to use the shops in this area(one shop is a mobility shop and one a hairdressers with many elderly clients)
 - Arrangements for the secure storage of plant and equipment for the duration of the works or confirmation that the plant and equipment will be removed from the site on a daily basis.
 - Will the work be carried out on each side of the road simultaneously or consecutively?
8. My business is a [redacted] and I require unrestricted access for the daily delivery and collection of [redacted] and for loading of my [redacted] [redacted] Please can you confirm that access will not be restricted at any time for the duration of the works?
9. What compensation is available for businesses during the period of the works?
10. Finally please may I have your assurance that the road will **NOT** be closed at any time during the installation of the Puffin crossing and the decommissioning of the existing crossing?

As I am sure you can appreciate there are very strong feelings from all the proprietors of the businesses that will be affected and I would like to suggest that a way forward with this would be for you to meet with them and our local Counsellor to discuss the matter.

Yours faithfully

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

TQ1 3DR

6 February 2013

Dear Sir,

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I have an interest in Dartmouth Road and I am opposed to this scheme because:

1. It is an unnecessary cost, the money could have been more effectively spent
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3. It does not benefit anyone, it hurts a lot of people
4. There will be a reduction in jobs
5. A risk that businesses will close, including my own.
6. Empty properties mean an influx of vermin.

I have an interest in a business along this parade of shops I must ask, **WHY are you doing this?**

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Reducing limited car parking spaces can have only one effect and that is to damage local businesses.

Is this course of action in support of the sight impaired activist and her allegedly dodgy petition?

Yours sincerely,

Residents and Visitors Services,
Highways Management,
Torbay Council,
TQ1 3DR

5 February 2013

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I have an interest in Dartmouth Road. I am opposed to this scheme because:

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2. This will damage my business.
3. It does not benefit anyone
4. It will reduce customer access to the businesses in the parade, and
5. Impact on business turnover
6. There will be a reduction in jobs
7. A risk that businesses will close, this will impact on the attractiveness of the area
8. Empty properties mean an influx of vermin.

I have read through the document and specifically I want to know what effect this order has with regard to the garage access and my unlimited parking rights in my driveway and on the road at the end of my driveway. (Dartmouth Road)

Generally, having an interest in a business along this parade of shops I must ask, **WHY??**.

What is the reason for this scheme. Are there any complaints?, No. Are there any problems? No. So is this a scheme to deceive the residents in a wider agenda?

Reducing limited car parking spaces can have only one effect and that is to damage local businesses.

I trust we are not pursuing this course of action in support of the sight impaired activist and her allegedly dodgy petition.

Finally, I would remind the councillors that this is a stretch of road without a history of incidents and in the event of any changes they wish to support, they will be held responsible in the event of future injuries or loss of life.

Yours sincerely,

Dartmouth Road
Paignton
Devon

6 February 2013

Dear Sir

Re: New Pedestrian Crossing Facility – “Waterside” Dartmouth Road, Paignton.

I refer to the planning application in respect of the above and my previous letter of objection dated 8 October 2012, a copy of which I am attaching.

I understand that a representative from the Highways Agency visited the site of the proposed works on 31 January 2013 and spoke with the owners of two of the businesses affected, Pukka Tucker and Bay Wines.

I understand that they were informed that the works would commence in the first week in March and that no objections had been received in response to the notification of the proposal in October 2012.

Clearly this is not the case as evidenced in my email objection and your reply.

I was unable to attend the meeting that was referred to in your letter due to commitments to my business but I would like to draw your attention to your response on my point of objection to noise from the alert on the crossing. You state that there will be no noise alert at the crossing as it is a dual carriageway.

Please note my objection to the suspension of the parking bays at Waterside, Dartmouth Road, Paignton on the following grounds

Yours faithfully

Mr J Clewer - Chief Engineer - Highways,
Torbay Council
Town Hall
Torquay
3.2.13

Dear Mr Clewer,

Today I visited one of the shops in the parade in Goodrington and was informed that you are constructing a new Pelican Crossing nearer to the beach shop and the hair dressing salon to replace the existing one opposite the petrol station. Can you please explain what is wrong with the existing one which was re-constructed not so long ago at considerable cost, how much will this new construction cost and what will the benefits be? In the current financial climate when, by necessity, the public have had to curb their spending, it appears the council can spend council tax payers money as and when they think fit. To add insult to injury, this proposed new crossing will mean all but one of the current parking spaces will be lost to the detriment of both the public and the shopkeepers who, so far have had no say in the matter.

I was informed that the reason for this proposed crossing was because one partially sighted lady who lives locally had complained to the council about the current one. Whilst I can totally sympathise with her disability how can this help her cause when she will have further to walk? The shops will also suffer - if there are no parking spaces people will not patronise the shops and all this at a time when local shops are badly feeling the pinch and need all the help they can get.

I cannot see the justification in moving the existing crossing a few yards away at considerable cost to the council tax payers, - we didn't ask for it and we certainly can't afford it. When is the council going to listen to our needs? Quite recently there was the 'palm tree' now there is a proposed crossing, neither of which we, the public want or can afford. What will the next 'white elephant' be? I am strongly in opposition to this crossing, and as a council tax payer, feel totally justified in airing my views. I await your reply.

Yours truly,



Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Tormohun

Report Title: Provision of Increased Parking - Belgrave Road, Torquay

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer, Senior Engineer – Highways Development & Traffic

1. Purpose

- 1.1 This report is in response to recent requests from businesses in the Belgrave Road area of Torquay for additional parking facilities and for members to consider comments received following consultation; prior to the possible advertising of any changes to the Traffic Regulation Orders (TRO).

2. Proposed Decision

- 2.1 It is recommended that members approve the proposals outlined under option 6.2 in this Issues Paper, to provide one extra car parking space outside the tourist office.

3. Action Needed

- 3.1 It is recommended that members approve the proposals outlined under option 6.2 in this Issues Paper for the advertising of the amended Traffic Regulation Order and implementation should no objections be forthcoming. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

4. Summary

- 4.1 A safety scheme, which included revisions to the on-street parking arrangements improvements to Belgrave Road was completed during 2008. Businesses have now operated for four years with the road in its present form and whilst the improvements have been generally welcomed, there have been requests from a small number of people to see if it would be possible to increase the number of parking spaces in the area. However it should be noted that a consultation letter (a copy of which is attached as **Appendix 1**) sent to affected stakeholders, ward members, the local Community Partnership, attracted four replies including three objections and is attached as **Appendix 3**.

Supporting Information

5. Position

- 5.1 A safety scheme, which included revisions to the on-street parking arrangements improvements to Belgrave Road was completed during 2008. This brought a number of benefits to this section of Torquay, including a widened section of footway, improvements to the pedestrian crossing facilities and some dedicated bus/loading bays. Businesses have now operated for four years with the road in its present form and whilst the improvements have been generally welcomed, there have been requests from a small number of people to see if it would be possible to increase the number of parking spaces in the area.
- 5.2 Officers have investigated the feasibility of increasing areas of parking and consultation was undertaken in January 2013 when a letter and plan showing the proposed changes (a copy of which is attached as **Appendix 1**) was sent to affected stakeholders, ward members and the local Community Partnership. The closing date for correspondence was 15th February 2013 and this consultation attracted four replies including three objections and is attached as **Appendix 3**.
- 5.3 The proposals, as detailed in **Appendix 2**, were as follows:
- 5.3.1 Extend existing 3 hour limited waiting bay (8am – 6pm) by one space outside the tourist office to the south side of the Cavendish Hotel.
- 5.3.2 Extend existing 3 hour limited waiting bay (8am – 6pm) by two spaces opposite the Grosvenor Hotel, next to the footway to the Sheddon Hill car park (Klistor Place).
- 5.4 The objections, as detailed in Appendix 3, are as follows:
- 5.4.1 Concerns have been made that the proposed parking space would be directly opposite the main car park entrance to the Victoria Hotel (used by guests, delivery lorries and refuse collection vehicles) and the reduction in carriageway width would create further unnecessary congestion for vehicles using this entrance.
- 5.4.2 Concerns have been made regarding a reduction in the carriageway width opposite the Grosvenor Hotel and concerns have been raised, as it has been reported that vehicles have been hit by passing cars/coaches when parked in this area.

6 Possibilities and Options

The Working Party are requested to consider whether they wish to support amendments to traffic regulation orders in the area as detailed below:

- 6.1 Advertise and implement, should no objections be forthcoming, the proposed changes to the Traffic Regulation Orders as per the consultation letter and as detailed in **Appendix 2**. Any objections will be referred to a future meeting of the Transport Working Party.

- 6.2 Advertise and implement, should no objections be forthcoming, the reduced changes to the Traffic Regulation Orders as per the consultation letter, 5.3.1 above (extend existing 3 hour limited waiting bay 8am – 6pm by one space outside the tourist office to the south side of the Cavendish Hotel) and as detailed in **Appendix 2**. Any objections will be referred to a future meeting of the Transport Working Party.
- 6.3 In view of the relatively low number of requests for additional parking facilities and the objections received in response to the consultation letter, members may wish recommend that no changes are considered at the present time.

7 Preferred Solution/Option

- 7.1 Members are recommended that the option in 6.2 above would be the most appropriate option. This will be funded from the capital allocation to temporarily lift the moratorium of changes to parking restrictions.

8 Consultation

- 8.1 A consultation letter and plan, a copy of which is attached as **Appendix 1**, was sent to affected stakeholders, ward members and the local Community Partnership. Four letters were received, one in favour and three against the proposals, copies of which are attached as **Appendix 3**.

9 Risks

- 9.1 There is a risk that amendments to the traffic regulation orders in this area may have a detrimental effect to traffic flow and pedestrian safety.

Appendices:

Appendix 1 – Copy of the consultation letter and location plan

Appendix 2 – Copy of revised restrictions to be advertised if approved

Appendix 3 – Copy of the correspondence received

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

None



Please reply to: Vicky Wotton
Highways Management

Resident & Visitor Services

Lower Ground Floor

Town Hall

Torquay,

TQ1 3DR

My ref: VW/JM

Your ref:

Telephone: 01803 207672

Fax: 01803 207639

E-mail: Highways@torbay.gov.uk

Website: www.torbay.gov.uk

Date: 23rd January 2013

Owner / Occupier

Dear Owner / Occupier

Re: Proposed Additional Parking – Belgrave Road, Torquay

I write to you with reference to the above mentioned scheme which we have been asked by the elected members to design and progress to consultation.

There are two locations which have been identified as possible extra parking:

- Outside the tourist office to the south side of the Cavendish hotel (one space)
- Opposite the Grosvenor hotel, next to the footway of the Sheddon Hill car park (two spaces).

Please find attached a copy of the plan which we are sending to the residents/ businesses in the nearby area, along with other stakeholders and we will be happy to take your views on this proposal back to members before they are advertised.

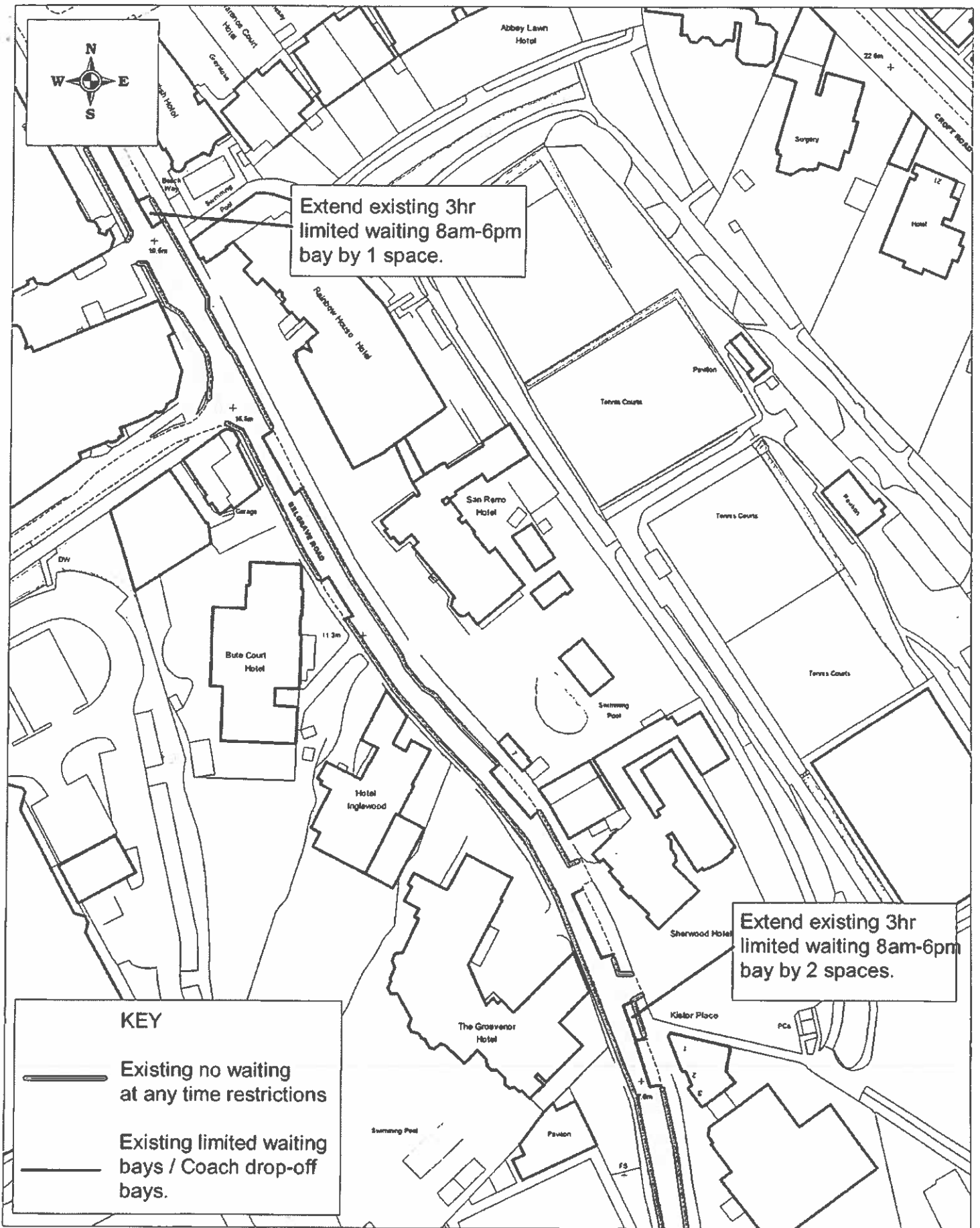
I would like to ask for your comment regarding this scheme and if you have any, please send them either by letter or e-mail to the address above. I would appreciate a reply before 15th February 2013.

Yours Sincerely

Vicky Wotton
Technical Assistant

Schools and services for children and young people • social care and housing • recycling, waste disposal and clean streets • community safety • roads and transportation • town planning • tourism, harbours and economic regeneration • consumer protection and licensing • leisure, museums, libraries and arts

If you require this in a different format or language, please contact me.

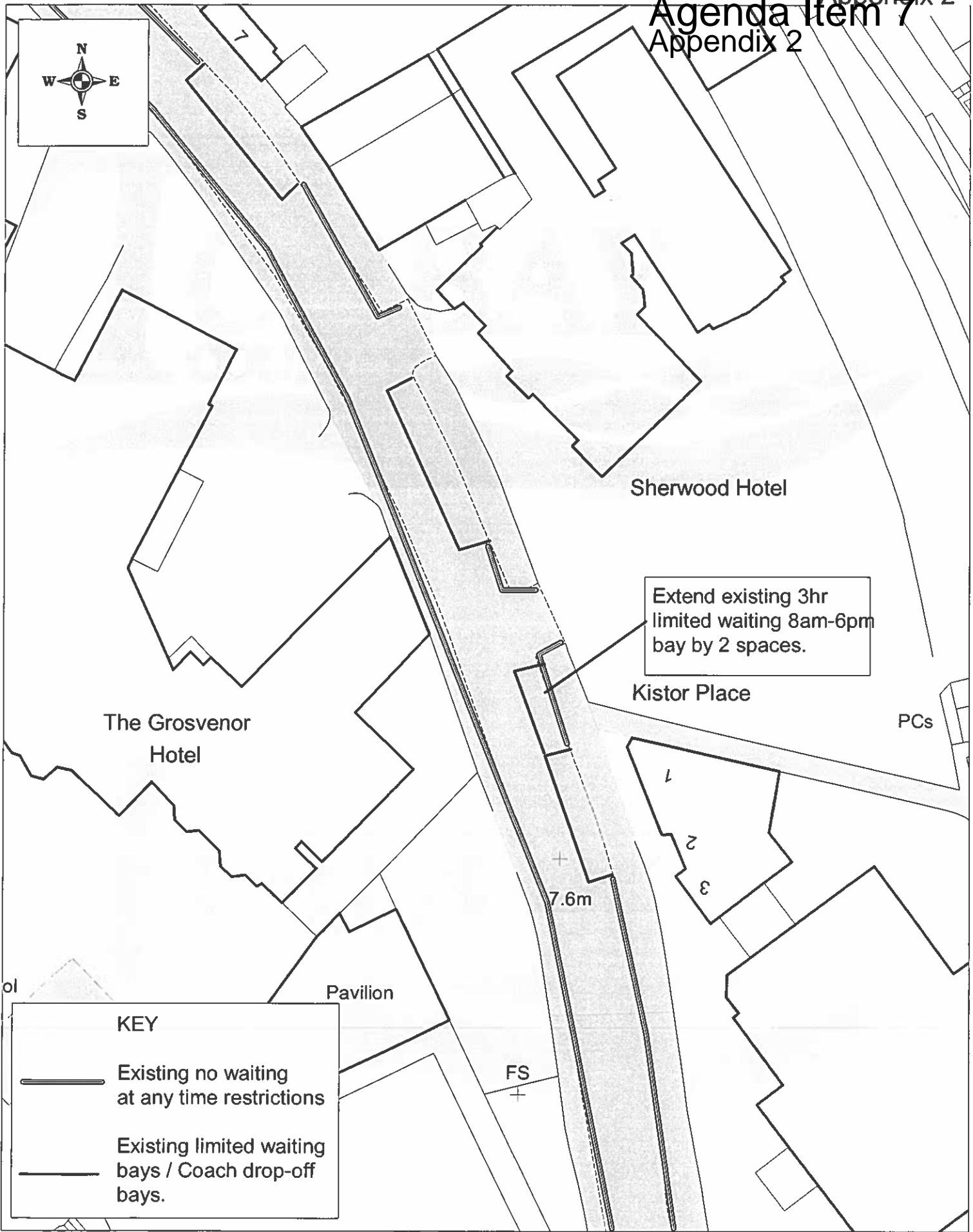


1:1250 scale

Proposed additional parking
Belgrave Road - Torquay



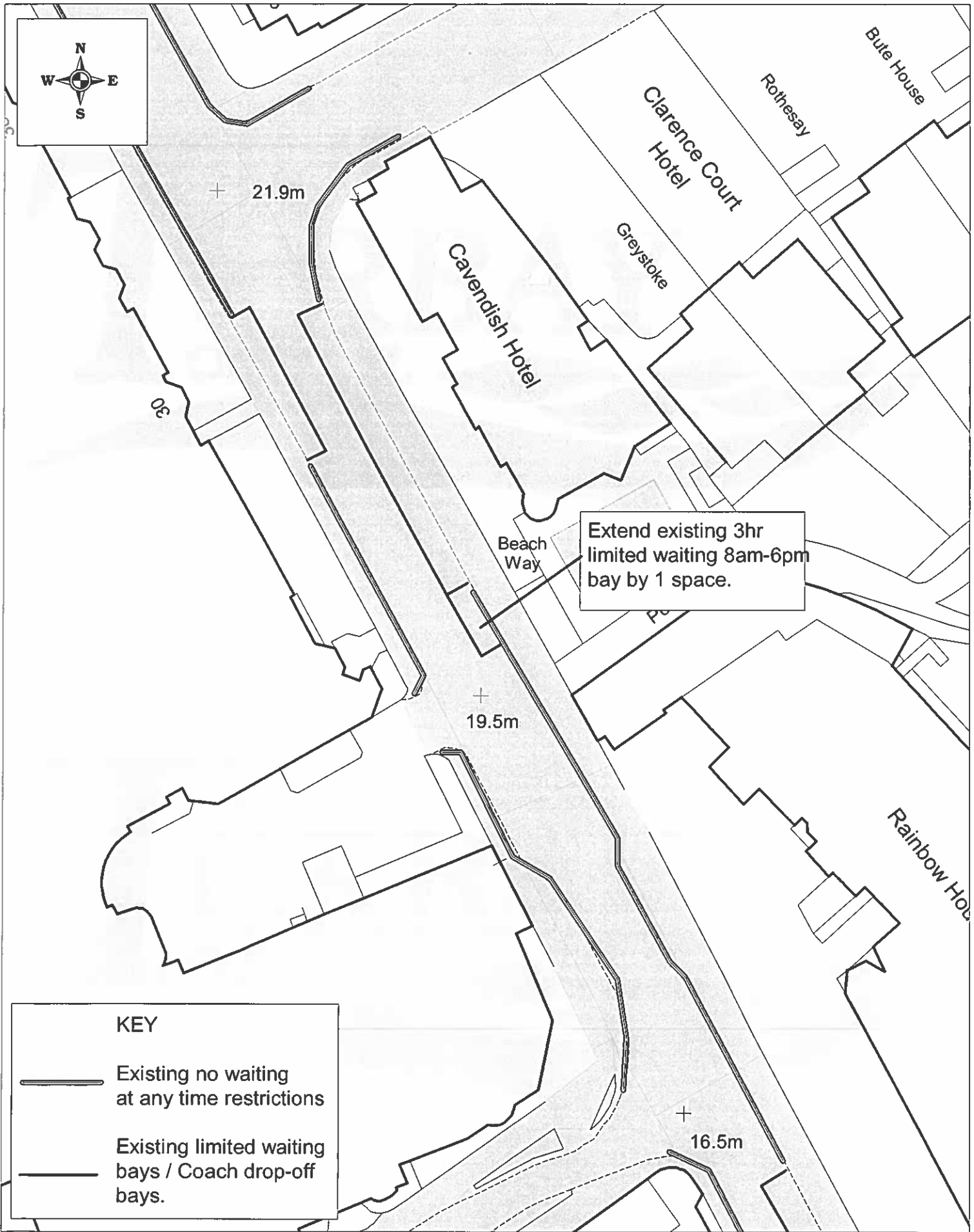
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1:500 scale

Proposed additional parking
Belgrave Road - Torquay





1:500 scale

Proposed additional parking
Belgrave Road - Torquay



INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 04/02/2013 10:47:04
Subject: Proposed additional parking - Belgrave Road, Torquay

Dear [REDACTED]

As [REDACTED] I have been passed your proposals for additional parking bays in Belgrave Road dated 23 January 2013 and would like to express our objection to the proposed additional parking bay outside the tourist office to the south side of the Cavendish Hotel.

This additional new space will be directly opposite the main entrance to [REDACTED] car park for the Victoria Hotel, in addition to guest cars this entrance is also used by delivery lorries and refuse collection vehicles and the narrowing of the useable highway would create further unnecessary congestion for vehicles using this entrance.

I would be grateful if you could express our views to your members.

Yours Sincerely

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Belgrave Road
Torquay
Devon

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 14/02/2013 10:25:14
Subject: VW/JM Proposed additional parking - Belgrave Road

[REDACTED]
Thank you for your letter regarding proposed additional parking in the Belgrave Road.

I wish to object to the additional 2 spaces opposite the Grosvenor Hotel, next to the footway of the Sheddon Hill car park.

Concerns:

Road width and access too poor. Several cars have been hit as road insufficient for two way traffic at this point in the road. Disabled parking has already proven a real concern with vehicles being hit by passing cars/coaches.

Parking was taken away by council several years ago when it was deemed unsafe for parking on this side of the road - what has changed?

I welcome your comments.

[REDACTED]
[REDACTED]
[REDACTED]

Belgrave Road
Torquay

[REDACTED]
[REDACTED]

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 24/01/2013 10:38:24
Subject: Proposed additional parking-Belgrave Road Torquay

[REDACTED]
I refer to your circular outlining proposals for additional parking on Belgrave Road. I am in agreement with any proposals to improve the supply of parking in the area

Yours

[REDACTED]
[REDACTED]
[REDACTED]
Torquay
Devon
[REDACTED]
[REDACTED]

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 24/01/2013 18:21:24
Subject: Parking Bays Belgrave Road

[REDACTED]

I have had a look at the proposal on extending the bays in Belgrave Road. While I welcome new parking facilities it seems to me that there is some mistakes in the proposal. First the bay outside Kistor Place is not a 3 hour parking bay but a buses bay with a limit of 20 minutes and no return within 2 hours. I would welcome this being changed to allow cars to be parked there but this may interfere with the bus and land train stop opposite. Secondly the bay outside the Cavendish Hotel. How can this be extended as one end is at the corner of Scarborough Road and the other end has a gated driveway.

I await your reply

[REDACTED]



Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Shiphay with the Willows

Report Title: Provision of Increased Parking - Edginswell Business Park, Torquay

Executive Lead Contact Details: Sue Cheriton – Executive Head – Resident & Visitor Services

Supporting Officer Contact Details: John Clewer Senior Engineer - Highways Development & Traffic

1. Purpose

- 1.1 This report is in response to recent requests from businesses in the Edginswell Business Park area of Torquay for additional parking facilities and for members to consider the options prior to the possible advertising of any changes to the Traffic Regulation Orders (TRO).

2. Proposed Decision

- 2.1 It is recommended that members approve the proposals outlined under option 6.2 in this Issues Paper, to advertise and implement, should no objections be forthcoming.

3. Action Needed

- 3.1 The Council to advertise the proposals outlined under option 6.2 in this Issues Paper and to implement if no objections are forthcoming. Any objections will be reported back to a future meeting of the Transport Working Party.

4. Summary

- 4.1 In early December 2012 Parking Services were requested to increase enforcement of the parking restrictions in and around the roads of the Edginswell Business Park, Torquay. This resulted in a number of vehicles that were parking in contravention to the traffic regulation order receiving penalties and some vehicles parking inappropriately in other locations within the village
- 4.2 A meeting was undertaken on Friday 8th February 2013 which was attended by the Executive Lead for Safer Communities and Transport, the Group Service Manager (Street Scene & Place), the local ward members and representatives of both the businesses and local residents.
- 4.3 The proposal reached was that investigations into the possibility of incorporating some 'on-street' parking bays would be undertaken and a report prepared for consideration by members at a forthcoming meeting of the Transport Working Party.

Supporting Information

5. Position

- 5.1 The Traffic Regulation Order concerning the current parking restrictions was implemented as part of the planning conditions at the time of the construction of the Edginswell Business Park. The off-site parking was deemed sufficient by the developer within the planning application, for the proposals and the submitted travel plan mentioned sustainable transport options to reduce the number of trips to the business park.
- 5.2 In early December 2012 a number of members of the public made representations to Devon and Cornwall Police regarding parking problems on bends in and around the Edginswell Business Park, Torquay, who then requested additional enforcement.
- 5.3 Torbay Council carried out additional enforcement and this saw a number of vehicles owned by workers at the business park, displaced into the surrounding roads, especially between Orchard Way and Collaton Road in the area of Edginswell Close.
- 5.4 Correspondence was received from a number of residents regarding problems caused by parked vehicles, including visibility issues and vehicles being forced to drive on the 'wrong side of the road' on the approach to a right hand bend. Residents contacted the local ward members, who visited the location along with the Police. It is not none if the Police carried out any enforcement for obstruction or removed any vehicles.
- 5.5 A meeting to discuss the situation was undertaken between the local ward members for 'Shiphay with the Willows' and representatives of the companies currently trading on the business park. The outcome of this was that a further meeting was undertaken on Friday 8th February 2013 which was attended by the Executive Lead for Safer Communities and Transport, the Group Service Manager (Street Scene & Places), the local ward members and representatives of both the businesses and local residents.
- 5.6 The proposal reached was that investigations into the possibility of incorporating some 'on-street' parking bays would be undertaken and a report prepared for consideration by members at a forthcoming meeting of the Transport Working Party.
- 5.7 The proposals are as follows:
- 5.7.1 To provide twenty five car parking spaces on Oak View Close and Orchard Way, as well as new double yellow lines on Collaton Road, as detailed in **Appendix 2**.

The cost to advertise and implement parking bays and double yellow lines, would be in the region £2,500. This would have to be funded by the businesses.

- 5.7.2 To provide twenty five metered car parking spaces on Oak View Close and Orchard Way, as well as new double yellow lines on Collaton Road, as detailed in **Appendix 3**.

The cost to implement the parking bays and install the three parking machines required is a total of £12,000.

Allowing for the implementation of 25 metered spaces at a charge of £2/day, full utilisation would generate an income of £250/week. Allowing for 48 weeks use per year, this would generate an income of £12,000, covering the installation costs in the first twelve months of operation.

Basing the business plan over 5 years rather than 10 years, as these are only temporary works, a net income of £48,000 would be generated. However, this figure is based on the full utilisation of the metered bays.

It should be noted that any changes to the current parking restrictions will have to be reviewed as and when further development of the business park takes place, as parking may obstruct access for both construction and delivery traffic. It could also be considered that this will generate additional trips not included in the original planning application.

6 Possibilities and Options

The Working Party is requested to consider whether they wish to support amendments to traffic regulation orders in the area as detailed below:

- 6.1 Advertise and implement, should no objections be forthcoming, the changes to the Traffic Regulation Orders as detailed in **Appendix 2**. Any objections will be referred to a future meeting of the Transport Working Party.
- 6.2 Advertise and implement, should no objections be forthcoming, the changes to the Traffic Regulation Orders as detailed in **Appendix 3**. Any objections will be referred to a future meeting of the Transport Working Party.
- 6.3 Members may wish to recommend that no changes are considered at the present time.

7 Preferred Solution/Option

Members are recommended that the option in 6.2 above would be the most appropriate option.

8 Consultation

A preliminary meeting was undertaken between the local ward members for 'Shiphay with the Willows' and representatives of the companies currently in situ on the business park. A further meeting was undertaken on Friday 8th February 2013 which was attended by the Executive Lead for Safer Communities and Transport, the Group Service Manager (Street Scene & Place), the local ward members and representatives of both the businesses and local residents.

9 Risks

- 9.1 There is a risk that amendments to the traffic regulation orders in this area may have a detrimental effect to traffic flow.
- 9.2 Increased vehicle movements resulting from extra car parking, may also go against the traffic model proposed for the development during the planning process.
- 9.3 Charging for parking may further displace vehicles into the surrounding residential area and reduce income.

10. Appendices:

Appendix 1 – Copy of the correspondence received.

Appendix 2 – Copy of revised restrictions as proposed in 5.3.1.

Appendix 3 – Copy of revised restrictions as proposed in 5.3.2.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

None

Dear Alison and Mark, there has been considerable parking on double yellow lines in the Business Park for several weeks which, while no doubt technically illegal, has caused no problem at all to residents or anyone else as far as I am aware. In the last few days that has completely stopped, presumably because of some enforcement.

Since then several cars have been parked, all day long, in the short stretch of Edginswell Lane from Orchard Way to Collaton Road. This is on a bend and forces traffic into the middle of the road where it meets oncoming traffic head on and unseen, on the bend opposite Ivy Cottage. I narrowly avoided an accident yesterday as did my neighbour, , who would also be happy to speak to you. This concern is shared by many residents and is a major safety hazard, especially for pedestrians, not least the many schoolchildren who use this stretch of the lane. There is no footpath so they are forced into the line of traffic.

Before there is a serious accident I should be most grateful if you would share this concern with the police - I don't have an email contact for our neighbourhood officer - , the Highways' Department and whoever you know would be able to promptly solve this potentially lethal situation.

When we expressed concern , at the planning stage, regarding the potential for dangerous parking in the vicinity as a spin off of the number of parking spaces allocated by the developer we were assured that safety issues would be rigorously enforced. We look forward to that reassurance being urgently met by the Local Authority.

Kind regards,

From: [REDACTED]
Sent: 12 December 2012 17:13
To: Kingscote, Mark; alison.hernandez@torbay.gov.uk;

Cc: [REDACTED]
Subject: Fwd: FW: Dangerous Parking - Edginswell Lane NOT PROTECTIVELY MARKED

Dear Alison and Mark, as you can see from the following Zoe has got on with things, for which we are appreciative.

However, not with any effect on the danger which looks like now becoming an everyday state of affairs until there is a serious accident or casualty, at which point things may happen. I feel sure that you will both share the frustration of residents as a whole that this clear danger will, as far as the police are concerned, in the short term remain. In the longer term we clearly need to request, as a matter of great urgency the provision of double yellow lines and a formal parking restriction on that short but lethal stretch of the lane or this situation will become permanent. The residents of Edginswell Close were taking their life in their hands before this every time they left the Close, due to the configuration of the junction following the construction of Orchard Way. Cutting off vision now to the direction of Collaton Road literally doubles the risk and is too hazardous to be allowed to continue.

Will you now, as our Ward Councillors, please now take up this matter with Highways on our behalf as a matter of great urgency before a serious accident happens?

Kind regards, [REDACTED]

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/12/2012 14:11:12

Subject: For the attention of Andy Hooper

Dear Andy

With reference to our telephone conversation earlier today in respect of the "dangerous inconsiderate parking" at the beginning of Edginswell Lane (Edginswell Park end) I would like it noted that I think the cars parking on this entrance are making it very dangerous for traffic turning into the lane.

On entering the lane you have to drive in the path of oncoming traffic that are coming from Edginswell Lane from a blind bend and I am sure it will not be long before a nasty accident happens on this part of the lane.

The lanes are narrow enough as the bushes have not been cut back this year and to have parking on the entrance does not help the matter plus drivers do not drive slowly down the lanes.

I have been a resident of Ganders Park for [redacted] and the traffic is getting worse as the lanes are used as a cut through to Newton Abbot.

Lets hope something is done to alleviate the problem before lives are lost.

Yours sincerely
'

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/12/2012 09:56:13

Subject: Dangerous Parking - Edginswell

Dear Sir, there is now a regular row of cars parked all day in the section of Edginswell Lane from Edginswell Close to Collaton Road. These parked cars mean that all other traffic has to pull out and runs the risk of meeting an oncoming vehicle in the middle of the road, head on. This section of the Lane is a blind bend. There have already been a number of near misses, including myself. The danger speaks for itself and a site visit between 8.30 and 5.30 on any working day will confirm this potentially lethal situation.

There is no footpath in this section and the Lane is regularly used by both schoolchildren and adults, all of whom now have to step into the middle of the road on the bend.

Ironically this dangerous parking follows the enforcement of no parking on the double yellow lines in the Edginswell Business park where this is ample, safe on road parking space but parking restrictions are in place.

The local police have been informed of residents' concerns but say that they are unable to act since there are no road markings to restrict parking.

I therefore ask you to consider the placement of parking restrictions in the very dangerous section of road as a matter of very great urgency before a serious accident occurs.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/12/2012 11:13:13

Subject: Dangerous Parking

Dear sirs

I would like to complain about the number of cars parked in a dangerous position in Edginswell Lane junction with Collaton Road Torquay.

It is not fair that users of the business park are using this section of road to park in a dangerous manner and put other road users and pedestrians at risk.

Surely there can be no further development permitted on this site if they cannot cope with the amount of parking required now...!!!

These vehicles are parked in such a manner ... Normally at least four cars, that it forces vehicles into the centre of the road when approaching the blind bend opposite Ivy Cottage.

At best people tend to negotiate this bend like idiots and it is only a matter of time before a serious accident occurs.

I don't feel that double yellow lines are necessary, but some sort of enforcement is required.

If just one vehicle is parked at this location or maybe two towards the junction of Edginswell Close it doesn't cause a problem but they are squeezing as many cars as they can in right up to the junction at Collaton Road.

I will be grateful for an urgent reply as soon as possible.

I live at Ivy Cottage and have just stood and watched several near misses and have captured some on film which makes interesting watching.

Yours sincerely

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/12/2012 19:20:13

Subject: Junction of Edginswell Close and Edginswell Lane

Sir

The ability to exit Edginswell Close has become both intolerable and dangerous.

Twice in the past week I have nearly been hit by vehicles moving too fast for the environment. The so called traffic calming that was put in place is smoother than the rest of Edginswell Lane and has no effect whatsoever. This is now compounded by the fact that we now have vehicles parking all day at the entrance to the Close, seriously impairing visibility. Visibility is so poor that you cannot see vehicles from the left until they are within one to two car lengths away.

Vehicles coming from the right were bad enough to deal with as they come around the corner from Orchard Way. These now have to go onto the wrong side of the road as they come around the corner to avoid parked cars.

We are stuck in the middle of all of this. Coupled with the fact that children and others walk this route to the bus stop it is only a matter of time before there is a serious vehicle or pedestrian accident. I do not wish this to be myself or anyone else.

It is imperative that this problem is addressed with the utmost priority. You are advised of this matter as of December 14th 2012 and a copy for retention is being passed to Kitson's Solicitors for their retention.

I trust that you will treat this matter with the seriousness with which I send you this information.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/12/2012 11:14:13

Subject: Edginswell Lane

Dear Sirs,

I am writing of my concerns of the potentially dangerous situation caused by cars parked by users of Edginswell Business Park in the section of Edginswell Lane between the Edginswell Close and Collaton Road. The parked cars reduce the width of the lane to single vehicle access forcing traffic to the wrong side of the road whilst approaching a blind bend, I and other neighbours have had to take avoiding action because of this situation.

Apart from the danger to motorist the parked vehicles are placed too close to the side of the lane to allow pedestrian access without forcing them to take to the centre of the road. When faced with goods vehicles using the lane pedestrians are at extremely grave risk but more over this lane is used daily by school children and it is only a matter of time before a potentially lethal accident will occur.

I am aware that the local authority is restricted on budget for road markings.

We were assured by the developer of Edginswell Business Park that sufficient parking would be provided on site and there would not be any over spill into the adjacent roads, this clearly is not the case, having funded the enabling roadworks for the development of the site surely the cost of the appropriate road markings to avoid the problem we are now encountering should be born by them.

Regardless of the cost and who pays for them the authorities are responsible for the safety of the public especially the school children, therefore I beg you to take the appropriate action before it is too late.

Regards

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/12/2012 10:47:13

Subject: Edginswell Lane Dangerous Parking

Dear Sirs,

DANGEROUS PARKING IN EDGINSWELL LANE

I am writing to you as a concerned resident and also very upset parent as our children and ourselves are being put at risk everytime we leave our property at Edginswell Lane, Torquay.

There is now rows of cars parked all day in the section of Edginswell Lane from Edginswell Close to Collaton Road. These parked cars mean that all other traffic has to pull out and runs the risk of meeting an oncoming vehicle in the middle of the road, head on. This section of the Lane is a blind bend. There have already been a number of near misses, including myself. The danger speaks for itself and a site visit between 8.30 and 5.30 on any working day will confirm this potentially lethal situation. There is no footpath in this section and the Lane is regularly used by both schoolchildren and adults, all of whom now have to step into the middle of the road.

This morning there was a 5 cars parked there including a large lorry with a trailer. This is a ridiculous situation and I can not believe that it can not be yellowed lined due to budget. Is it going to take the death of a child or a fatal accident for you to take action. I HOPE NOT.

Ironically this dangerous parking follows the enforcement of no parking on the double yellow lines in the Edginswell Business park where this is ample, safe on road parking space but parking restrictions are in place.

The local police have been informed of residents' concerns but say that they are unable to act since there are no road markings to restrict parking.

I therefore ask you to consider the placement of parking restrictions in the VERY VERY dangerous section of road as a matter of very great urgency before a serious accident occurs.

I have been informed that I am not allowed to put my bins on the highway and on the curtilage of my property the night before collection due to this causing a hazard and dangerous. However, you are allowing 5-7 vehicles to park on this road everyday and causing danger to all road users and will not do anything about it.

I request a response to this email at your earliest convenience.

Yours faithfully,

Clewer, John

From: Alison Hernandez
Sent: 14 December 2012 12:49
To: Hannah, Beverley; Clewer, John
Cc: ;
Subject: Parking on/near Edginswell Close

Hi Bev/John

We have some organised residents in Edginswell who have been complaining to the police about poor parking near a junction. A photo is attached.

The PCSO has visited on numerous occasions and thinks they have been parked appropriately. Those that have been too near a junction can only be given advice under the law and not a ticket, although she hasn't had to give any.

Any thoughts about how to deal? Basically the residents are ringing into the police regularly about this but are limited to what they can do.

You have probably seen this before many times

All advice gratefully received!

Many thanks
Alison

Councillor for Shiphay with the Willows
Executive Lead for Involved and Healthy Communities
Torbay Council

Mob: 07708 767603
www.facebook.com/Alison.her
www.twitter.com/AlisonHernandez
www.linkedin.com/in/AlisonHer

Awarded 'Online Councillor of the Year' 2012 by the LGiU

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

Begin forwarded message:

From: [redacted]
Date: 14 December 2012 10:28:21 GMT
To: [redacted]
Cc: mark.kingscote@torbay.gov.uk, alison.hernandez@torbay.gov.uk,
alison.hernandez@btinternet.com
Subject: Fwd: (no subject)

From:
To:

Sent: 14/12/2012 09:33:08 GMT Standard Time
Subj: (no subject)



Sent from my iPhone

INCOMING EMAIL

From: {
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 14/12/2012 11:11:14
Subject: Edginswell Lane, Dangerous parking.

Dear Sirs, Recently there has regularly been a row of 4 or 5 cars parked between Edginswell Close and Collaton Road on Edginswell Lane. They are there during working hours and I assume they are from the Edginswell Business Park. There are sharp, blind bends at each end of this row of cars and Edginswell Lane at this position is not wide enough for 3 cars abreast. There is the serious likelihood of a head on collision in the lane as a result of this thoughtless parking. There is no footpath so pedestrians have to walk in the centre of the road. I would respectfully request that you take action and restrict this parking before there is a serious accident.

Yours faithfully,

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>;
alison.hernandez@btinternet.com;

Date: 17/12/2012 19:44:17

Subject: Dangerous parking in Edginswell Close

Dear Sir/Madam,

Recently cars have started to park in Edginswell Lane just to the left of the exit from Edginswell Close. This creates a very dangerous situation as the traffic coming from Edginswell Lane to Orchard Way cannot be seen by coming out with a car, traffic turning into Edginswell Lane from Orchard Way are likely to crash into any vehicle trying to turn right. Vehicles turning into Edginswell Lane from Orchard Way also, having to drive around these parked cars are in danger of a head on collision. Many vehicles now use this route as a RAT RUN. This puts pedestrians mainly children at huge risk as there is no pavement and also it is a LANE. I hope this can be resolved before someone is hurt.

The business park are the persons who need to provide parking for their employees.

Yours Faithfully,

Resident Edginswell Close

To the above named.... Good morning....

The below is a mail I have sent to the local Police about the dangerous parking in Edginswell Lane. I believe it is basically a Police problem in the first instant but for other interested parties may I draw your attention to the suggestion of making Edginswell Lane a Clearway from the bottom where the main problem exists to the very top of the village as other parking issues are becoming more and more prominent. This could be a total clearway for 24 hours or just at certain times to frustrate the parkers as it has been achieved around the hospital in Cadewell Lane.

I make these suggestions as a concerned resident before a tragedy occurs. It should be remembered that the planners approved the business park and under assessed the parking requirements, so there seems to be a responsibility for them now to correct it.

Best regards

-----Copy of email sent to

Police on 11th. January. 2013

Good Morning Officer, I am yet another resident living and regularly using Edginswell Lane and equally concerned as everyone else about the parking situation. For a variety of reasons cars are appearing all up the lane making the area more and more dangerous. I say this because the road is a only a Lane and there are no footpaths. The lack of footpaths doubles the dangers to pedestrians but I dont expect you to fix that particular aspect and in any case we like our rural feeling.

As a retired for my I do understand the problems about parking issues but the offence of wilful obstruction is clearly on the statute books and is there to be used. Seems purpose written for this situation. (Section 137 of the Highways Act 1980 (as amended by sections 38 and 46 of the Criminal Justice Act 1982 and the Police and Criminal Evidence Act 1984, Schedule 7) provides an offence of wilful obstruction of the highway. 137(1) An offence is committed if a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway.) It used to be that the prosecution make a prima facie case and the courts

decide at the end of the day.... if challenged by a n NG plea. Difficult to prove sometimes I know but the threat of prosecution is usually enough to solve these problems AFTER a few have been booked, even if they get away with it.... The offenders all work on the same business park and the word will soon go around if positive action is taken promptly. If the courts dont support the action then only they can be blamed in the event of a nasty accident....

Nothing works like a few parking tickets... you know that.....

In the long term why not make the area a 'clearway' between certain hours like Cadewell Lane around the hospital. That will do it.... Recommend it to the Council. Whilst I am sending this to other authorities I believe this to be a Police matter and easily resolved by grasping the nettle and taking firm and positive action along the above lines.

INCOMING EMAIL

From: .
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 14/01/2013 16:06:14
Subject: Parking in Edginswell Lane

Hi John

Following a telephone call to your office, I wish to express our concern regarding parked cars in Edginswell Lane.

We are guessing it is due to insufficient parking on the new Edginswell Park estate. Vehicles are parked up on the left as you enter Edginswell Lane and they also park in the vehicle passing area just round the bend. This makes it extremely difficult to see oncoming traffic and often results in either party having to reverse to a wider section of road. This can be a problem if the oncoming vehicle is larger than that of a standard car.

Is there any way of preventing these cars being parked there ?

Many thanks for your time, I look forward to hearing from you.

Regards

Our Ref:

17th January 2012

Dear Sirs

Parking: Edginswell Lane, Torquay

Please find enclosed correspondence to and from Mr John Clewer (local highways division) regarding the above.

Together with the issue raised in my letter of cars parked dangerously, I wish to also point out that children use this route twice daily, five days a week while walking to and from school and as I'm typing this letter, a mobility scooter has just gone passed, not to mention a road sweeping TOR2 vehicle (there is no way that could reverse round a blind corner, meaning other road users having to reverse back onto a busy road which they can't if they have traffic queued up behind them) and the same issues with the refuse collection services.

It's all very well filling up minor pot holes or sitting in warm offices scratching heads and discussing 'the flyover' for years on end with tax payer's money but as soon as a potential fatality could be on the cards, suddenly there's no money to make safer driving environments.

Should an accident take place, I'm sure a copy of this correspondence could find its way to the local papers.

Yours faithfully

Disgruntled Taxpayer Road User.

Encs

From:
Sent: 25 February 2013 15:33
To: Carney, Patrick
Subject: Fwd: Dangerous parking

Edginswell Residents' Association

Dear Mr. Carney,

I continue to receive comments of concern regarding the dangerous situation caused by cars parking In Edginswell Lane between Edginswell Close and Collaton Road. I feel sure that having seen the situation for yourself you will recall the details and will not need me to go over yet again all those concerns by residents in previous correspondence to the Highways department. The police have left advisory notes on cars parked inappropriately but they are now ignored, presumably because there is no evidence of any action being taken.

Whilst the provision of additional parking space in the Business Park may alleviate the situation it does not deal directly with the problem which could potentially continue even if alternative space is provided. The following e mail and pictures from a concerned resident are an indication of the ongoing anxiety caused by this problem and the seriousness with which we as a community view it. Might this creative suggestion be of help?

1

May I ask you, in preparing your paper for the Transport Committee meeting in March to include reference to this problem so that members are aware of the very real concerns regarding this danger and the police frustration that whilst acknowledging the danger involved they might not be successful in bringing a case of deliberate obstruction, whereas a prohibition notice would be readily enforceable and eliminate this particular danger on this blind bend with no footpaths.

If there is anything we , as a community, can do to help facilitate this process I should be grateful if you would let me know. The seriousness with which we view this situation means that we are very happy to be involved in any way which results in prohibiting parking on this very short but very dangerous stretch of road.

Kind regards,

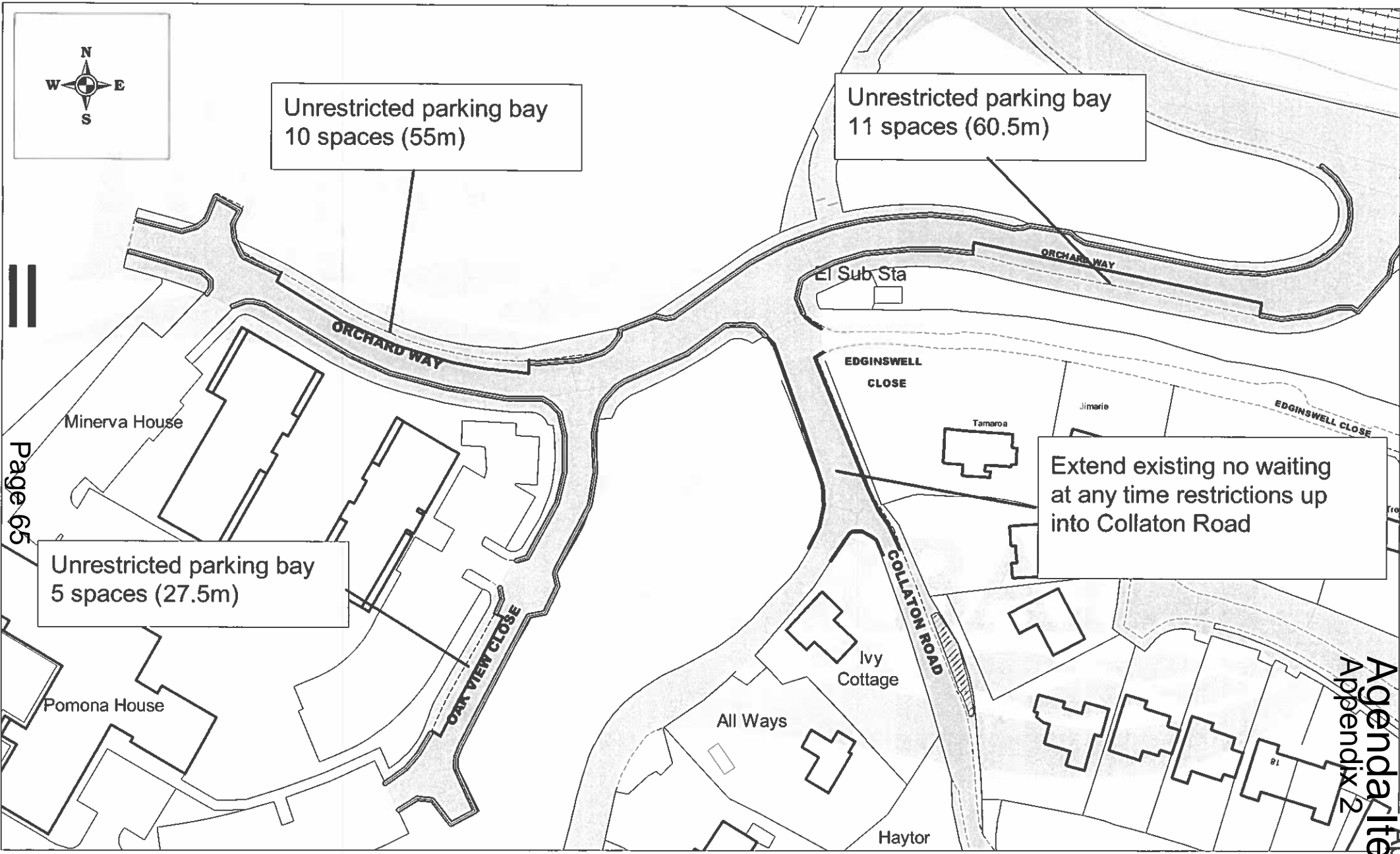
From: _____
To: _____
Sent: 22/02/2013 16:12:34 GMT Standard Time
Subj: Dangerous parking

Dear _____

I hope all is well with you.

As our Council has refused to spend money on double yellow lines in Edginswell Lane I wonder if they might stretch their budget to a sign, similar to the ones in Cockington Lane where there are several? Have attached photos of a couple of them.

Kind regards,



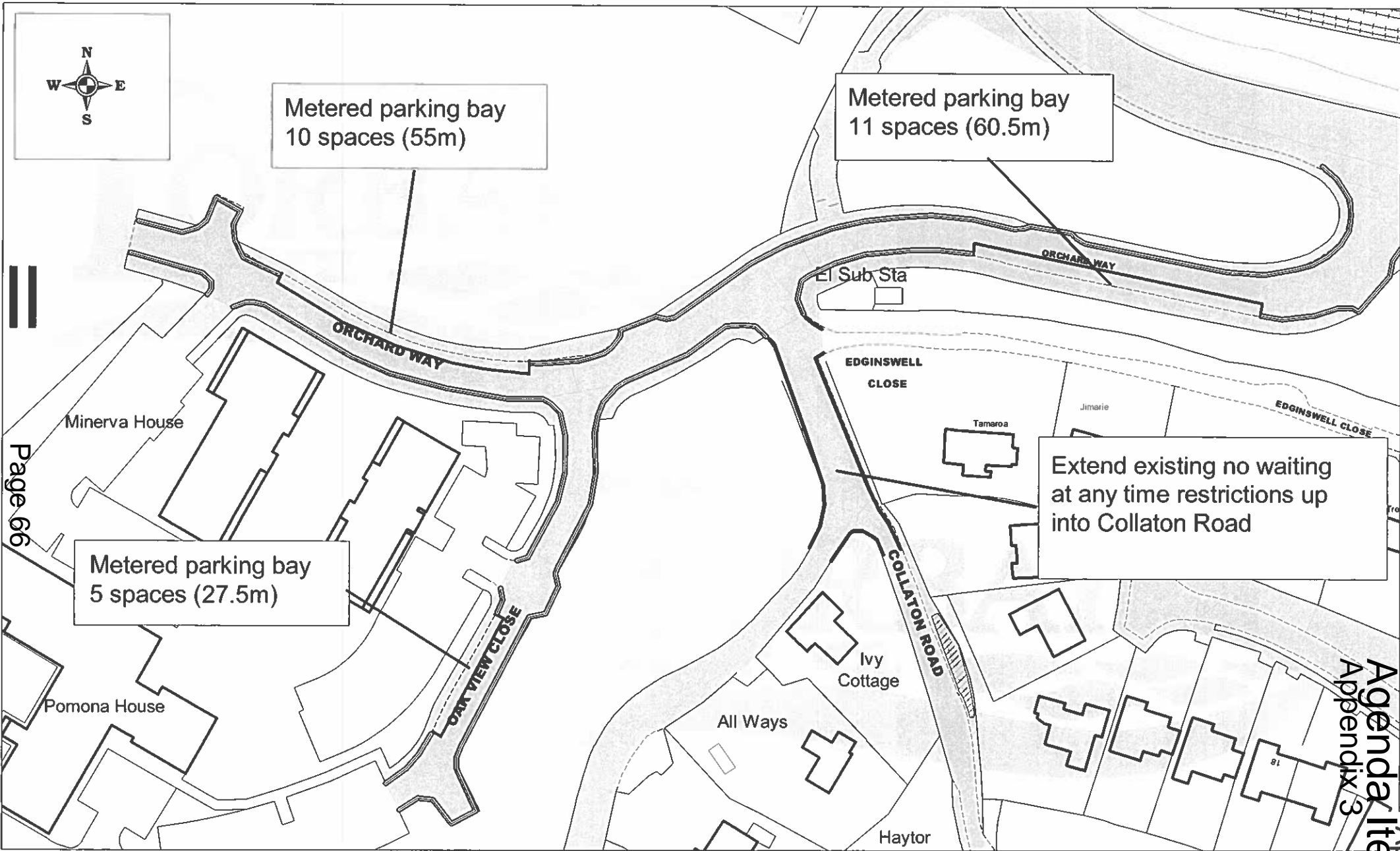
Page 65

1:1000 scale

Option 1
Edginswell Business Park
Unrestricted parking



Appendix 2
Agenda Item 8



Page 66

1:1000 scale

Option 2
Edginswell Buisness Park
Metered parking



Appendix 3
Agenda Item 8
 Appendix 3

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Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Tormohun

Report Title: Parking Restrictions – Oak Hill Road, Torquay

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer Senior Engineer – Highways Development & Traffic

1. Purpose

1.1 This report is in response to recent requests from residents in the Oak Hill Road area of Torquay for additional parking restrictions and for members to consider the possible advertising of changes to the current Traffic Regulation Orders (TRO).

2. Proposed Decision

2.1 It is recommended that members approve the proposals outlined under in **Appendix 2** to advertise and implement, should no objections be forthcoming.

3. Action Needed

3.1 It is recommended that members approve the proposals outlined in **Appendix 2** for advertising and implementation should no objections be forthcoming. Any objections will be referred to a future meeting of the Transport Working Party.

4. Summary

4.1 Following completion of Phase One of the Torre Marine development, in Torquay, the parking restrictions, as per the existing traffic regulation order were reinstated.

4.2 Due to the changes in lay-out, the current restrictions do not reflect the requirements of the new estate roads. Residents have taken to parking their vehicles on the footway, obstructing the safe passage of pedestrians, especially parents with buggies and the mobility impaired.

4.3 There have been requests from a number of residents, including representatives of the Residents Association, for an increase in parking restrictions and comments have also been received from the local ward members and Devon & Cornwall Police. Correspondence received is attached as Appendix 1.

4.4 Comments have also been made to the developer, Barratt Homes, who are actively looking to install some bollards to prevent vehicles mounting the kerb and are

happy to fund the implementation of the additional parking restrictions.

Supporting Information

5. Position

- 5.1 Following completion of Phase One of the Torre Marine development, in Torquay, the parking restrictions, as per the existing traffic regulation order were reinstated.
- 5.2 However there are sections of carriageway which have no parking restrictions and due to the narrow nature of the carriageway residents have taken to mounting the kerb and parking their vehicles with two wheels on the footway. Whilst this allows for a single lane of traffic to travel along Oak hill Road, vehicles parked on the footway are obstructing the safe passage of pedestrians, especially parents with buggies and the mobility impaired. On occasions, vehicles have been noted fully parked on the footway and garage entrances have been obstructed.
- 5.3 There have been requests from a number of residents for an increase in parking restrictions and comments have also been received from the local ward members and Devon & Cornwall Police. Correspondence received is attached as **Appendix 1**.
- 5.4 Comments have also been made to the developer, Barratt Homes, who are actively looking to install some bollards to prevent vehicles mounting the kerb and are happy to fund the implementation of the additional parking restrictions.
- 5.5 The proposal, as detailed in **Appendix 2**, is as follows:

Implement 107m of 'No Waiting At Any Time' restrictions and revoke 20m of existing 'No Waiting At Any Time' restrictions, to allow use of the parking bay, as detailed in **Appendix 2**.

6 Possibilities and Options

The Working Party are requested to consider whether they wish to support amendments to traffic regulation orders in the area as detailed below:

- 6.1 Advertise and implement, should no objections be forthcoming, the changes to the Traffic Regulation Orders as detailed in **Appendix 2**. Any objections will be referred to a future meeting of the Transport Working Party.
- 6.2 Members may wish recommend that no changes are considered at the present time.

7 Preferred Solution/Option

Members are recommended that the option in 6.1 above would be the most appropriate option. However, members should be aware that advertising amendments to the existing traffic regulation orders may attract objections, which will have to be presented to a future meeting of the Transport Working Party.

8 Consultation

No consultation has been undertaken, however local ward members have visited the development and been in conversation with local residents.

9 Risks

- 9.1 There is a risk that advertising amendments to the existing traffic regulation orders may attract objections, which will have to be presented to a future meeting of the Transport Working Party.

Appendices:

Appendix 1 – Copy of the correspondence received.

Appendix 2 – Copy of revised restrictions to be advertised if approved.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

None

Good Evening,

I am just e-mailing you to say that the double yellow lines that you have painted down Oak Hill Road on Torre Marine have caused more harm than good. People are now parking fully on the road on the opposite side as they are no longer able to park on the foot path. This causes such an obstruction and hazard as vans and emergency vehicles cannot get passed! People can only just fit through in average sized vehicles. It is mainly the spot where the kerb curves round at the end of the dropped kerb. I really do think that you should have painted double yellow lines on both sides. You have caused a real hazard and should anyone require an emergency vehicle to get down to them on Edmonds Walk then God help them. You have now been advised of this issue.

Regards,

[REDACTED]

[REDACTED] Edmonds Walk

Torquay

[REDACTED]

The Torre and Upton Neighbourhood Team
Devon and Cornwall Constabulary
Paignton Police Station
PO Box 1
Paignton
TQ3 2YF

● Oak Hill Road
Torre Marine
Torquay

20th August 2012

Thank you for your recent letter regarding street parking in Torre Marine, specifically Oak Hill Road. I am fully supportive of this, but wanted to write to bring things to your attention which could improve the situation.

Double Yellow Lines

Double Yellow Lines have recently been introduced to parts of Oak Hill Road, but I would question where they have been put. Your letter seeks to prevent people from parking partly/completely on the pavement, but there are no double yellow lines on the side of the road where it was happening. There are double yellow lines on the other side of the road where it isn't possible to park because of flower beds, and I believe it is the absence of double yellows on one side that encourages cars to park on the pavement.

There is a section of Oak Hill Road that is wider than the rest of the road, it would allow approximately 3 cars to park, but this has double lines on it. On the opposite side of the road there are no double yellow lines, so cars now park there – including partly on the pavement, this means that cars driving along the road have to drive in to the wider area to get past the cars parked. This doesn't make any sense. The wider section should be available to park on and the other side should have double yellow lines.

I don't know who decides on the placing of double yellow lines, is it the council or the police? But it does need to be reviewed.

McKay Avenue and Ebdon Way

There are 2 other roads in Torre Marine, and judging by their parking over the weekend I would suggest have not received the same letter regarding street parking? I agree with the parking restrictions, but it is frustrating to see that the two other roads have not been given the same restrictions? It is unfair, particularly when a parking fine was put on a neighbours car over the weekend and cars committing similar offences on the next street (and further down Oak Hill Road) were ignored.

I hope you will take my comments in to account. I am in favour of the restrictions, and am not normally a 'letter writer', but the recent changes introduced have not improved matters.

Yours faithfully

[Redacted]

[Redacted]



Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Clifton with Maidenway, Cockington with Chelston and St Marys with Summercombe

Report Title: Parking Restrictions Various

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer Senior Engineer - Highways Development & Traffic

1. **Purpose**

1.1 This report is in response to correspondence/objections received following the advertising of a number of amendments to existing Traffic Regulation Orders,

2. **Proposed Decision**

2.1 It is recommended that members approve the proposals outlined under option 6.1 in this Issues Paper, to amend a number of existing Traffic Regulation Orders.

3. **Action Needed**

3.1 It is recommended that members approve the proposals outlined under option 6.1 in this Issues Paper for the implementation of amendments to a number of Traffic Regulation Orders and the advertising of the amended Traffic Regulation Order and implementation should no objections be forthcoming. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

4. **Summary**

4.1 In 2008 members agreed to impose a moratorium on the processing of traffic regulation orders for waiting restrictions, a moratorium which is still in place.

4.2 This led to a back-log of requests being held on file and, in an effort to get the processing of Traffic Regulations orders underway and the outstanding back-log reduced, members agreed to temporarily lift the moratorium. In June 2012 a budget of £15,000 was identified and a number of proposals were identified following feedback from members, residents and stakeholders.

- 4.3 Their implementation will improve road safety and reduce the risk of delays to road users, due to the carriageway width and visibility being restricted by inconsiderate parking.
- 4.4 At the meeting of the Transport Working Party on 25th October 2012, members agreed to advertise a number of these proposals and implement should no objections be forthcoming. This report is to consider the objections which have been received from residents / stakeholders.

Supporting Information

5. Position

- 5.1 In 2008 as part of the budget reductions for the following year, members agreed to impose a moratorium on the processing of traffic regulation orders for waiting restrictions, a moratorium which is still in place. However traffic regulation orders have still been considered if they were part of capital funded schemes.

This has led to a back-log of requests being held on file and, in an effort to get the processing of Traffic Regulations orders underway and the outstanding back-log reduced, it was proposed by members to temporarily lift the moratorium.

- 5.2 At the meeting of the Transport Working Party, which took place on 21st June 2012, a budget of £15,000 was identified and it was proposed to carry out some local consultation, to judge the feelings of the communities affected by the proposals. These proposals had been identified following feedback from members, residents and stakeholders. Their implementation will improve road safety and reduce the risk of delays to road users, due to the carriageway width and visibility being restricted by inconsiderate parking.
- 5.3 At the meeting of the Transport Working Party on 25th October 2012, members agreed to advertise a number of these proposals and implement should no objections be forthcoming.
- 5.4 This report is to consider the objections which have been received from residents / stakeholders with regard to the following roads. The original proposals were as shown in **Appendix 1** and the correspondence / objections received are attached in **Appendix 2**.

Brixham

- Cudhill Road – Extra lines were requested both to the side and opposite the entrance to The Paddock.
- New Road/Holwell Road – A request was made to cut back the lines in the vicinity of the surgery, however with two junctions accessing on to Holwell Road at this location, this was rejected due to the likelihood of congestion.

Paignton

- Baymount Road – Objection received regarding the placement of double yellow lines on the Eastern side of the road, this was rejected as parking is predominantly on the opposite side of the road and no other objections were received.
- Maidenway Road / David Road – Objections due to loss of parking, however this is at a junction of three roads and considered to be a road safety issue.
- Primley Park – Multiple objections to the proposal of restrictions on the inside of the bend and therefore the proposal has been withdrawn.

Torquay

- Burridge Road/Boundary Road - Objections due to loss of parking, however this is at a crossroads junction and considered to be a road safety issue.
- Sherwell Rise South - Multiple objections to the proposal of restrictions. As original proposal was to remove the restrictions, these objections have been upheld and a reduced level of double yellows are recommended to be re-advertised at the junction with Bramble Close, Burridge Road and Nutbush Lane.

5.5 Following consideration of the objections (attached in **Appendix 2**) received, the following actions are proposed:

Brixham

- Cudhill Road - Implement as advertised.
- New Road / Holwell Road - Implement as advertised.

Paignton

- Baymount Road - Implement as advertised.
- Maidenway Road / David Road - Implement as advertised.
- Primley Park - Do not implement restrictions.

Torquay

- Burridge Road/Boundary Road - Implement as advertised.
- Sherwell Rise South - Due to objections do not implement advertised restrictions. Instead re-advertise and implement should no objections be forthcoming, the removal of the existing restrictions and place no waiting at any time restrictions at the junctions of Sherwell Rise south and Bramble Close, Burridge Road and Nut Bush lane as shown on plan. Any objections to be referred to a future meeting of the Transport Working Party.

6 Possibilities and Options

The Working Party are requested to consider whether they wish to support amendments to traffic regulation orders in the area as detailed above in 5.5

6.1 Advertise and implement, should no objections be forthcoming, the proposed

changes to the Traffic Regulation Orders, as per 5.5 above. Any objections will be referred to a future meeting of the Transport Working Party.

6.2 Advertise and implement, should no objections be forthcoming, a selection of the proposed changes to the Traffic Regulation Orders. Any objections will be referred to a future meeting of the Transport Working Party.

6.3 Members may wish to recommend that no changes are considered at the present time.

7 Preferred Solution/Option

Members are recommended that the option in 6.1 above would be the most appropriate option.

8 Consultation

Consultation with members and residents has been undertaken, the proposed alterations to the Traffic Regulation Orders have been advertised, both in the local media (Herald Express) and on site between 22nd November – 13th December 2012 and a number of objections (attached as per **Appendix 2**) received.

9 Risks

If these changes to the existing Traffic Regulation Orders are not approved due to objections, there will be a greater risk of delays to road users due to the possibility of carriageway width and visibility being restricted by inconsiderate parking.

Appendices:

Appendix 1 – Copies of the plans showing the original proposals to alter the existing Traffic Regulation Orders.

Appendix 2 – Copies of the correspondence / objections received.

Appendix 3 – Copies of the plans showing the revised proposals to alter the existing Traffic Regulation Orders.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

None



Agenda Item 10

Appendix 1

1:1250 scale - Proposed parking restrictions - Cudhill Road - Brixham



KEY

-  Existing double yellow lines
-  Proposed double yellow lines



1:500 scale - Proposed parking restrictions - New Road, Holwell Road - Brixham



KEY	
	Existing parking restrictions
	Proposed no waiting at any time restrictions



1:500 scale - Parking restriction changes -
Baymount Road - Paignton

BAYMOUNT ROAD

Extend no waiting restrictions for
whole length of east side of
Baymount Road.

16

6

3

5

EI Sub Sta

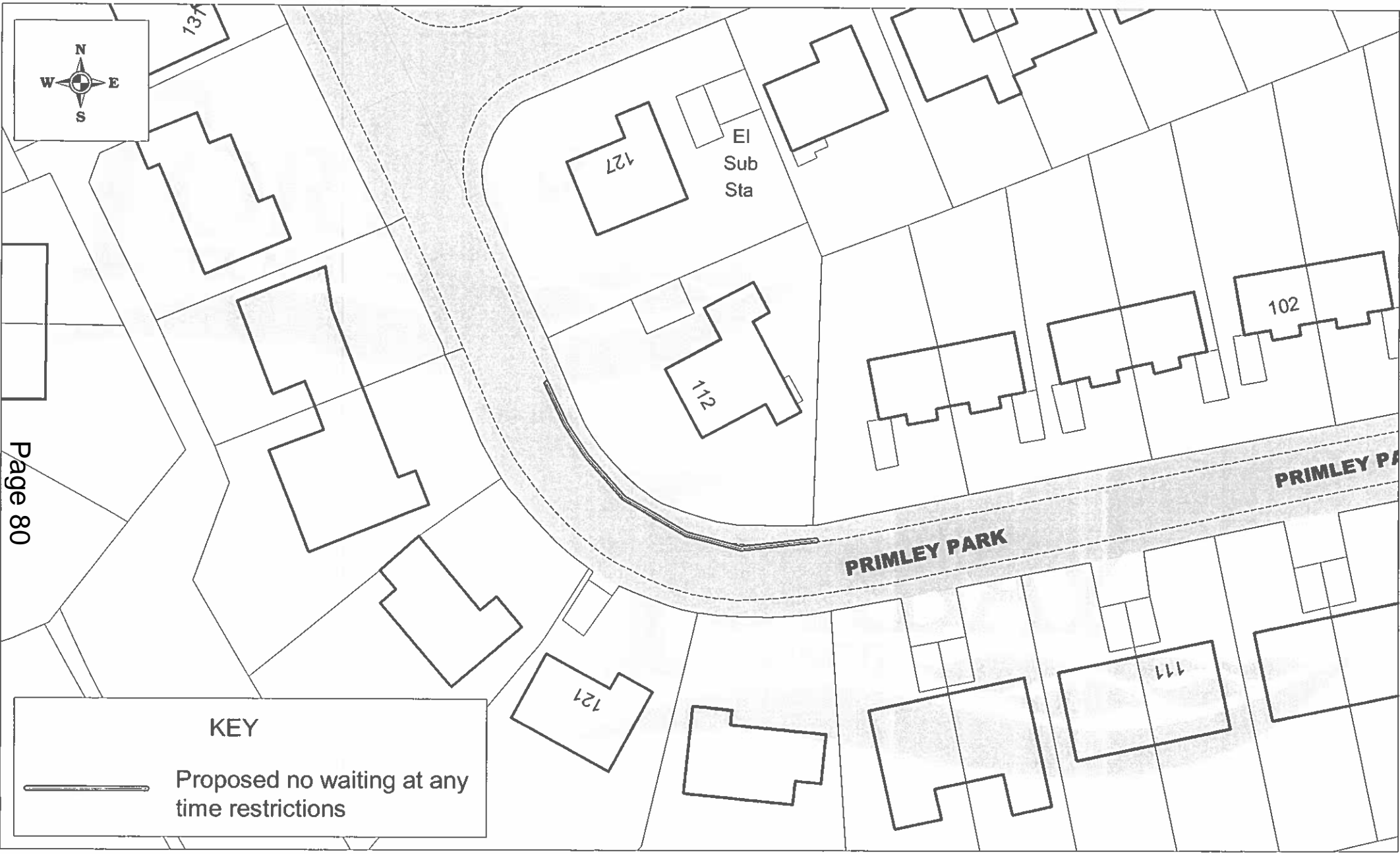
1




1:500 scale

Proposed waiting restrictions
Maidenway Road/ David Road - Paignton





KEY

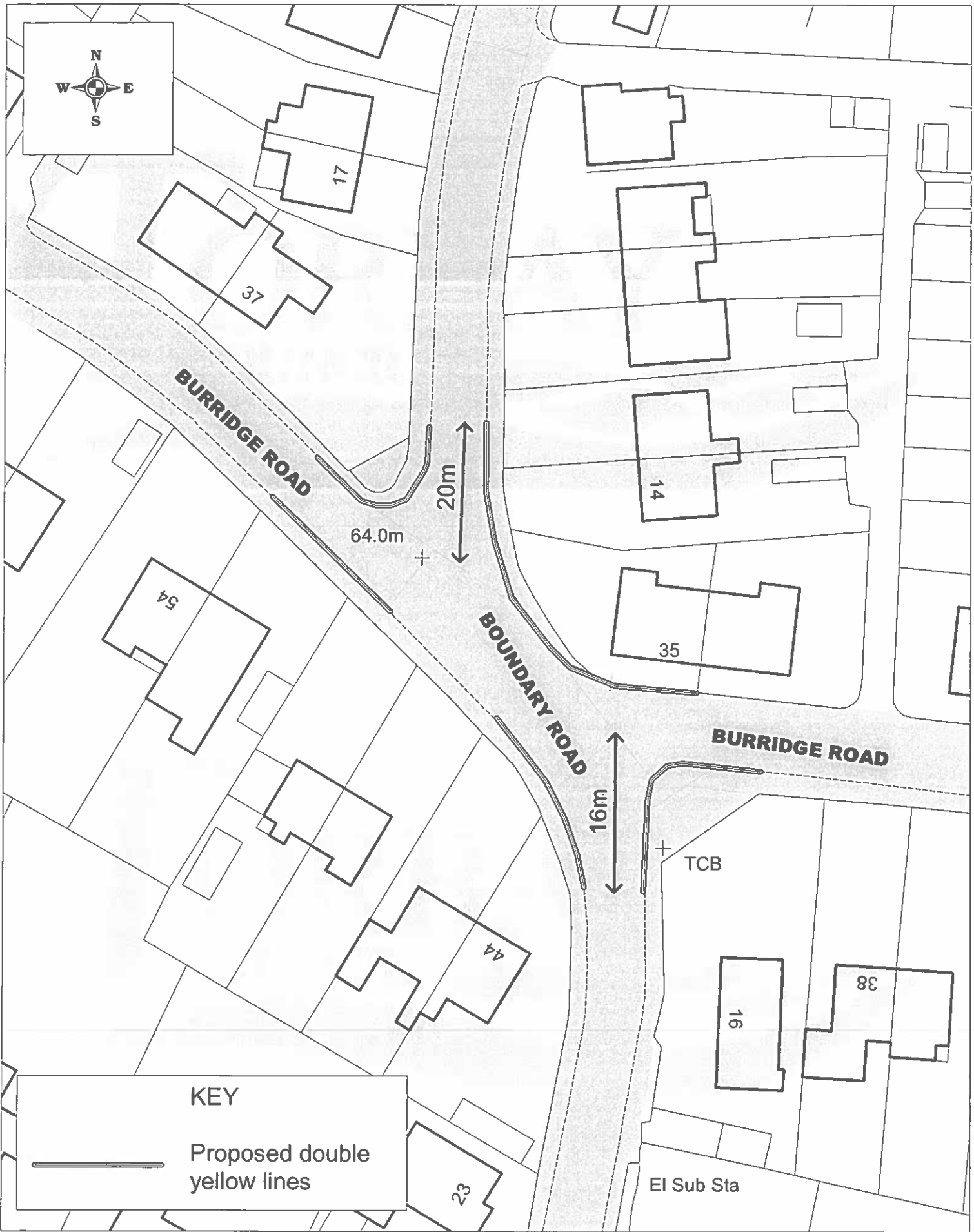
 Proposed no waiting at any time restrictions

1:500 scale

Proposed parking restrictions
Primley Park - Paignton



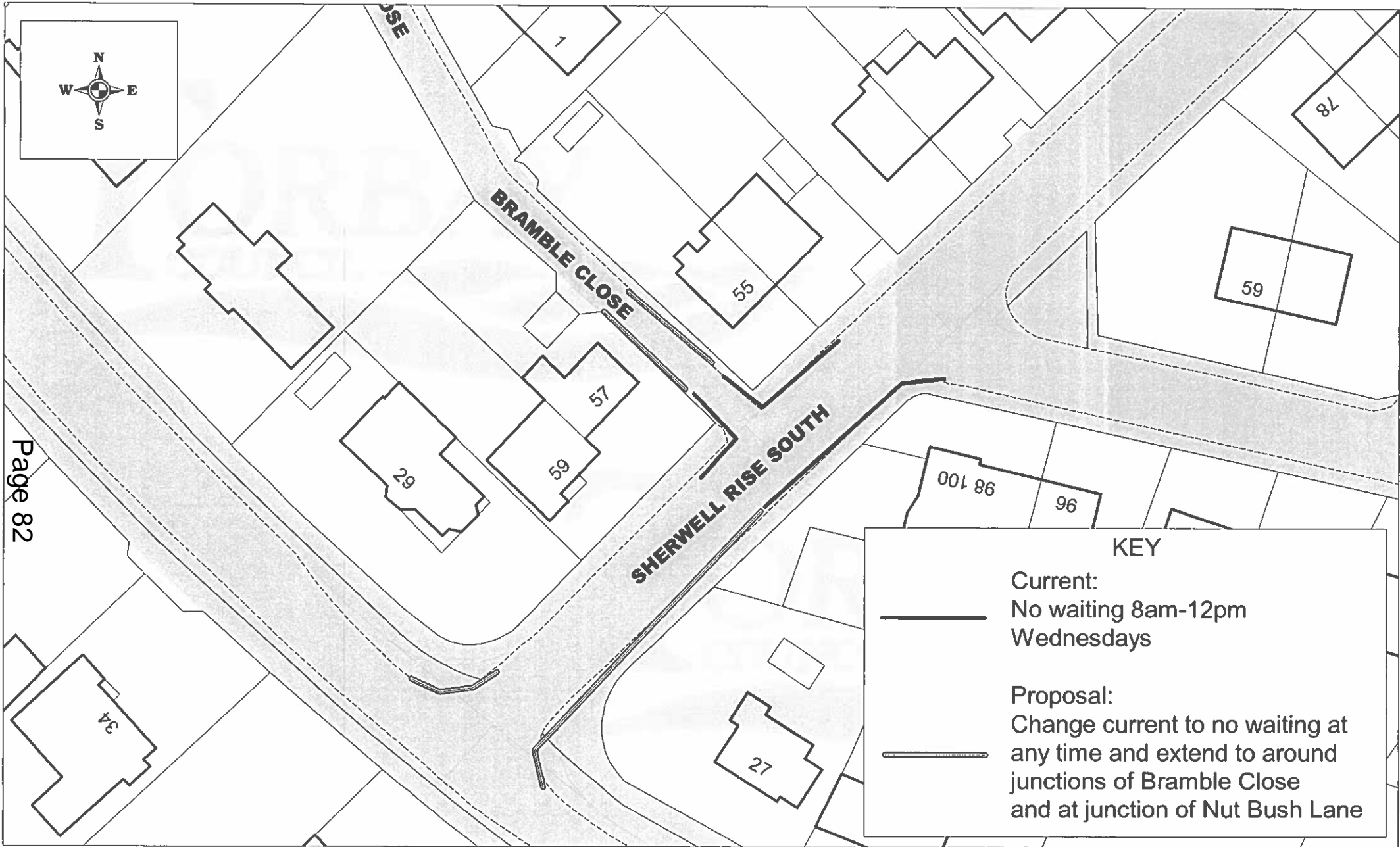
Reproduced from the Ordnance Survey mapping with the permission of the Controller of HMSO. (c) Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. Torbay Council LA079782



1:500 Scale

Proposed parking restrictions
Burridge Road/ Boundary Road
Torquay





1:500 scale

Proposed change of restrictions
 Sherwell Rise South - Torquay



Telephone: [REDACTED]



Recorded Delivery

Mr A Hooper
Traffic Technician
Torbay Council
Highways and Engineering
4th Floor, Roebuck House
Abbey Road
Torquay

RECEIVED
9 DEC 2012

9 December 2012

Dear Sir

Parking Restrictions - Cudhill Road, Brixham

I refer to my letter of 4 September of which a copy is attached for ease of reference, and also the 'Notice of Proposals' published in the Herald Express very recently.

It is disappointing there has been no reply to that letter, and as it's contents appear to have been completely ignored I have to wonder whether your invitation for comments in August was little more than a procedural nicety.

In my letter I outlined the very real difficulties facing drivers exiting The Paddock here in Brixham, and the reasons for them. I also made you aware of my fear that sooner or later there will be an accident because of the lack of visibility, and that - heaven forbid - could involve personal injury which none of us wish to see. I then suggested a simple, low-cost solution which can easily be included in the work you intend to carry out which I feel certain would overcome this problem entirely.

I ask therefore that you reconsider my original letter when I am hopeful you will accept the basis of what I say. However, if you feel unable to do so then I think it should be borne in mind that as you, the Council, has been made fully aware of these difficulties it could be said you will bear at least some responsibility for future events if my worst fears are realised.

Yours faithfully

[REDACTED]

[REDACTED]

Telephone: [REDACTED]



Recorded Delivery
Ref: AH/SM

copy

Mr A Hooper
Traffic Technician
Torbay Council
Highways and Engineering
4th Floor, Roebuck House
Abbey Road
Torquay

4 September 2012

Dear Mr Hooper

Proposed Parking Restrictions - Cudhill Road, Brixham

Thank you for your letter of 20 August concerning the proposals above which are welcome and, I believe, long overdue.

I write however on a parallel matter I have been intending to refer to the Council which concerns the residents of the three properties served by The Paddock, their visitors and those trades-people who call.

It has been obvious for some time Cudhill Road is becoming more and more of a rat run as drivers bypass the town centre, and many of those drive much too fast in the process. Additionally, more and more vehicles are being parked in the road of which a fair number have no connection with local residents at all. There is also a particular problem at the top of the hill because of traffic associated with the Residential Home, and of that there are usually some vehicles parked on the white line outside the Home's main entrance. Others are left absolutely anywhere else they can find room.

As a result those driving out of The Paddock (which is single carriageway) are finding it increasingly difficult to get into Cudhill Road safely. Vehicles parked either side of the entrance often make it impossible to see up or down the road because of the lack of pavement, while other vehicles which are routinely parked opposite leave little room to turn one way or the other. It seems only a matter of time before an accident occurs with all the consequences that could bring.

I write therefore seeking your agreement to an extension of the proposed double yellow lines on the northern corner of Langley

COPY

Mr A Hooper - cont

Avenue down the hill a short distance opposite The Paddock as I have marked in red on the attached plan. That would allow vehicles greater room to turn though it would not of course overcome the very real problem of visibility which could be dealt with by restricting parking (say) 25 feet either side of The Paddock entrance. I have shown that in green on the map as part of what would be a viable solution to this problem, for your consideration.

I trust therefore I have set out the position clearly from your point of view, but if you require any further information or feel a site visit would be useful, please let me know.

Yours sincerely

A large, solid black rectangular redaction covers the signature area. Below it, a smaller, horizontal black redaction bar is present.



30 November 2012

RECEIVED
07 DEC 2012

Residents and Visitors Services
Highway Management
Torbay Council
Town Hall
Castle Circus
Torquay
TQ1 3DR

Dear Sir/Madam

I see from a notice in the Herald Express that it is your intention to extend the double yellow lines in my road.

I am concerned about the effect that this will have on the parking at the lower end of the road. If these yellow lines are implemented outside the dentists I cannot see what effect they will have-the rubbish collectors will still stop there as will the couriers dropping off and collecting supplies and also the disabled who are visiting the dentist-there are only two spaces provided by the dentist for patient parking.

On the opposite side of the road, the few cars that habitually park there will be forced to park further up the road and there is very little space before the blind bend. I and my neighbours park outside our homes and quite frankly when the odd person parks opposite it frightens me as people driving down the road do so far too quickly and there is barely room for the big lorries (think Interline builders merchants type vehicles) to pass two cars parked opposite and they come round the corner blind to be confronted by someone coming up the hill or vis versa. There is very little room further up the hill for people to park, as the council granted the opening of yet another dentist and his patients inevitably park on the road rather than try and negotiate his car park. There is also Stockmans undertakers which add to the congestion and parking problems when a funeral takes place there. To reduce the parking at the bottom of the road is ludicrous as it will only cause an accident and if not with a car then with a pedestrian as they are forced to walk in the road as there is no pavement. The fact that you are also reducing parking on New Road and Cudhill will put further pressure on our road .

I appreciate that people can park to close to the entry of Holwell Road but to a large extent the phone box being where it is does stop people parking right on the entry.

I would suggest that either the road is made residents parking or leave things as they are as I seriously think your idea will lead to an accident sooner rather than later and for this reason I object to your proposals.

Yours sincerely

The signature area is redacted with two thick black horizontal bars. The top bar is longer and covers the main part of the signature, while the bottom bar is shorter and covers the bottom portion of the signature.

11 DEC 2012

11 DEC 2012



10th December 2012

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

Dear Sir/Madam

I write with regard to No 2, 2012 Amendment Order, New Road and Holwell Road.

I have viewed the plans to place parking restriction lines on the lower part of Holwell Road, and whilst I understand that this is to prevent traffic parking too close to the junction with New Road this will absolutely compound our access issues that we already suffer.

The parking or sometimes abandoning of cars down Holwell Road has always been problematic, this was heightened last year when Habourway Dental Practice became an NHS practice, reportedly having an extra 10,000 patients per annum.

You will see from your records that I had a meeting with Andy Hooper in August 2011 regarding the issues and the possibility of putting white lines across our driveway, garage, directly adjoining areas and pedestrian access.

I also spoke to Jackie Stockman regarding this issue, apparently she was having a meeting with the local police force within the next few days but unfortunately I never had a response back from her.

I require access to and from our double gates at least twice daily and on occasion throughout the day. Due to the parking in Holwell Road there is always a vehicle parked directly opposite our double gates, this alone does not cause too much of an issue.

The serious issue arises when a vehicle parks directly above or below the gates as this then prevents me turning up or down Holwell, or gaining access to my property from that direction. Should vehicles be parked across the road, above and below it then totally prohibits access to and from our property.

Now, this has only happened on a handful of occasions, however with your proposed restrictions the 8 to 10 cars that occupy the areas that you are now restricting will be pushed further up Holwell Road and are bound to make the rare occasion a much more regular one.

I have enclosed some photos to show what happens currently and these were all taken on the same day, the first day I became aware of your plans.

I would be pleased to meet a representative to discuss the possibilities further before you make a decision as this is a genuine issue that I plead with you not to ignore.

My request is predominantly for our lower double gates and the area directly above and below them, that whilst you have the facilities just metres from our property would you please protect our right of way which will otherwise definitely become regularly obstructed.

The photographs enclosed are as follows: -

- Appendix 1 - Vehicle partially blocking our single gate access
- Appendix 2 - Our double gates with a vehicle directly opposite – Every Day
- Appendix 3 - A vehicle parked directly below our double gate access
- Appendix 4 - Same car as Appendix 3 showing the restriction of turning circle

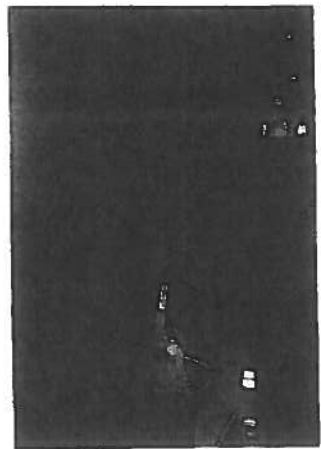
Obviously I would be most grateful if you could also protect access to our pedestrian gate and single garage, accessed directly from the roadside, slightly further up Holwell Road.

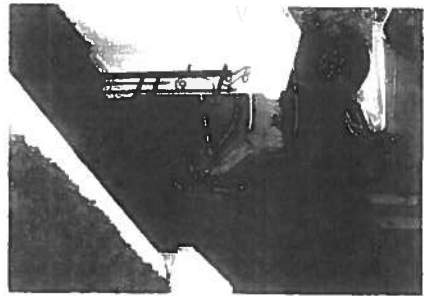
I will make myself available at any time and date that suits you/your representative to meet to either discuss or simply appreciate the reality.

Thank you for taking the time to read this representation and I hope you can see your way to making the most of the opportunity to resolve this issue now rather than having to revisit it at a later date.

Yours faithfully

A large black rectangular redaction covers the signature and name of the sender.





RECEIVED
10 DEC 2012



7th December 2012

Re: (CONTROL OF WAITING, LOADING AND UNLOADING) AMENDMENT ORDER No7 2012

**Schedule 2: No Waiting At Any Time
Baymount Road**

We object most strongly to the proposal to extend the double yellow lines on the eastern side of Baymount Road up the boundary opposite nos.18/20 (Notice of Proposals 22nd November 2012).

The problems related to parking in Baymount Road are mainly due to lack of available spaces. Extending the parking restrictions will not solve these problems.

Having lived at this address since [redacted] and seen many properties become 2-car households since then, it is perhaps time to consider ways of improving the situation for all residents, but not to simply penalise those residents whose properties lie on the eastern side of the road.

Parking on the eastern side of the road only occurs very infrequently, and is mostly confined to deliveries or workmen's vehicles that are parked for a few hours. In our opinion, this situation does not warrant extending the double yellow lines.

The problems with parking spaces in the road have increased in recent years due largely to permission being granted (despite residents' objections) to the formation of off-road parking places on some properties on the western side of the road. This has obviously reduced the number of parking spaces in the road available to other residents and visitors. The majority of garages on the western side of the road are not used to house vehicles registered to the property and owners seldom park in front of their garages, choosing instead to occupy a space in the road. This seems to be where most of the problems have arisen.

More considerate parking by all residents would resolve many of the current difficulties.

Some other suggestions to consider:

- Introduce a Residents Parking Permit Scheme to help secure parking for residents and their visitors on a more reliable basis. (Since the closure of Paignton Police Station there are fewer commuter vehicles using Baymount Road for parking, but any future development of the site might lead to an increase in traffic and a Permit Scheme would protect residents from this.)
- Create additional parking at the lower end of the road on the western side by reducing or removing the footway (which has very little use) to form an extra parking area. This section currently has double yellow lines, but this has not always been the case.

As householders on the [redacted] side of Baymount Road we object most strongly to the proposed parking restrictions. We would welcome the opportunity to discuss this matter further with members of the Transport Working Party.

Yours sincerely,

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 22/11/2012 18:13:22
Subject: FW:

rI see there has been a notice but up on the lamppost notifying people of the proposed parking restriction. I have forwarded my previous email on the subject. It is common knowledge in the area who has made the suggestion about the lines. She at the age of [REDACTED] young has suggested they have problems with manoeuvring around the parked cars in the area. I feel this is more to do with age and driving ability than a problem with cars parked. No one else seems to have a problem with the parking. It would seem a shame to disrupted the parking and upset many of the local people in the area to satisfy one person whom i'm imaging won't be driving much longer. Kind regards [REDACTED]

From: [REDACTED]
To: highways@torbay.gov.uk
Subject:
Date: Mon, 13 Aug 2012 07:25:06 +0100

Dear Sir/Madame

I'm am writing in concern to the proposed waiting restriction suggestions along Maidenway/ David road - Paignton.
In theory this would be a good idea, but in practice this would course more problems for an already problematic area for parking.
On average there are ten - fifteen cars that park in these areas, so any suggestions on where they would park once the lines are in place would be a great help.
I would think David road would be most peoples choice, but as the council have already given planning permission to build sixteen affordable houses along Southfeild view i can't image there being much room as I'd be guessing they'll be anther twenty cars to add to this packed little area.
I have a driveway but since buying my property two and half years ago i've been unable to park on due to the dropped kerb and pathway being a such and angle it is impossible to mount the pavement.
I would be grateful for any information you could send me to have the pavement re-done so I could use my driveway.

My suggestion would be to but speed bumps down the hill of Maidenway and finish and the bottom of the hill near the police station.
As the problems I have witnessed are not from the parked cars but from individuals driving with excess speed up and down Maidenway.

RECEIVED
14 DEC 2012

27th November 2012

Residents & Visitors Services, Highway Management
Torbay Council, Town Hall, Castle Circus
Torbay TA13DR

May I please register my objections to the proposed parking restrictions on the junction of David Rd & Maidenway

My objections are:-

1. The cars & vans at present parking there would make the area further congested by pavement parking more vehicles on left side of Maidenway making more difficulty for buses etc.
2. Parking on this corner restricts width making cars take extra care - wider road makes extra danger with faster corner speed

3. When there are few or no vehicles parked the situation has been more dangerous with children playing football on this corner despite being warned by the police

4. My drive is in Maidenway Rd which means traffic coming down the hill is more difficult than seeing traffic coming up and no restriction has been shown from our house up.

5. Nearby Southfield there is a new large development with no garaging which will put more pressure on street parking in this area.

I feel that the new restrictions would make this corner a much more dangerous one

Yours faithfully,

INCOMING EMAIL

From: [REDACTED]

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 28/11/2012 20:58:28

Subject: strongly opposing proposed parking restrictions at Primley Park

> To Highways Torbay Council,

>

> I would like to strongly opposed the parking restrictions at Primley Park. Parking restrictions will only make the corner a racing track ,as the cars will speed even faster than usual,if they know there are double yellow lines!!

> Please keep me in formed as I will fight this decision and involve the Herald Express if the this goes any further at your next meeting.

> Yours Faithfully

> [REDACTED]

INCOMING EMAIL

From: †

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 28/11/2012 21:04:28

Subject: Ref: strongly opposing proposed parking restrictions at Primley Park

>>

>> To Highways Torbay Council,

>>

>> I would like to strongly oppose the parking restrictions at Primley Park. Parking restrictions will only make the corner a racing track ,as the cars will speed even faster than usual,if they know there are double yellow lines!!

>> Please keep me in formed as I will fight this decision and involve the Herald Express if this goes any further at your next meeting.

>> Yours Faithfully

>> 

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 28/11/2012 23:40:28
Subject: proposed restrictions on Primley Park

Dear Mr Clewer,

I wrote an e-mail on the 26th of August, 2012 to Andy at the Highways department, stating my concerns regarding the proposed parking restrictions to be considered on Primley Park. May I reiterate that I STRONGLY OPPOSE this recommendation. As previously stated in my e-mail to your department, I feel that if this proposal went ahead, it would only encourage people to drive even faster around this corner. I suggested that speed restriction, sleeping policemen [calming road bumps] or road signs painted onto the road stating 20 miles per hour would be a better option.

As previously mentioned in my e-mail, some of the residents of Primley Park have already dug out their front gardens to make off road parking to ease the demand for parking spaces on the road and I feel that if double yellow lines were put in place this would further penalise the residence of Primley Park.

I am disappointed to see via a notice on the lamp post outside that you are now entering the next stage of this process. I did ask for any feed back from my e-mail sent on the 26th August and would have appreciated a progress up-date as to any developments of the said proposal.

May I request confirmation that you have recieved both of my e-mails and that I be kept informed of future progress or decisions made on this issue.

Thank You.

Yours Sincerley,



INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 28/11/2012 20:05:28
Subject: Objection to Proposed parking restrictions Primley park

Subject: Ref: Objection to Proposed parking restrictions Primley park corner

To John Cleverly (Highways & Engineering)

I am writing to you in response to the proposed parking restrictions suggested on the corner of 112 Primley park.

I am a resident of Primley Park and would start off by STRONGLY OPPOSING this said proposal .

I live directly opposite the proposed site and have done so for 15 years. I have [REDACTED] and feel it would make it more dangerous having parking restrictions as it would only encourage cars to speed around the corner. I have never seen an accident on this bend in the whole time I have lived here and have rarely seen cars parked directly on the bend. Most residents park on the straight parts of the road, when spaces are available .

There are two reasons I think 'no waiting restrictions 'should not be applied :

1- It will only encourage drivers to increase their already excessive speeding around the said corner.

2- It would not only be a waste of Torbay Council's valuable time but it would be a waste of tax payers money on already tight government budget.

If there were to be any changes on this stretch of road ,my suggestion would be to reduce the speed in which the daily traffic excessively breaks the limit, by either making the road one way, or road humps. The only other option would be a 20mph speed limit but I fear this would not be enforced by the police, so would again be a waste of time and money.

I would like to be kept up to date on any further development on this proposal as this would cause great inconvenience to my family and my neighbors if it went ahead.

Yours faithfully

[REDACTED]

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 28/11/2012 20:10:28

Subject: : Objection to Proposed parking restrictions Primley park

From

Subject: Ref: Objection to Proposed parking restrictions Primley park

To Highways & Engineering

I am writing to you in response to the proposed parking restrictions suggested on the corner of 112 Primley park.

I am a resident of Primley Park and would start off by strongly objecting to this said proposal .

I live directly opposite the proposed site and have done so for 10 years. I have never seen an accident on this bend in the whole time I have lived here and have rarely seen cars parked directly on the bend. Most residents park on the straight parts of the road, when spaces are available .

There are two reasons I think 'no waiting restrictions' should not be applied :

1- It will only encourage drivers to increase their already excessive speeding around the said corner.

2- It would not only be a waste of Torbay Council's valuable time but it would be a waste of tax payers' money on already tight government budget.

If there were to be any changes on this stretch of road, my suggestion would be to reduce the speed in which the daily traffic excessively breaks the limit, by either making the road one way, or road humps. The only other option would be a 20mph speed limit but I fear this would not be enforced by the police, so would again be a waste of time and money.

I would like to be kept up to date on any further development on this proposal as this would cause great inconvenience to my family and my neighbors if it went ahead.

Yours faithfully


INCOMING EMAIL

From: ~~_____~~
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 29/11/2012 23:37:29
Subject: Primley Park Paignton- Yellow lines

May I record my concern and objection to these proposed yellow lines which
will only make speeding worse along the road.

~~_____~~

INCOMING EMAIL

From: 
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 29/11/2012 15:29:29
Subject: PROPOSED YELLOW LINES PRIMLEY PARK PAIGNTON

I refer to my letter of the 16 August 2012 which was delivered by hand to Roebuck House and contained a detailed objection to these proposals. I understand there has been unacceptable confusion and treatment of these objections by yourselves so I wish to confirm my objection most strongly. Speeding is the most important issue to be solved with a proper traffic management study and not simply to implement some "ad hoc" proposals as the above.

Residents & Visitors Services

Highways Management

Torbay Council

Town Hall Castle Circus

Torquay TQ1 3DR

[Redacted]

[Redacted]

[Redacted]

27 NOV 2012

22 November 2012

Dear Sir / *John Clewer,*

PROPOSED PARKING RESTRICTIONS AT PRIMLEY PARK, PAIGNTON

We, the residents most affected by the above restrictions, are very concerned about your intention to continue with these proposals despite our objections sent to you in August 2012.

Having received no acknowledgement of our letters we find it most unacceptable, autocratic and discourteous for you to simply display your intentions on a poster outside our properties.

Accordingly, we would like to be advised on how many objections and how many supporters you received. How were these evaluated by your officers and on what grounds this decision to go ahead was made. Also, has any consideration been given to a more comprehensive traffic management system for Primley Park?

Please see the following list of residents who strongly oppose these proposals:-

House No.

Signature

Print name

House No.	Signature	Print name
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]

From: [REDACTED]
Sent: 13 August 2012 19:27
To: highways@torbay.gov.uk
Cc: [REDACTED]
Subject: Objection - Planning Proposal to Parking restrictions at 112 Primley Park

To Highways & Engineering, Torbay Council

I have recently received a letter (dated 9th August 2012) advising of a council led proposal to change the existing parking arrangements outside of 112 Primley Park, in the letter it requested that any feedback on this proposal be submitted within 2 weeks of receipt of the letter. I am a resident of this corner and I object strongly to this proposal for reasons i will briefly summarise below:

- If the corner were to have new parking restriction applied, it is my belief that this will install a false belief in drivers that they are able to take the corner at even greater speed than they already do. This will exponentially increase the risk to life of the residents of this corner, I have [REDACTED] and my neighbour also has a [REDACTED] – I STRONGLY believe that these measures in isolation will increase the speed of passing traffic on this corner and therefore increase the risk to myself, my family and property.
- The cars that park NEAR the corner (it has to be said that it is rare for anyone to actually park ON the corner itself) will still need to park somewhere, I have already mentioned I have a young family, what arrangements will be made for me to park near my home?
- The problem is not so much the parking of cars on said corner as the speed with which the cars drive up and down Primley Park (too fast!!). The council have been advised of this before and speed bumps in the road or other speed reduction measures have been requested – none of this has been forthcoming.
- What studies have been completed by the council into the instigation of this new parking scheme? Can it be demonstrated

that accidents or near misses have occurred in the past as solely a result of parking on this corner. I would say once more that the speed of drivers is the key issue that needs to be addressed not that of the parking.

- It seems to me that this far from an isolated example of an area where street parking is taking up one lane of the traffic and I think it sets a dangerous precedent to arbitrarily restrict parking.
- Have alternatives been looked at? In the 2 days that I have been aware of this letter we have comes of at least 3 alternatives; making the street one way, reducing the speed to 20 miles per hour (and enforcing it), introduction of speed reducing measures.
- The invocation of this policy will cause great inconvenience on a daily basis to my neighbours and my family, Parking is already tricky in this street and this will just move the problem.
- I may be convinced to support a smaller parking restriction right on the corner, big enough to allow a couple of cars to pull over and allow oncoming traffic to pass, (this would still restrict the speed of sensible drivers) but the current proposal i DO NOT support.


In summary if there is genuine proof that this will make the area safer, I am NOT opposed to that, however acting on complaints from drivers who merely want to be able to take that corner at greater speed is NOT a satisfactory reason for changing the parking, quite the reverse! Any restriction in parking (which at this point I STRONGLY OPPOSE) should be backed up with speed reduction measures, the invocation of this policy will cause great inconvenience on a daily basis to my neighbours and my family.

I would hope that all of these objections are taken into account prior to a final decision being reached, I would also like to be kept apprised of development in this process.

Should this proposal continue in spite of the above I would like to be informed of all avenues such as appeal process etc that are open to me and my neighbours to challenge it.

Thanks in advance

----- Forwarded message -----

From: 
Date: Sun, Aug 26, 2012 at 1:53 PM
Subject: proposed parking restrictions, Primley Park Paignton
To: Highways@torbay.gov.uk

Dear Andy,

Sorry for the delay in replying to your letter dated 9/8/2012 but I have been away until now.

I would like to express my concerns regarding the proposed 'no waiting at any time' on the corner of 112 Primley Park. I have lived in this road since '1980' at number '112' Primley Park and I have noticed that the road is used as a cut through, rat run and that traffic constantly come around this bend far too fast. I agree this corner is dangerous and at times have assisted drivers when there has been an accident on the bend. I feel that slowing traffic down would be the answer to this problem. May I suggest sleeping policemen, slowing down humps, large signs painted onto the road and a speed restriction of 20 miles per hour instead of double yellow lines. You could consider a one way system also.

Parking has become more difficult of late because of increased car owners living in Primley Park and I feel if yellow line were in place parking would become even worse. You will have noticed, if you have visited our road, that residence have tried to ease this situation by making parking available in there front gardens therefore I feel that residents should not be inconvenienced further by having double yellow lines.

Thank you for informing me of the proposed situation and look forward to your reply.

Yours Sincerely


From: [REDACTED]
Sent: 15 August 2012 21:27:57
To: highways@torbay.gov.uk

Subject: Ref: Objection to Proposed parking restrictions Primley park

To Highways & Engineering

I am writing to you in response to the proposed parking restrictions suggested on the corner of 112 Primley park.

I am a resident of Primley Park and would start off by strongly objecting to this said proposal .

I live directly opposite the proposed site and have done so for 7 years. I have never seen an accident on this bend in the whole time I have lived here and have rarely seen cars parked directly on the bend. Most residents park on the straight parts of the road, when spaces are available .

There are two reasons I think 'no waiting restrictions 'should not be applied :

1- It will only encourage drivers to increase their already excessive speeding around the said corner.

2- It would not only be a waste of Torbay Council's valuable time but it would be a waste of tax payers money on already tight government budget.

If there were to be any changes on this stretch of road ,my suggestion would be to reduce the speed in which the daily traffic excessively breaks the limit, by either making the road one way, or road humps. The only other option would be a 20mph speed limit but I fear this would not be enforced by the police, so would again be a waste of time and money.

I would like to be kept up to date on any further development on this proposal as this would cause great inconvenience to my family and my neighbors if it went ahead.

Yours faithfully

[REDACTED]

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

16 August 2012

Dear Sir

COPY OF LETTER
DELIVERED TO
ROEBUCK HOUSE
RECEPTION

PROPOSED PARKING RESTRICTIONS - PRIMLEY PARK - PAINGTON

Thank you for your letter dated 9 August, 2012; I wish to place an objection on the grounds that your proposals do not go far enough and only skirt around the problem. Consequently, without a proper strategy for the whole road, these proposed lines would only exacerbate the problem of speed and would be a waste of public money. In detail, my comments are as follows:-

1. I can see the sense of leaving the inner curve of this bend free of traffic on the grounds of safety with better vision. However, the main culprit is the speed of traffic approaching the bend which I have observed on many occasions whilst sitting in the garden. Better sight-lines will encourage some drivers to negotiate the bend even faster and they will then face up-coming traffic in the restricted carriageway round the corner. At present, most sensible drivers approach the bend with caution because it has restricted views.

2. However, this road is not being used simply by residents; it is used as a "cut-through" when traffic is heavy on Kings Ash Road. It is also very busy at times of the "school-run".

3. I often leave out car at the point marked "x" on your enclosed map. This is because our drive on the corner is very steep, narrow and is at right-

Traffic we take our lives into our hands, often having to negotiate a few times in the road to obtain the correct angle. The Highway Code already prohibits parking on a bend.

4 I feel that now is the time to look at the wider implications: intensive parking along the side of Prinley Park already restricts traffic and has already produced a single-lane carriageway. It is already quite dangerous, particularly on the downward stretch towards Totnes Road. Any proposed restrictions at one point will intensify parking elsewhere and cause further problems down the road: it will affect everyone. It is not just residents, visitors will also be forced to seek parking, adding to everyone's problems.

5 In our 7 years at Paignton we have seen a large increase in parking along Prinley Park; it is a problem which will increase - not go away. Your present proposals will only exacerbate the situation and not solve the main problems.

6 The main issues are :-

- (i) Speed
- (ii) Cut-through traffic (often speeding because they are late)
- (iii) The intensity of present parking which has already produced a single-lane carriageway.

7. Please may I ask you to consider resolutions such as :-

- (i) An enforceable speed restriction of 20mph
- (ii) giving Prinley Park a one-way system?

(iii) a prohibition of the number of articulated vehicles which cannot negotiate the tight corners already at the Totnes Road end of Primley.

(iv) appropriate parking restrictions.

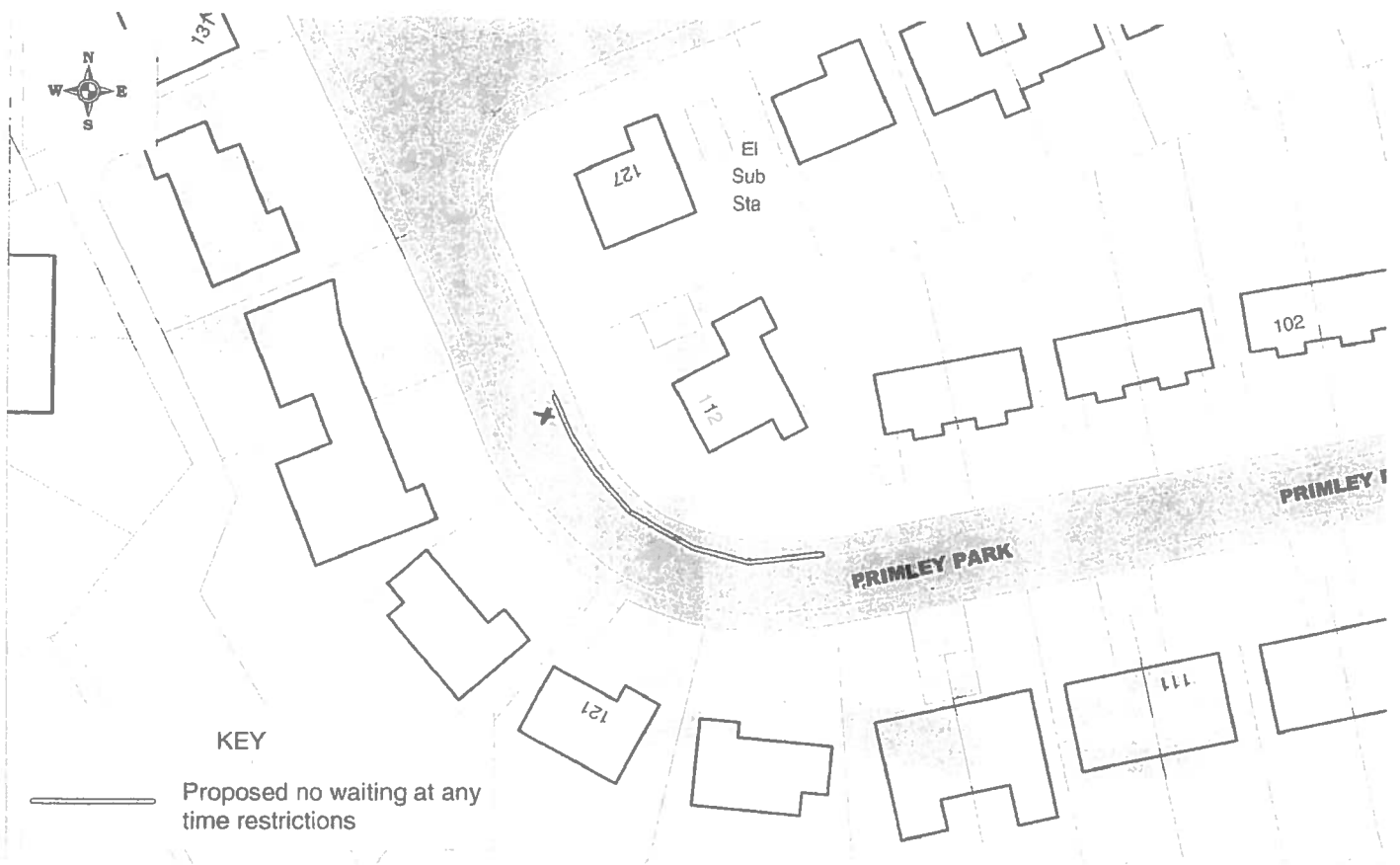
I would ask you not to consider speed bumps (which incidentally were originally illegal under the 1959 Road Traffic Act). They damage everyone's cars and even with the most careful drivers they mis-align the vehicle's tracking. Because of such bumps, I understand, the AA now recommends tracking to be re-aligned at least every six months. Young drivers treat them without care, as 'adventure playgrounds' adding to the dangers.

In summary: this is not just an issue of providing a few yellow lines: there would be knock on effects which will exacerbate the problems for everyone. Your proposals, however, have highlighted a whole series of issues which need to be addressed.

Could I suggest that the way forward would be to notify all residents of Primley Park and the Singer Estate of these issues (I am happy for this letter to be circulated) and ask you to call a Public Meeting to resolve these issues properly by taking everyone's views into consideration.

Thank you for giving me the opportunity to comment.
Yours faithfully,

Copies to :- Chair of Highways & Transportation Committee
Local Councilors & Herald Express.



1:500 scale

Proposed parking restrictions
Primley Park - Paignton



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C

RECEIVED
11 DEC 2012

To whom it may concern

Please find attached the sheets of objections by residents on and around the junction of Burrige and Boundary Roads re: the proposed parking restrictions.

At a time of cuts and fiscal problems spending money on non essential works is not an option, except to actually have road markings which are visible.

The junction has to my knowledge been accident free for as long as I can remember and in contrast to Nut Bush Lane where traffic flow has been rightly calmed you are seeking to make our road more dangerous by enabling cars to go faster at the junction.

If there had been accidents then visibility could be a factor but this is not the case.

I submit that the proposal should be dismissed.

Yours faithfully,


For ourselves and residents of the junction.

c. Transport Committee
cc. Cllr Mark Pountney

Delivered by hand Tuesday 11th December

I wish to confirm my objection to the proposed parking restrictions in Burridge/Boundary Road junction. You are welcome to add any specific comments below.

Please note my complete objection to the proposal, as their shown position would encourage more cutting of the corner from Sherwell Hill. The proposal would increase the danger of accident and make loading etc more dangerous than the zero accident ratio in the last decade.

If the information was provided during the summer months then there is an increase in parking, mostly not residents vehicles but visitors. This whilst an inconvenience is only for a short time, what you are proposing would penalise all for 12 months a year. I myself would have to park adjacent to Nut Bush Lane so increasing the risk in that area.

Signed _____
please detach and drop in the postbox of _____...thank you

Name/address _____

I wish to confirm my objection to the proposed parking restrictions in Burridge/Boundary Road junction. You are welcome to add any specific comments below.

To impose parking restrictions in this area will lead to problems further down Burridge Road which is already heavily congested with parked cars. Our driveway is often 'blocked' with parked vehicles & this will get worse if cars cannot park in the area now ear-marked by restrictions.

Signed _____
please detach and drop in the postbox of _____...thank you

I wish to confirm my objection to the proposed parking restrictions in Burr ridge/Boundary Road junction. You are welcome to add any specific comments below.

THE CURRENT JUNCTION MARKINGS ARE BADLY WORN AND NOT CLEARLY VISIBLE.
THE JUNCTION MARKINGS NEED REFRESHING INSTEAD OF THE PROPOSED PARKING RESTRICTIONS.

Signed [redacted]
please detach and drop in the postbox of [redacted]

[redacted]...thank you

Name/address [redacted]

I wish to confirm my objection to the proposed parking restrictions in Burr ridge/Boundary Road junction. You are welcome to add any specific comments below.

WE CAN ONLY SEE MORE DANGEROUS PARKING IN THE SURROUNDING AREA IF THE PROPOSAL OF RESTRICTED PARKING WAS ENFORCED

Signed [redacted]
please detach and drop in the postbox of [redacted]

[redacted]...thank you

Name/address _____

I wish to confirm my objection to the proposed parking restrictions in Burrige/Boundary Road junction. You are welcome to add any specific comments below.

We completely object to the proposed parking restrictions as this would severely affect our parking arrangements. We have a very small family and not being able to park outside our house would be a huge inconvenience. There is also an old disabled parking space for our previous occupier. This would not have gone ahead if there were problems.

Signed _____

please detach and drop in the postbox of _____

...thank you

Name/address _____

I wish to confirm my objection to the proposed parking restrictions in Burrige/Boundary Road junction. You are welcome to add any specific comments below.

At The moment we have a _____
So parking miles away with a _____ shop would be a nightmare, because The restrictions would make it more difficult to park near are houses. Because of less parking places

Signed _____

please detach and drop in the postbox of _____

...thank you

I wish to confirm my objection to the proposed parking restrictions in Burridge/Boundary Road junction.

You are welcome to add any specific comments below.

I have already written to point out the potential hazard of the proposed parking restrictions. It will simply create more problems as the cars will move up to restrict the vision of the houses with driveways, which quite often are extremely difficult to pull out of when cars shoot out of Nutbush lane junction. Boundary/Burridge Rd junction is wide and vision is good. Seems illogical to restrict parking on a wide junction.

Signed [redacted]
please detach and drop in the postbox of [redacted]

...thank you

Name/address [redacted]

I wish to confirm my objection to the proposed parking restrictions in Burridge/Boundary Road junction.

You are welcome to add any specific comments below.

I live facing Burridge Rd's driveway, I'm old and often find I'm unable to pull out my drive due to vehicles parked opposite or on top of my drive. Sending more vehicles up to this area will result in mayhem. Someone needs to see this area during weekends when trucks and cars park up for the duration of the weekend.

Signed [redacted]
please detach and drop in the postbox of [redacted]

...thank you

I wish to confirm my objection to the proposed parking restrictions in Burrige/Boundary Road junction. You are welcome to add any specific comments below.

We can see the reasons for parking restrictions on the corners of the junctions. However to have double yellows across ~~when~~ ~~_____~~ will cause more problems than it will solve. In seventeen years of living at this address ~~we~~ cannot recall one accident.

Signed _____

please detach and drop in the postbox

...thank you

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 11/12/2012 21:06:11
Subject: Proposed traffic restrictions to Bramble Close / Sherwell Rise South

Good evening,

Although I have sent several emails requesting information, met with Andy Hooper and councillors to raise my concerns, I wish to submit a formal statement disagreeing with your proposals.

As I understand it the traffic enforcement was put in place as a result of the change in recycling providers and vehicles; this was nearly five years ago. Since then the provider have changed their vehicles, following a risk assessment.

The proposals you are consulting on are extreme and based on a survey of 17 residents from Bramble Close, whom will have no negative impact on their life style, or house property prices should the traffic restrictions come into force.

At NO point have ANY residents from Bramble Close ever approved me, my husband or our neighbours and raise concerns about the parking at the bramble close junction. If they had, I would have willingly discussed their concerns and worked to find a solution for all.

I truly believe the proposed restrictions will make the junction more unsafe, increasing the speed the drivers turn out from the junction ...currently they turn into the junction at great speed.

The bramble close junction is a the top of a steep hill, those driving down the hill have excellent visibility of Sherwell Rise South and the Bramble Close junction .. It is not a high risk junction!

I understand Andy Hooper has confirmed there have been no recorded accidents, or incidents in the last 36 months. Likewise, there have been no minor incidents or damage to property or vehicles, as my neighbours and I would have been aware of it (it would be our property or cars effected).

I strongly believe the parking enforcements will have a knock on effect on surrounding roads and junctions, as up to ten cars will be displaced.

The residents of Bramble Close already park on the pavement, making it unsafe for pedestrians to use, forcing them to walk on the road, and damaging council infrastructure. I cannot see how up to ten extra cars could be accommodated safety in such a densely populated curl de sac.

As I have repeated stated, I want to ensure the roads are safe and would be happy to discuss alternative ideas, but feel the cost of double yellow lines, policing the

restrictions, impact on surrounding car parking is all disproportionate to the low risk junction.

I am not alone with my concerns, I understand other house holds have sent letters to the same affect, in addition we will be delivering a petition with over sixty signatures, who are unhappy with the proposals.

I would be grateful if you could confirm receipt of this letter, and confirm the date the transport select committee will be discussing this issue.

Many thanks in advance.

A handwritten signature in black ink, consisting of a series of connected loops and a long horizontal stroke at the end.

Sent from my iPad

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 28/11/2012 12:43:28
Subject: Double yellow lines Sherwell Rise South/Bramble Close

Re Sherwell Rise South and Bramble Close Traffic Regulation Order, Double yellow lines.

I would like to formally object to the plan of the parking restrictions outside of my property, Sherwell Rise South and Bramble Close.

I understand that the residence of Bramble Close have raised concerns about the parking in our street, which I think we all feel is well managed by us as residence of the road. We all have respect for where the others park. A problem only arises when other vehicles (that can't park in their own road, presumably due to the same thing) start to park here too.

This is what will happen here if these restrictions go ahead. More cars parked on pavements in Bramble Close and a knock on effect in Sherwell Rise South and other joining roads.

Myself and a few of the other residence have small children and should not have to walk miles from house to car and vice versa.

Also another point of concern for me is that double yellow lines will devalue my property.

We all want a safe place to live but this is going to extremes.

Could you please confirm receipt and log of this email.

Thank you

Regards

[REDACTED]
Devon - UK

[REDACTED]

Wednesday, 28 November 2012

Dear Mr Hooper

Proposed Parking Restrictions- Sherwell Rise South

With reference to the meeting which took place on the 27th of November 2012 regarding the above issue.

As you can imagine we have several issues with the above Proposed Parking Restrictions. I will list them in no order of preference as they carry equal weight.

- As residents of the road where Proposed Parking Restrictions are to occur we should have been written to, fly posted, polite knock on the door. As a council tax payer I would have considered this basic good conduct.
- As your initial proposal was to remove existing restrictions we appear to have ended up with *more* parking restrictions.

The above comments are regarding the process of decisions made. Below are our personal objection;

- Friends, family (some of which are elderly) would not be able to park close to our house without the risk of incurring a parking fine.
- This is a residential area. There are no facilities such as; schools, care homes or even shops which require regular clear access.
- Your own investigations reveal no incidents or accidents in 36 months.
- Emergency services have not logged difficulties in access
- Our own council services, for example refuse collections, have not asked for further restrictions.
- Further restrictions would only displace traffic to Burrige Rd and Nut Bush lane which has already undergone traffic calming measures.
- Workman undertaking work to our premises would have to park elsewhere or risk incurring a fine.
- We find it galling that a lane adjacent to ours has been able to dictate how we park our essential vehicles on our road.

Whilst I appreciate England's infrastructures cannot cope with the growing car ownership surely to be able to park outside your own house in a taxed, insured and paid for vehicle is not too much to ask.

I hope the above correspondence will add further weight to the resident of this part of Sherwell Rise South's argument to cease this Proposed Parking Restrictions and return to common sense and good neighbourly attitudes

towards parking in residential areas that has thus far prevailed.

Trusting your good judgement

Yours Sincerely,

✓

Sunday, 2 December 2012

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- I find it galling that a lane adjacent to ours has been able to dictate how we park our essential vehicles on our road.
- I am currently undergoing treatment at Torbay Hospital's Oncology Dept easy access to my property is important to me.

I hope the above correspondence will add further weight to the resident of this part of Sherwell Rise South's argument to cease this Proposed Parking Restrictions and return to common sense and good neighbourly attitudes towards parking in residential areas that has thus far prevailed.

Trusting your good judgement

Yours Sincerely

(_____)



Sunday, 2 December 2012

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- Our own council services, for example refuse collections, have not asked for further restrictions.
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I hope the above correspondence will add further weight to the resident of this part of Sherwell Rise South's argument to cease this Proposed Parking Restrictions and return to common sense and good neighbourly attitudes towards parking in residential areas that has thus far prevailed.

Trusting your good judgement

Yours Sincerely



INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 02/12/2012 20:51:02
Subject: Objection to Proposed Changes in Parking in Bramble Close/Sherwell Rise
South/Nut Bush Lane

Please confirm receipt of this letter

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Andy Hooper

Residents & Visitor Services

Highways Management

Lower Ground Floor, Town Hall

TQ1 3DR

1st December 2012

Dear Mr Hooper,

I'd like to lodge a formal objection to the proposed changes in parking on Sherwell Rise South, Nut Bush Land and Bramble Close. I understand that these changes are being proposed after a select number of residents of Bramble Close raised concerns over safety in the area, rather than the change originating from the highways department. I also understand there have been no recorded accidents at this junction

I am very concerned about the likely knock-on effects these changes will have in the immediate vicinity and believe if anything could make the situation worse than it is today. I acknowledge that parking has become a problem in the area and indeed would indeed support less significant changes than proposed in the parking if it results in a safer environment

for all. We want to work with the authorities and the other residents to come up with an alternative that has less impact for a small population, but appears that the proposed changes are grossly disproportionate to the problem that you are trying to address and I would request that alternatives are considered. We as residents are also very actively trying improve the situation, hoping that a sensible approach will negate the need for such sweeping parking restrictions. For example we are talking to drivers that dont live in the immediate vicinity that have started parking regularly in the problem areas, explaining the impact of their parking and asking them to look for alternative parking to ease the situation and we are happy to do this on an on-going basis.

We have [redacted] living at our address so we take pedestrian and road safety very seriously ourselves. Im concerned that if such significant changes are made, as proposed, that the cars normally parked in these areas will be forced to find nearest parking elsewhere, including for example Bramble Close. The enclosed photo taken today, you can clearly see that parking from the existing residents doesnt leave any spare spaces for others. You can also see that parking on the pavement is normal practice and I feel this needs to be kept to an absolute minimum for safety reasons and to ensure emergency access is possible if required. Other alternative parking in Burrige Road is limited therefore just moving the problem elsewhere and Nut Bush Lane is always very busy and more parking on that road doesnt seem to make sense in trying to create a safer environment for motorists and pedestrians alike.

After reviewing your plans in details I would support the no waiting proposal in Bramble Close itself and Bramble Close is narrow near the entrance and parking in this area can cause disruption and can be unsafe. The proposed no waiting on Sherwell Rise South seem very excessive and I would request that these are reconsidered taking into account the impact of the residents.

To conclude I would propose that less significant changes to those currently proposed would ease the existing problems and have a lesser impact on residents affected. I would request that the current proposal is changed in light of the concerns I have highlighted.

Yours faithfully

[redacted]
(1) photo.JPG(126 B)

INCOMING EMAIL

From: ([REDACTED])
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 04/12/2012 23:03:04
Subject: FAO andy hooper sherwell rise south

Dear Andy

I am against any parking restrictions on Sherwell rise south as i live at number [REDACTED]
Parking in the street is bad enough for the residents most having to park in opposite
roads most of the time, there is no reason to enforce double yellow lines here.
I am told as i am working away at present that this is to enable the dustmen to
manouver the turn at the top of the road, if so this does not make sense, firstly why
cripple parking for the residents for a two minute turn and restrict parking the hours
and days for the rest of the week.
If your intentions are to go ahead with this please forward any plans to be submitted
and register my objection to this notice as i know a pertition is being collated.

Regards

[REDACTED]

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 05/12/2012 18:18:05
Subject: OPPOSITION DOUBLE YELLOW LINES SHERWELL RISE SOUTH

With reference to the notice on the lamp post outside 59 Sherwell Rise South TQ2 6NE after receiving a return telephone call from your office it appears that you intend to put double yellow lines along the road outside of my property. We were not even part of the now completed consultation. Why? I am quite happy with the temporary parking restriction to be changed to Monday to enable the refuse collectors easier access but am totally opposed to double yellow lines permanently. In the nine years that I have lived here there has not been a safety problem on the junctions with Nut Bush Lane, Bramble Close or Burr ridge Road, with either pedestrians or transport, certainly no safety issues. I am also greatly concerned about the vast impact this will have on the value of my property at this uncertain time. I would like an email confirmation that this has been received.

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 06/12/2012 14:54:06
Subject: Double Yellow lines SHERWELL RISE SOUTH - BRAMBLE CLOSE

Re Sherwell Rise South and Bramble Close Traffic Regulation Order, Double yellow lines.

I would like to formally object to the plan of the parking restrictions outside of my property, Sherwell Rise South and Bramble Close.

I understand that the residence of Bramble Close have raised concerns about the parking in our street, which I think we all feel is well managed by us as residence of the road. We all have respect for where the others park. A problem only arises when other vehicles (that can't park in their own road, presumably due to the same thing) start to park here too.

This is what will happen here if these restrictions go ahead. More cars parked on pavements in Bramble Close and a knock on effect in Sherwell Rise South and other joining roads.

The residence of Bramble close and other road users tend to take the corner in and out of Bramble close to fast anyway so with less cars there it could be potentially very hazardous. At least with vehicles present it acts as traffic calming to a certain extent.

Our house was my ([REDACTED]), they bought it in the [REDACTED] s when it was built, we have always managed without restrictions since then.

Also another point of concern for me is that double yellow lines will devalue my property.

We all want a safe place to live but this is going to extremes.

Could you please confirm receipt and log of this email.

Thank you

Regards

INCOMING EMAIL

From: [REDACTED]
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/12/2012 10:00:12

Subject: Petition in Opposition to Proposed parking restrictions - Bramble Close /
Sherwell Rise

FAO - Mr Andy Hooper.

Dear Andy,

Please find enclosed petition in opposition to the proposed parking restrictions on Sherwell Rise South and Bramble Close, this contains approx 60 signatures. I will hand deliver the original petition to your office today.

I would appreciate confirmation that this has been received and passed to Andy Hooper.

Kind regards,

(1) Petition.pdf(472 B)

Petition against the proposed double yellow lines on Sherwell Rise South / Bramble Close – December 2012:

Background:

- In 2008 the council painted white lines on the junction of Bramble Close / Sherwell Rise South for Wednesday mornings only; this coincided with the change in providers for the collection of waste and recycling;
- Since the yellow lines were introduced the waste company has changed its scheduled day (now a Monday) and changed the vehicles used, to better accommodate the size of road in Bramble Close;
- At some point in 2012 the council wrote to residents of Bramble Close stating the lines would be removed. Unfortunately a significant proportion of residents did not receive this letter.
- Two households and 17 residents of Bramble Close requested the lines remain and be changed to permanent double yellow lines;
- As a result of this request the council are now proposing to paint double yellow lines on both sides of the access road to Bramble close, for 22 meters. This includes both sides of Sherwell Rise South and the junction at Nut Bush Lane;

Important factors to consider:

- At no point have ANY of the resident's of Bramble Close ever discussed their concerns about the junction with the home owners on the proposed route, there have been NO attempt to resolve this matter informally;
- There have been NO recorded accidents or incidents of damage to cars / property, or injury in the last 36 months, therefore the junction is **NOT CONSIDERED TO BE HIGH RISK**
- No risk assessment has been undertaken to establish if the proposed changes would make a difference to the safety of the junction. The council has no obligation to undertake a risk assessment, despite spending tax payer's money.

Impact of the changes on Bramble Close:

- The resident's of Bramble Close already park on the pavements, which causes damage, prevents pedestrian access, and is contrary to the Highway Code. Should yellow lines be painted, those resistant's on Sherwell Rise South will be seeking alternative parking close to their home, this may be Bramble Close – enhancing an already unacceptable parking situation

Impact of the changes on Sherwell Rise South:

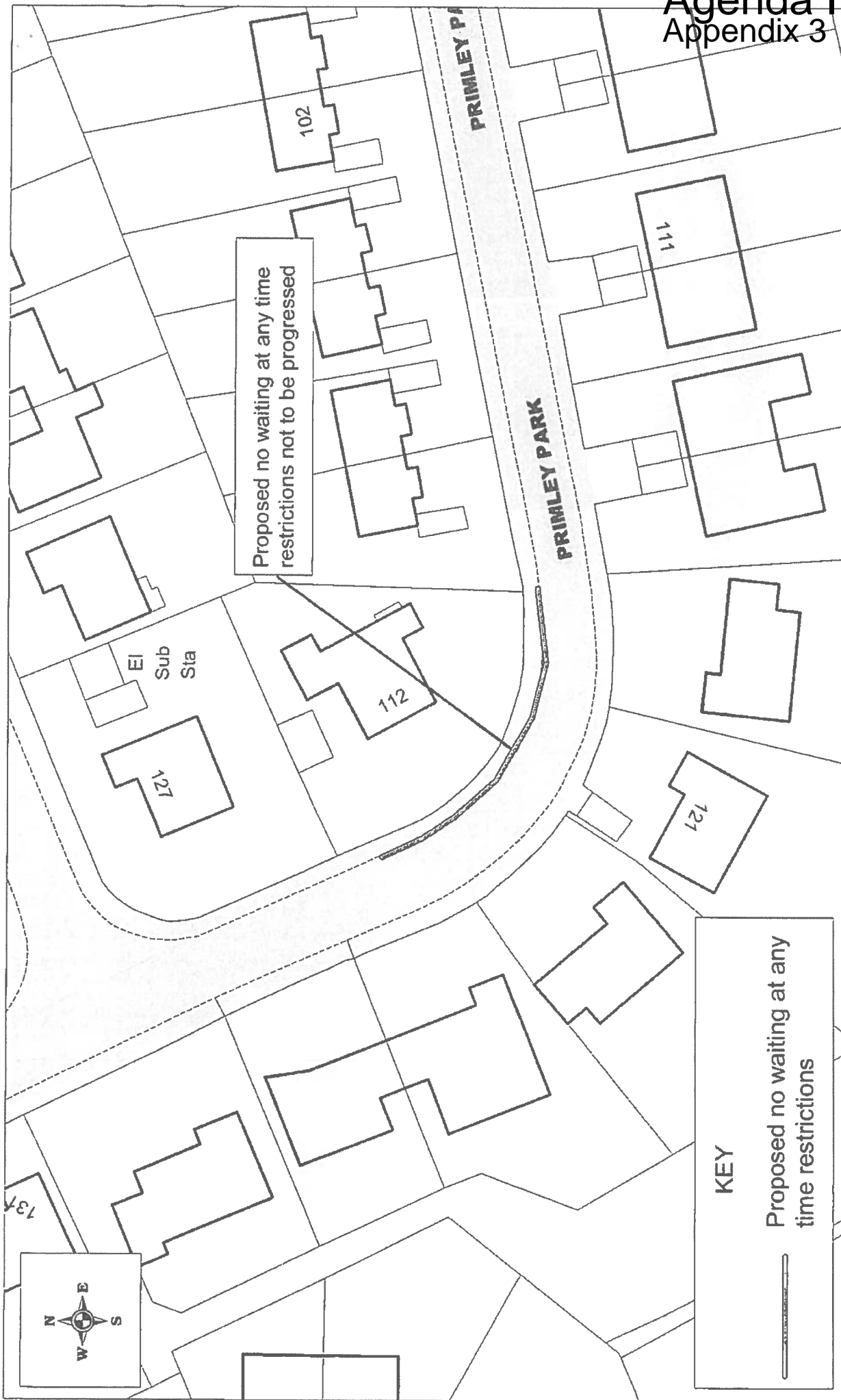
- With most households having two vehicles, further parking is likely to lead to tension and a strong probability of cars parking around Highland Road and Nut Bush Lane, roads with greater usage and more frequent usage by car users and pedestrians including a high volume of young school children on route to Sherwell Rise Primary School.

We, the undersigned disagree with the proposal from the Torbay Highways department. We feel the action is disproportionate to the risk posed, and wish to wish to work with the highways department to find an alternative solution to the proposed double yellow lines:

Name (Printed)	Address	Signature
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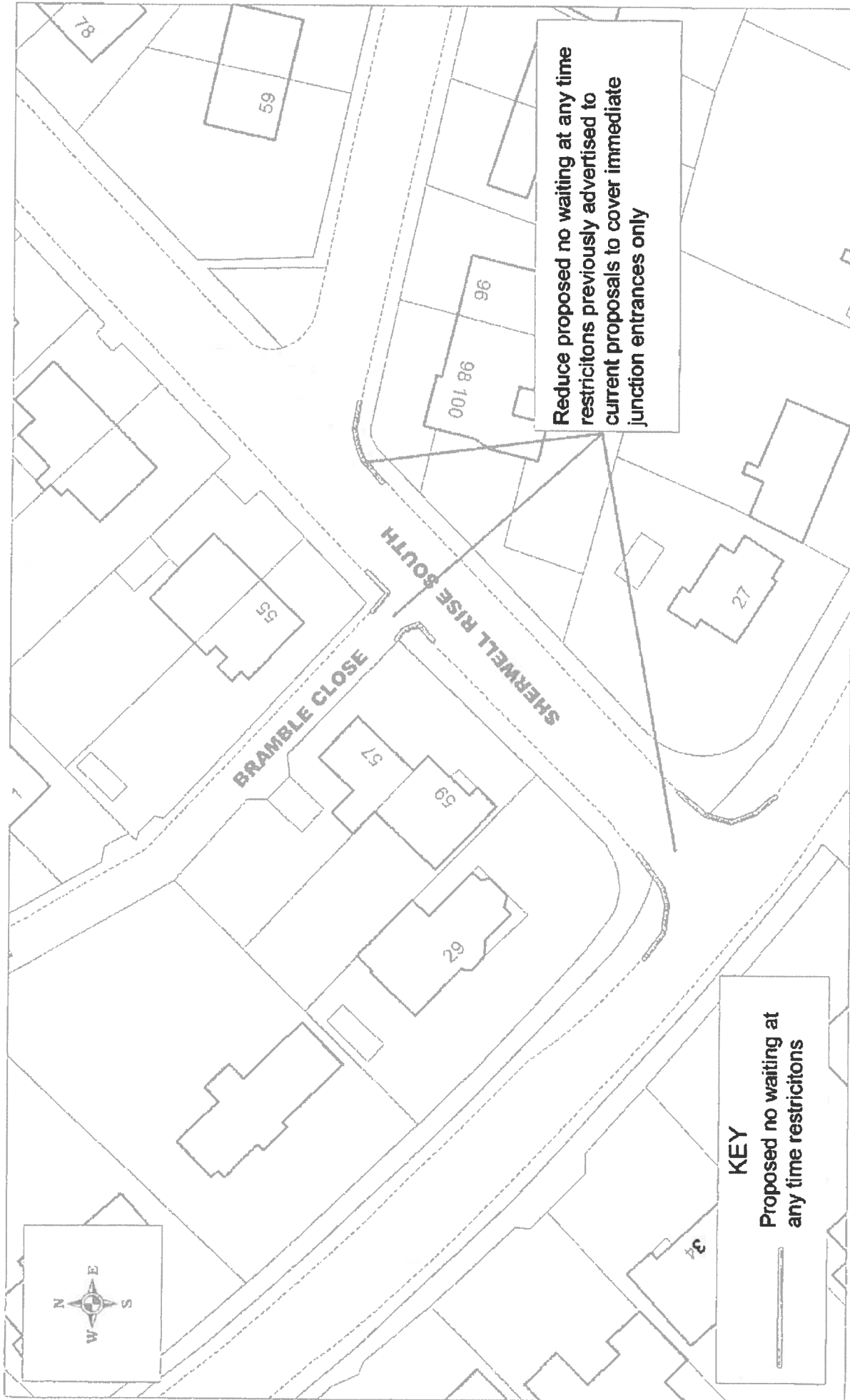
59 SIGNATURES INCLUDED





Proposed parking restrictions
Primley Park - Paignton

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1:500 scale

Proposed amendment of advertised restrictions
 Sherwell Rise South - Torquay



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