



Wednesday, 15 January 2014

TRANSPORT WORKING PARTY

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

Thursday, 23 January 2014

commencing at **4.00 pm**

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

Members of the Committee

Councillor Hill (Chairman)

Councillor Addis

Councillor Cowell

Councillor Amil

Councillor Doggett

Councillor Brooksbank

Councillor Pountney

Working for a healthy, prosperous and happy Bay

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

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www.torbay.gov.uk

TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
Patrick Carney – represented by Ian Jones
Councillor N Amil – represented by Councillor M Hytche
Sally Farley – represented by Adam Luscombe.
2. **Minutes from last meeting 12th December 2013** (Pages 1 - 7)
3. **Newton Road Pay & Display Review - Six month review - DEFERRED** (Pages 8 - 9)
4. **Preston Down Road/Occombe Farm - Parking Restrictions - verbal update Ian Jones** (Pages 10 - 13)
5. **Tweenaway Cross, Paignton - Proposed Parking Restrictions** (Pages 14 - 47)
6. **Babbacombe Downs Road, Torquay - Creation of Bus Stand and additional on-street parking spaces** (Pages 48 - 51)
7. **Torbay Council Traffic Sensitive Streets Policy** (Pages 52 - 70)
8. **Queen Street Torquay - Residents Parking** (Pages 71 - 77)
9. **Smarter Choices and Sustainable Transport** (Pages 78 - 79)
10. **LSTF Update (Verbal)**
11. **Future Use of Camera Car - verbal update Councillor R Excell**
12. **Future of Transport Working Party - verbal discussion**
13. **Any Other Business**
14. **Date of Next Meeting**
Thursday 6th March 2014, 4.00pm.



Minutes of the Transport Working Party

12 December 2013

-: Present :-

Councillor Pete Addis, Councillor Stephen Brooksbank, Councillor Darren Cowell, Councillor Ian Doggett, Councillor Ray Hill (Chairman) and Councillor Mark Pountney

(Also in attendance: Richard Brown, Patrick Carney, Sue Cheriton, Councillor Steve Darling, Councillor Bobbie Davies, Councillor Robert Excell, Adam Luscombe, Councillor Roger Stringer and David Whiteway)

Councillor Hill asked if anyone had any conflict of interest in respect of the agenda items, none were declared.

133. Apologies for absence

Councillor Nicole Amil.

134. Minutes from meeting held on 24th October 2013

Councillor Cowell asked if there was any update on the possible disbandment of the Transport Working Party as detailed in minute 131 – Any Other Business, Budgets. Councillor Hill advised this item will be presented to the Transport Working Party in the New Year and Patrick Carney highlighted that this does form part of the Mayor's budget proposals.

Councillor Doggett asked if Patrick Carney and Councillor Hill have formally responded to Mrs Hill as per minute 126 – Traffic Calming in Maidenway Road – Petition. Patrick Carney confirmed a formal response has been sent.

The minutes were agreed as a true and accurate record.

Proposed by: Cllr Brooksbank

Seconded by: Cllr Addis

In favour: All

Against:

Abstention:

135. Petition - Polsham Park

Patrick Carney advised that Mr Cunningham and Mr Hodge were present who requested the opportunity to submit their petition to the Transport Working Party regarding the condition of Polsham Park.

Mr Cunningham addressed the Transport Working Party reporting that the condition of Polsham Park is very poor and would like the Council to review to ascertain if some improvements can be made.

Mr Hodge addressed the Transport Working Party advising he had initiated the petition due to growing safety concerns for road users and pedestrians alike and supports Mr Cunningham's request for the Council to review the road condition.

Patrick Carney reported that Polsham Park is on the list of proposed sites to be resurfaced but highlighted it is a very long list however depending on funding it is anticipated Polsham Park will be resurfaced during next year or the year after. Patrick Carney went on to say that it might appear to members of the public that some roads are resurfaced which appear to be in a better condition than others but works carried out on these roads is surface dressing only which is undertaken to prevent any further deterioration of the road.

Patrick Carney advised he would be happy for Officers to meet Mr Cunningham and Mr Hodge on site to review the situation.

Councillor Brooksbank supported the concerns raised as this road is in his Ward.

Councillor Cowell asked if the surface of the road has deteriorated as a result of utility companies working in the vicinity over a period of time and if this is the case does the Council check the condition of the roads following any works completed. Patrick Carney advised the deterioration of the road would not have been helped by the amount of work undertaken by utility companies and reported the Highways section is funded to inspect 5% of utility works undertaken throughout the Bay but problems exist as these works are only guaranteed for a year and if problems occur after this time, the Council cannot legally go back to the utility company to request to make the area good.

Councillor Addis advised he was speaking on behalf of Councillor Amil who considers this one of the worst roads in the Bay.

Councillor Davies advised she supports Councillor Brooksbank's comment.

Councillor Hill advised a Council Officer will be in touch with Mr Cunningham and Mr Hodge to arrange a visit to the site.

136. Petition - Traffic Calming Jacks Lane

Patrick Carney advised that Mr Rastrick was present who requested the opportunity to submit his petition to the Transport Working Party regarding traffic calming in Jacks Lane.

Mr Rastrick addressed the working party advising that owing to the increased volume and speed of traffic and the fact that Jacks Lane is a narrow lane residents have encountered problems with entering and exiting their properties due to lack of visibility. Mr Rastrick went on to say that after consulting with the residents of Jacks Lane they would like to propose the installation of a collapsible barrier at the bottom end of the lane.

Patrick Carney advised a collision analysis has been undertaken in this area which showed there have not been any collisions in this area during the last 3 years so would find it difficult to see this request as a road safety issue.

Mr Rastrick advised there have been recent accidents in the area. Patrick Carney advised the collision analysis data is obtained from the Police and if these accidents have not been reported to the Police they would not be accounted for. Patrick Carney advised that all accidents, no matter how small, need to be reported to the Police.

Councillor Stringer advised he supported Mr Rastrick and went on to say 53 years ago Jacks Lane was not accessible by vehicles and in the late 1960's this was changed. Safety concerns are an issue as Jacks Lane has very little footways in the area.

Councillor Excell advised he believes Jacks Lane is used excessively as a cut through.

Councillor Pountney stated as the speed recording figures quoted in the petition are from 2007 perhaps this exercise needs to be repeated to obtain up-to-date readings.

Councillor Darling requested that the Transport Working Party explore full opportunities of how this may be resolved.

Patrick Carney advised he would need to liaise with the Police to ascertain if any enforcement has been undertaken in the area over the past few years.

Patrick Carney advised he would arrange for up-to-date speed readings of the area to be undertaken and following this a decision will be made on what action needs to be taken, if any.

Councillor Stringer left the meeting.

137. Petition - Closure of Well Street

Patrick Carney advised he has received a 43 signature petition requesting the closure of Well Street and Councillor Brooksbank is presenting this on behalf of the petitioner.

Councillor Brooksbank advised following the recent road closure to allow for road works to be undertaken the petitioner and residents would like Well Street to be permanently closed to through traffic.

Councillor Davies advised she does not see how this could be done as there are businesses operating in the area which will need to be considered.

Patrick Carney advised he agrees with Councillor Davies but would in the first instance like to gain a full understanding of the issue and conduct speed readings, as the road does have a 20 mph speed limit and speed humps, prior to making any decision.

138. High Speed 2 (D Whiteway)

David Whiteway presented the High Speed 2 report to the Transport Working Party and advised that the Strategic Planning team are lobbying the government for funding to make improvements to train services in the South West.

Councillor Doggett advised he supports the report and the ideas contained within it and fully agrees the Strategic Planning team must continue to pressure the government for funding to be invested in the South West.

Councillor Addis advised it is a wonderful aspiration but is concerned about the lack of power stations to power the electricity for High Speed 2.

Recommendation

Endorse the continued work with four other authorities and to continue to lobby the government to make improvements to train services in the South West.

Proposed by: Cllr Doggett

Seconded by: Cllr Cowell

In favour: All

Against:

Abstention:

Councillor Darling left the meeting.

139. Western Corridor Improvements - Update on Proposals

Patrick Carney presented the update on proposals report for the Western Corridor Improvements where he advised of further improvements to the area are being proposed in order to improve journey times and promote business growth.

140. Annual Parking Report

Richard Brown presented the 2012/13 Annual Parking Report and gave a brief overview of the contents of the report which documents the work achieved over the year.

Richard Brown advised Torbay Council's 2011/12 Annual Parking Report was the winner of the PATROL award which is the joint committee of England and Wales for the civil enforcement of parking and traffic regulations.

Richard Brown requested the approval of the Transport Working Party to advertise the 2012/13 Annual Parking Report online.

Councillor Pountney asked what is the cost to produce the report. Richard Brown advised the cost is Officer time only as a hard copy of the report is not produced as it is an online document.

Councillor Pountney asked why the report has taken 9 months to produce. Richard Brown advised the report cannot be commenced until the August due to the legislative process which is followed after the issuing of a penalty charge notice and as a result there is some delay in accounting for the income for the previous financial year and by starting the report in August ensures all of the figures obtained for the report are accurate.

Councillor Cowell asked if the number of permits and types of permits sold should be included in the report and also pointed out that there appears to be some references to the 2013/14 financial year contained within the report. Richard Brown advised he will look into including figures of the amount and types of permits issued and will also review the contents and remove any references to 2013/14.

Recommendation

Make amendments to the report as identified above and proceed to advertise the 2012/13 Annual Report online.

Proposed by: Cllr Addis

Seconded by: Cllr Cowell

In favour: All

Against:

Abstention:

Councillor Excell and Richard Brown left the meeting.

141. Review of Existing Bus Lanes in Torbay

Patrick Carney presented the Review of Existing Bus Lanes in Torbay which has arisen following a trial in the City of Liverpool to suspend its bus lanes to ease traffic and to ascertain if this is something Torbay should undertake.

Councillor Cowell suggested no action is taken.

Recommendation

No action.

Proposed by: Cllr Cowell

Seconded by: Cllr Brooksbank

In favour: All
Against:
Abstention:

142. Local Pinch Point Fund Application - Torquay Gateway and Town Centre Regeneration Scheme

Adam Luscombe presented the Local Pinch Point Fund Application – Torquay Gateway and Town Centre Regeneration Scheme report and advised the Strategic Planning team have submitted a bid for further funding and it is hoped the outcome will be known by the end of this year.

Councillor Cowell advised he welcomes the bid but advised he is disappointed the plans for Torre reversal are only going to the end of Trematon Avenue.

Patrick Carney confirmed the proposal put forward will require improvements to be undertaken in the Central Church area but the overall intention was to have a deliverable scheme. Patrick Carney went on to say that issues were identified with having two way carriageway outside Mary Magdalene Church due to the limited space and was therefore discounted and as a result the report submitted was the same proposal put forward to the Local Transport Board. Councillor Cowell suggested in order to assist with the limited carriageway space outside the Mary Magdalene Church and to allow for two way carriageway to remove the on-street parking spaces.

Patrick Carney reported the bid that has been submitted is deliverable and advised it is better to have a chance of achieving this rather than nothing at all.

Councillor Cowell requested for a summary report detailing the technical complications for the project is produced.

143. Higher Union Street - Removal of Build Out

Patrick Carney presented the report regarding the removal of the build out on Higher Union Street and recommended for resources not to be committed for its removal at this time.

Councillor Cowell suggested no action is taken.

Recommendation
No action

Proposed by: Cllr Cowell
Seconded by: Cllr Doggett

In favour: All
Against:
Abstention:

144. National Express Bus Stop Bolton Cross Layby

Patrick Carney presented the National Express Bus Stop Bolton Cross Lay-by report which has been produced following a request received to ease congestion in Bank Lane and to improve access for the National Express Bus Services.

Recommendation

Implement new bus stop restrictions as detailed in Appendix 2 of the report pack.

Proposed by: Cllr Addis

Seconded by: Cllr Pountney

In favour: All

Against:

Abstention:

145. LSTF Update (Verbal)

Adam Luscombe provided a verbal update in respect of the LSTF – Ferry Tender where he reported that a new ferry operator has been awarded the contract and he hopes to be in a position to advise the name of company by the end of next week.

146. Date of Next Meeting

23rd January 2014, 4pm.

Agenda Item 3



Meeting: Transport Working Party

Date: 23rd January 2014

Wards Affected: All

Report Title: Newton Road Pay and Display - Six month review

Executive Lead Contact Details: Sue.Cheriton@torbay.gov.uk

Supporting Officer Contact Details: Richard.brown@torbay.gov.uk

1. Purpose

- 1.1 Following the introduction of pay and display parking in Newton Road, Torquay a review of the scheme is required.

2. Proposed Decision

- 2.1 Continue with pay and display charging at Newton Road.
- 2.2 Undertake a promotion of reduced charges for three months to increase usage of the area and report back to Members at the end of this period with further recommendations. This will be:

All day = £1 (minimum charge and no 4 hour charge)

Weekly ticket = £5

3. Action Needed

- 3.1 Implement new tariffs at the parking equipment in Newton Road.

4. Summary

- 4.1 Newton Road is showing an occupancy between 40% and 50% in 2014 which is below the original forecast of 80% which was expected before the scheme was introduced based on the occupancy at Lymington Road in Torquay which offers a similar tariff. At weekends occupancy is very low at 10% due to the Hospital and nearby businesses having fewer staff on rotas.
-

Supporting Information

5. Position

- 5.1 Following a previous report to the Transport Working Party in 2013 pay and display parking was introduced at Newton Road in Torquay.

- 5.2 The tariff approved by Members was £1 for 4 hours or £2 all day parking.
- 5.3 Usage of Newton Road has improved but income remains below budget with an estimate of income to be circa £8,000 for 34 weeks during the year 2013/14 from when the scheme was implemented in August 2013. Estimated 12 month income is £12,000.
- 5.4 The scheme was budgeted to provide an annual income of £20,000 per year.
- 5.5 Commuters working at Torbay Hospital and the nearby business park were expected to be the main users of the area and this appears to be the situation with the majority of tickets purchased before 9am in the morning.
- 5.6 Local residents in Newton Road are able to apply for residents parking spaces to use the area, to date only two have been issued.

6. Possibilities and Options

- 6.1 Leave the charges and policy unchanged
- 6.2 Reduce the charges permanently.
- 6.3 Undertake a temporary parking promotion for three months offering reduced charges of £1 for all day parking, also a weekly ticket charge of £5 which can be purchased at the pay and display machine to encourage increased occupancy.
- 6.4 Introduce only a weekly ticket option to be purchased from the machine at £5 per week, leaving daily charges unchanged at £1 for 4 hours and £2 for all day parking and monitor if usage increases.

7. Preferred Solution/Option

- 7.1 Undertake a temporary parking promotion as per 6.3 above.

8. Consultation

- 8.1 The Hospital has been contacted who has stated the distance from the hospital for some staff is of concern and may deter usage. Also that a weekly ticket cost at a discount may encourage further use of the area which they would promote to staff who do not hold permits to park on site.

9. Risks

- 9.1 Reduced parking charges may not encourage further use of the area and the budget will be further affected due to reduced charges.

Appendices: N/A

Additional Information: N/A

Documents available in Members' Rooms: N/A

Background Papers: N/A

Agenda Item 4



Meeting: Transport Working Party

Date: 23rd January 2014

Wards Affected: Preston

Report Title: Preston Down Road / Ocombe Farm – Parking Restrictions

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 a decision made by the Torbay Coast and Countryside Trust to introduce charges for the use of the car park at their Ocombe Farm site on Preston Down Road.
- 1.2 The introduction of charges increases the possibility of inappropriate parking on Preston Down Road causing delays to other road users due to the possibility of the carriageway width and visibility being restricted.

2. Proposed Decision

- 2.1 It is recommended that members approve the proposals outlined under option 6.1 in this Issues Paper, to advertise the proposed Traffic Regulation Order and if no objections are received to implement.

3. Action Needed

- 3.1 It is recommended that the proposals outlined under option 6.1 in this Issues Paper are advertised and implemented, should no objections be forthcoming. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

4. Summary

- 4.1 Due to a decision made by the Torbay Coast and Countryside Trust to introduce charges for the use of the car park at Ocombe Farm, it is possible that inappropriate car parking will take place on Preston Down Road.
- 4.2 The introduction of charges increases the possibility of such parking causing delays to other road users, due to the possibility of the carriageway width and visibility being restricted. Therefore it is felt that new parking restrictions are required to control vehicle parking in this area.
- 4.3 Pedestrian movements may also increase, as drivers / passengers cross Preston

Down Road to gain access to the Occombe Farm site.

- 4.4 The boundary between Devon County and Torbay is situated just to the West of the entrance to the farm and therefore discussions have taken place with Devon to agree the extent of the proposed restriction.
- 4.5 It should be noted that the budget for these works will be provided by the Torbay Coast and Countryside Trust.

Supporting Information

5. Position

- 5.1 This report is in response to a decision made by the Torbay Coast and Countryside Trust to introduce charges for the use of their car park at Occombe Farm..
- 5.2 It is possible that this change will lead to displaced vehicles parking inappropriately on Preston Down Road, which is a strategic route between Northern Paignton and the Torbay Ring Road. The current speed limit is 40 mph.
- 5.3 The introduction of charges increases the possibility of such parking causing delays to other road users, due to the possibility of the carriageway width and visibility being restricted.
- 5.4 Pedestrian movements may also increase, as drivers / passengers cross Preston Down Road to gain access to the Occombe Farm site.
- 5.5 It should be noted that temporary restrictions are put in place during large events at Occombe Farm and therefore it is felt that, following the introduction of charges, new permanent restrictions are required to control vehicle parking in this area.
- 5.6 The boundary between Devon County and Torbay is situated just to the West of the entrance to the farm and therefore discussions have taken place with Devon to agree the extent of the proposed restriction.
- 5.7 The extent of the proposed parking restrictions are as attached in **Appendix 1**.
- 5.8 Funding for the implementation of the proposed restrictions will be provided by the Torbay Coast and Countryside Trust.

6 Possibilities and Options

- 6.1 The Working Party are requested to consider whether they wish to support the implementation of a new traffic regulation order in the area as detailed above in 5.7.
- 6.2 Advertise and implement, should no objections be forthcoming, the proposed Traffic Regulation Order, as per 5.7 above. 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 has been undertaken with the Highways Department of Devon County Council and Torbay Coast and Countryside Trust, as the operators of Occombe Farm.

9 Risks

If the changes to the existing Traffic Regulation Orders are not approved due to objections, there will be a risk of an increase in inappropriate parking causing delays to other road users due to the possibility of carriageway width and visibility being restricted. Also pedestrian movements may increase, as drivers / passengers cross Preston Down Road to gain access to the Occombe Farm site.

Appendices:

Appendix 1 – Shows the proposals to implement parking restrictions.

Additional Information:

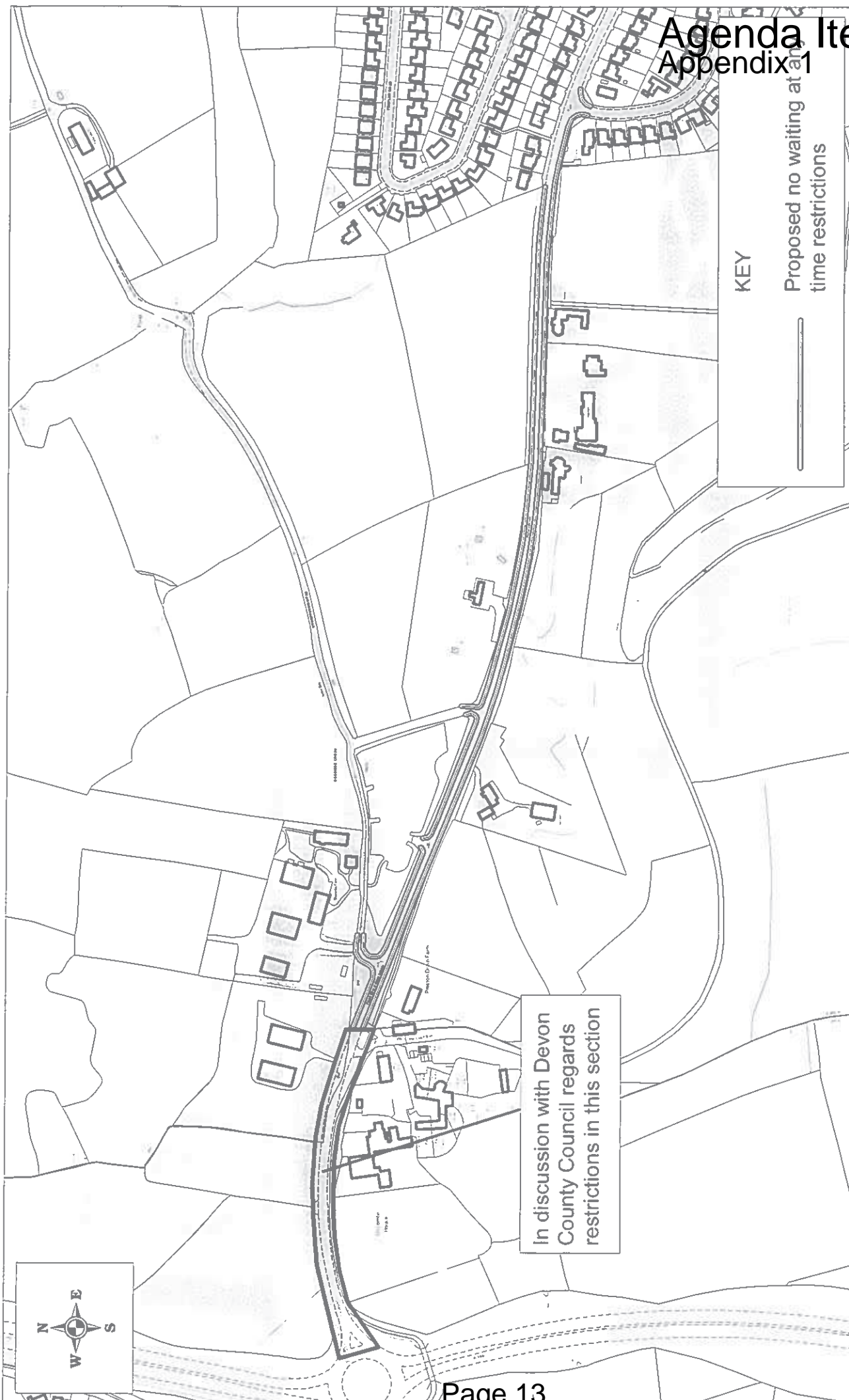
None

Documents available in Members' Rooms:

None

Background Papers:

None



Proposed parking restrictions
Preston Down Road - Paignton

1:4000 scale

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Agenda Item 5



Meeting: Transport Working Party

Date: 23rd January 2014

Wards Affected: Blatchcombe – Goodrington with Roselands

Report Title: Tweenaway Cross, Paignton - Proposed Parking Restrictions.

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. Additional waiting restrictions have been advertised on Kings Ash Road, Paignton to improve traffic flow to the Tweenaway Cross Junction approach lanes. A number of objections have been received and require consideration.
- 1.2. A consultation with residents was also carried out with respect to creating permit parking for residents in adjacent vacant Council owned land and the results are presented to the Working Party for a further recommendation.

2. Proposed Decision

- 2.1 That Members recommend the implementation of the additional waiting restrictions in Kings Ash Road as advertised; and
- 2.2 That the proposed off street permit parking area to the former tile shop area is not progressed and the land is to be marketed by the Torbay Development Agency for potential commercial use.

3. Action Needed

- 3.1 The support of the Working Party is required to produce a formal decision to implement the proposed parking restrictions to Kings Ash Road in order that Traffic queuing on Kings Ash Road is reduced at peak times.

4. Summary

- 4.1 A review of the Tweenaway Cross Improvement was presented to the Working Party in June 2013, which identified that the Kings Ash Road approach to the junction was being adversely affected by some parked vehicles.
- 4.2 A proposal was also presented to members to recommend the conversion of the residual land which formed part of the former Tile Shop at the junction into a permit controlled parking area for residents to offset the loss of any on street parking.
- 4.3 The proposed waiting restrictions have now been advertised and objections to the proposals have been received. A consultation on the implementation of the permit parking area has also been carried out with residents and the results will need to be considered by members

Supporting Information

5. Position

- 5.1 A report titled 'Tweenaway Cross, Paignton – Junction Improvement Review' was presented to the Working Party in June 2013. The report outlined the success of the scheme following completion and identified potential further improvements.
- 5.2 Whilst the report generally showed that the junction improvement had significantly improved traffic flow through the junction an issue was identified by officers where queuing can often occur at peak times on Kings Ash Road, due to the junction approach lanes not being filled efficiently. Officers advised that one contributing factor was the presence of some parked vehicles to the southern end of Kings Ash Road blocking the left approach lane and members were recommended to reconsider their previous decision not to implement further parking restrictions. The Working Party therefore recommended:

'That additional parking restrictions be advertised and officers to write to residents to ask if they would use the potential residents parking area.'
- 5.3 The additional parking restrictions, which amount to approximately 6-8 spaces have been advertised and the residents have also been advised accordingly. A location plan showing the restrictions is included in **Appendix 1**. The advertisement resulted in 11 objections, which are included in **Appendix 2**.
- 5.4. The consultation on the use of the former Tile Shop area as a permit controlled parking facility was carried out and letters were sent out to approximately 36 properties in Kings Ash Road. The consultation resulted in 12 responses of which 3

were in favour and 9 were against the proposal the responses are included in **Appendix 3.**

- 5.5. Members should be mindful that the former Tile Shop area currently remains unused with temporary fencing. The area will need to remain within Torbay Council ownership due to the highway drainage apparatus, which has been installed beneath the surface. Highways officers have however received a number of enquiries in respect of potential commercial uses for the area. It may therefore be appropriate to request that the Torbay Development Agency is passed responsibility to market the area on a fixed term lease arrangement.

6. Possibilities and Options

- 6.1 That the additional waiting restrictions are implemented as advertised.
- 6.2 That the additional waiting restrictions are not implemented
- 6.3 That the Former Tile Shop area is converted to a permit controlled off street parking arrangement.
- 6.4 That the former Tile Shop area is offered to the Torbay Development Agency to consider marketing of the area for commercial uses.

7. Preferred Solution/Option

- 7.1 Members are recommended to support the option in 6.1. for the implementation of the parking restrictions, with an additional recommendation to support the option in 6.4 for the former Tile Shop area.

8. Consultation

- 8.1 Residents in the affected area of Kings Ash Road have been contacted in writing regarding the proposals and the proposed parking restrictions have been formally advertised.

9. Risks

- 9.1 If the removal of the parking on the southbound approach are not supported then queuing prior to the junction will not reduce at peak times.
- 9.2 If the former Tile Shop area is not given an alternative use then it will become a maintenance issue and may become unsightly.

9.3 As the presence of parked vehicles on the section of Kings Ash Road in question is only one contributing factor to the traffic queuing on Kings Ash Road, there may be complaints that some level of queuing remains following implementation of restrictions.

Appendices:

Appendix 1 Location plan of proposed area of additional parking restrictions.

Appendix 2 Copies of objections to the proposed waiting restrictions.

Appendix 3 Copies of responses to the proposed permit parking facility at the former Tile Shop.

Additional Information:

None

Documents available in Members' Rooms:

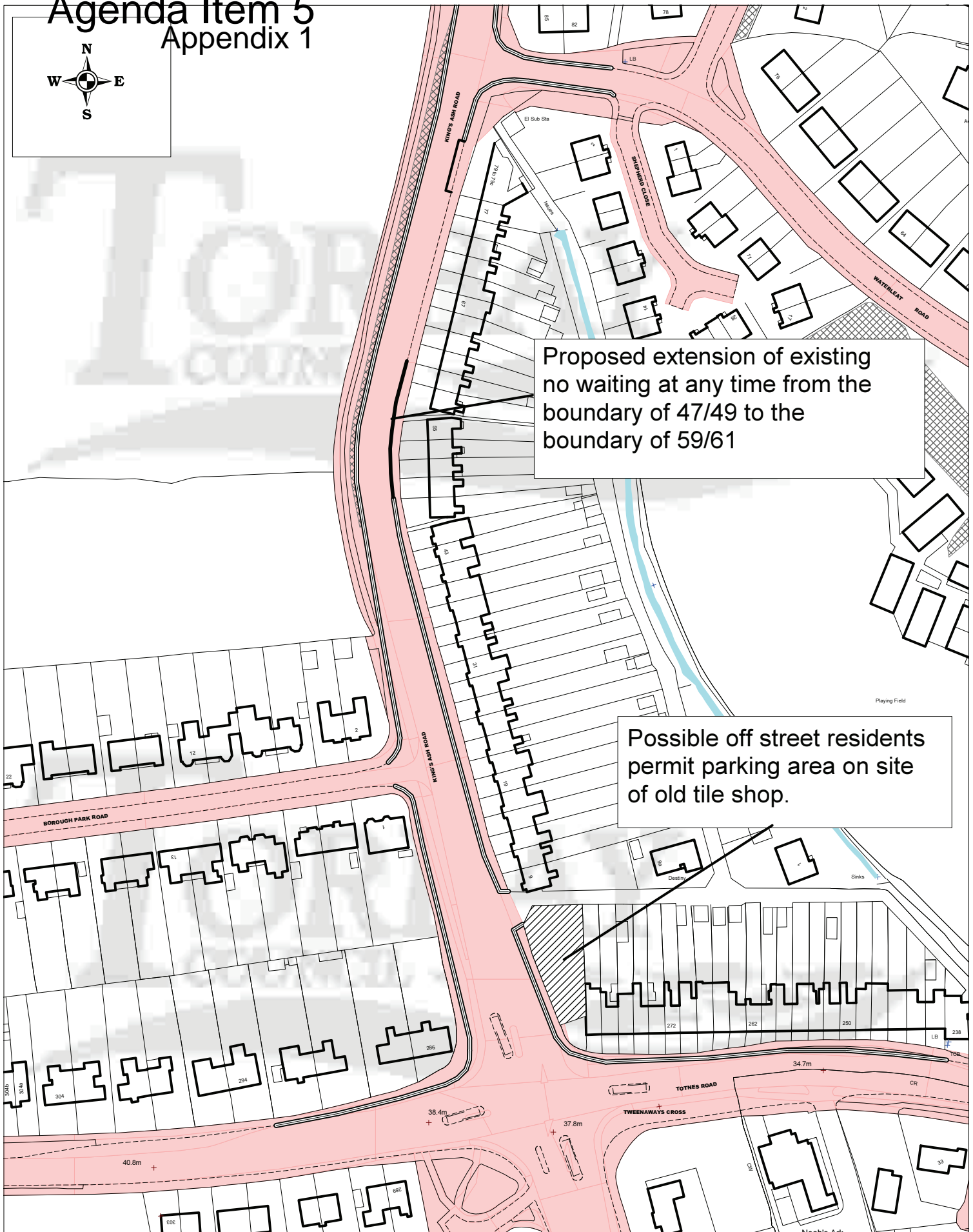
None

Background Papers:

Report to Transport Working Party June 2013.

Agenda Item 5

Appendix 1



1:1500 scale

Proposed parking restrictions
and residents parking area
Kings Ash Road, Paignton



RECEIVED
8 NOV 2013

DEAR SIR

REGARDING DOUBLE YELLOW LINES OUTSIDE
OF THE PROPERTY WHERE I LIVE, I AM A
AND IT IS MY OWN BUSINESS
SO VERY IMPORTANT MY CAR IS VISIBLE
AS MUCH AS POSSIBLE, IF DOUBLE LINES
ARE PUT IN PLACE I WILL HAVE TO
PARK MY CAR 6 FEET FROM WHERE I
LIVE ALMOST DIFFERENTLY IN ANOTHER
ROAD.

RECEIVED
22 NOV 2013

22nd Oct. 2013.

Dear Sir,

With regard to the proposed parking restrictions, we strongly object to these extended restrictions, as it is going to affect our parking. It is a problem already, so to have reduced parking will prove impossible; we do not have any parking to the rear of our property, unlike those further up the road, who have parking for two cars. We were promised the back alley running along the rear of our property was

going to be filled and bound together, this has not been done, alternative parking needs to be found if the proposed restrictions go ahead.

Yours truly,

MR ANDY HOOPER
HIGHWAYS MANAGEMENT
RESIDENT & VISITOR SERVICE
LOWER GROUND FLOOR
TOWN HALL TORQUAY
27.10.13

RECEIVED
05 NOV 2013

Dear sir

In answer to your proposal to increase the double yellow lines on KINGS ASH ROAD is going to make parking for most of my neighbours and myself very difficult, as I have friends that visit quite often who cannot walk very far and also I have problems with my knee when walking so having to carry bags of shopping from the parking on the old tile shop site, as stated by highways with a permit would be a problem.

As you are also aware our rear lane is in need of repair and this was not carried out as was promised. I also can not see how all cars, vans, etc are going to be able to park at the rear as, if residents park near the bank side, which some do now, it's very difficult to turn into your property.

I would therefore ask you to re-consider this proposal properly before you decide and give residents the parking they now have outside their property's as, have stated before, losing these parking spaces is going to make life very difficult for most people. The traffic along this section is flowing well and I do not see a problem with the cars that are parked there now, at least with the cars there, vehicles have to slow down a bit as quite a few travel quite fast along Kings Ash Road.

YOURS SINCERLEY



5th November 2013

Attention Mr. A. Hooper

Proposed Parking Restrictions- Kings Ash Road

Dear Mr Hooper,

I wish to confirm my objection to the proposed extension of double yellow lines on the eastern side of Kings Ash Road.

I am of the firm belief that the build up of queuing traffic along Kings Ash Road is caused primarily by the inappropriate or inefficient sequencing of the traffic lights at Tweenaway Cross. I have witnessed on numerous occasions only four cars being able to pass through the lights from Kings Ash Road to Brixham road , including August bank holiday Monday; this causes tail backs.

The problem is compounded, particularly in the summer months, by tail backs from the traffic lights at the approach to the zoo/Morrisons where the priority appears to be completely incorrect causing enormous tailbacks in both directions on Totnes Road, thus compounding the problem at Tweenaway cross. It does not help the situation when it should be noted that the road was not widened sufficiently to allow traffic to progress towards Paignton on the newly constructed inside lane. Further when traffic is turning right into the zoo approach road ,traffic is stopped from going to Paignton.

I and fellow residents have also monitored the situatin since the completion of the revamp of Tweenaway cross traffic lights and it is noted that during 2011 and 2012 there were very few traffic delays along Kings Ash Road. It appears to be very coincidental that when the Highways Management Department wish to push the issue of double yellow lines that there are traffic tailbacks. I personally do not believe in coincidences and question whether or not the traffic light sequencing is being deliberately manipulated to create a situation that does not normally exist.

Yours sincerely

26th October 2013

Andy Hooper
Highways Management
Resident & Visitor Services
Lower Ground Floor
Town Hall
Torquay
TQ1 3DR.

Ref AH/JM.



Dear Mr Hooper

I am the freeholder owner of Kings Ash Road Paignton, and would like to raise my strong objections to the proposed parking restrictions for Kings Ash Road.

Firstly I would like to draw your attention to our back lane, which is totally unsuitable for anymore cars, access at times is already very difficult. Also the entrance via the car wash garage is not only hazardous but dangerous. I am certain that you have not considered where any visitors or tradesmen are also going to park. Surely if our lane is not suitable for your dust wagons its unsuitable for anymore transport.

The pavement will become more dangerous especially for the safety of children, mothers pushing prams, and the elderly.

There also appears to be a change in the sequencing of the Tweenaway traffic lights, letting four cars through each time. This is causing tail backs, not our parked cars.

The council have lowered the standard of our road and the valuation of our properties will be decreased because of your proposed scheme.

We have adjacent to us a large grass bank, this should have been used to widen the road not our car parking spaces. Also a redirection of traffic into Paignton should be looked into. With a little thought there are various schemes that would work and ease the problems.

Yours sincerely

PROPOSED PARKING RESTRICTIONS-KINGS ASH ROAD- PAIGNTON

NOV 2013

Dear Residents,

Further to Torbay Council's letter dated 14th October 2013, whereby we were informed that Torbay Council's Highway Management department are intent on pursuing the extension of double yellow lines from house number 47/49 up to and including house number 59/61, please be advised that I have met with the Deputy Mayor, our ward Councillor David Thomas and he has assured me that he remains willing to assist us in our fight against the extension of parking restrictions, albeit he can obviously offer no promises of success.

The Highways Management department have given us a deadline of 7th November 2013 to raise objections to the proposed parking restrictions and if you have not already responded directly to the department I am prepared to collate the residents responses to ensure that they all reach said department on time.

Please advise by placing a cross against one of the following and returning to Kings Ash Road by 5th November 2013 :-

I have no objection to the proposed parking restrictions extension.

I have responded to the Highways Management department separately.

My letter of objection to the proposed parking restrictions is attached. X

Signed _____ Name and House number

Thanks and regards

RECEIVED
NOV 2013

my letter of objection is :

IF they go ahead and extend the yellow lines, the people from the other end, 47-61 will start using the spar shop's parking bay which will then mean the shop will start losing business, because there will be no spaces for customers to park because residents that live on Kings Ash road will park there.

My letter of objection is
with the proposed extension
of the yellow line I worry
because I have a ~~driveway~~
~~driveway~~ so I need to park
outside my house which we
know we can't do if they
extend the line they will be
parked up our end if we are
giving the old true shop ~~space~~
~~space~~ how do we know we will
be able to park in there in
four spaces I do have
concerns in extending the
yellow line as from bottom of
Kingsash Hill they will see it as
road clear so they will ~~be~~ speed
along they do it all the time
my worry is with the children
that live along here with
all the traffic.

RECEIVED

RECEIVED
NOV 2013

We object to double yellow lines being put on Kings Ash Road for several reasons
The flow of traffic from the spur to the lights is on the whole clear

We use this road all the time, several times a day, and when we queue at the lights it sometimes only allows four cars through and this happens on a regular basis

The flow of traffic from Buxham Road we have counted allows on average between 12 to 15 cars in each lane

We rely on our family for care and assistance there will be no room for them to park in the front if double yellow lines are put there.

They will not use rear lane because of the state of repair to the rear lane and they do not want to damage their cars.

We will be penalised for being disabled and will be more isolated.

Signed

RECEIVED
29 OCT 2013

Mr. Andy Hooper
Highways Management
Residents & Visitor Services
Lower Ground Floor
Town Hall
Torquay TQ1 3DR

29 -October-2013

Ref :- Kings Ash Amendment Order no. 5 2013

Dear Sir.

I strongly object to your proposal to increase the length of the double yellow lines in which I hope you have considered the impact it will have upon the quality of life for the local residents.

I feel that the increased pressure up on us, any relatives or visitors to our HOMES to find a parking space within a reasonable walking distance would be greater than the benefits if ANY that a few extra car spaces would bring to your scheme, i.e.:- the extra length gained being of a very, very small percentage increase of the existing double yellow lines.

To date the improvements to Tweenaway junction are working very well all though as observed by many who use this junction at peak periods ALL the roads at this junction suffer from some queuing ,the least of which is on the East side of Kings Ash going South but if you are coming from Totnes the traffic queuing up to turn right to go to Brixham can block you from using the some times empty through and turn left lanes easily for at least two or more light changes and this road [Totnes Road] as double yellow lines.

From my observation, other peoples and being a regular user of this junction. It seems that if any and mainly cars turning right might possibly save if any a few seconds on their journey, does this outweighs the impact of
Below I have listed some more reasons for objecting to this proposal.

- [1] Many of the residents are elderly and have an increasingly need to be able to park near their homes when possible, reduced parking would make this nearly more than impossible.
- [2] Their Carers and Helpers etc. would find it increasingly difficult to find parking due to the increase of double yellow lines in the area and would have a very long walk before they could attend to their clients .
- [3] The possibility of loosing our local shop as they find it difficult to trade now and even more so with reduced parking.
- [4] As you must know Tweenaway is considered to have the highest level of traffic Pollution in the area and the increase in volume of waiting cars in one spot can not possible help.
- [5] Danger to and the safety of the school children and local residents from the Increased opportunity for traffic to speed and overtake at speed.

Yours Sincerely

Mr. Andy Hooper
Highways Management
Resident & Visitor Services
Lower Ground Floor
Town Hall
Torquay TQ1 3DR

27-Oct.-2013

REF AMENDMENT ORDER NO 5 2013

Dear Sir

I understand from my mother , that I have to visit often , that the Highways wish to increase the double yellow lines outside her house , I find it very difficult to find somewhere to park as it is now when I drop my daughter of to her during school holidays in the mornings or at any other times before I can go to work I therefore are asking you to re-consider not to increase the lines , there are only about six to eight parking spaces and cant see why you need to put yellow lines down to the first disabled box, but leave it as it is now.

My Parents who live at King Ash Rd. both have ailments[which are getting worse] from operations which prevent them walking very far and also I believe other people in the street have similar ailments, any reduction of parking in the street would cause them great hard ship and stress.

I frequently travel at all times of the day to Brixham and Totnes and to date have had no real problem of queuing or unable to change lanes at the Tweenaway junction I honestly cannot see any real significant time advantage being made to my journey by extending the double yellow lines this small amount but I can see a lot of stress, Isolation and hardship to people visiting and local residents through the loss of on road parking.

Yours Sincerely,

05/11//2013

To: highways@torbay.gov.uk

RE: Proposed Implementation of on street parking waiting restrictions Tweenaway Cross

Your ref: AH/JM

To MR.A.Hooper

> **In response to your letter dated October 14/ 2013 .**

I appreciate that you have suggested in your letter some road traffic computer surveys have been carried out at tweenaway junction in relation to a previous meeting held in 2011 regarding the on street parking on Kings Ash road. You have suggested that the parking is restricting the use of the left hand approach to the traffic lights and adding to unnecessary queuing. However I have several objections to your proposal for the removal of the on street parking for several reasons including principally the safety of residents and pedestrians alike and the devaluation of property.

> **Please find a list of my strongly felt objections to proposal for implementation of on street parking between no 47 and 61 kings ash road**

> **1/ Devaluation of Property**

> 1.1 The loss of parking outside of residence will financially devalue my and others property, the property was bought with on road parking space.

> 1.2 You propose creating parking spaces for residents at some distance away from residents property at the financial expense /cost to the resident, where now there is no cost, this is unacceptable.

> **2/Safety of pedestrians/ residents**

> 2/ What consideration is there for the safety of pedestrians and residents on the stretch of road/ pavement on the proposed area of on street parking restrictions between 41 and 61 kings ash road.

> 2.1 Accidents have occurred in the past outside these properties on the blind bend.

> 2.2 To increase the flow of traffic moving through the junction does not appear to take into consideration the danger element/ safety aspects in this designated area. You propose to increase the speed and flow of traffic. This is going to pose a threat to pedestrians and residents alike, this is unacceptable.

> 2.3 The current on street parking acts as a barrier and safety element. The safety of pedestrians especially

children from the school would be at risk, cars parked act as a barrier, without them there would be no protection.

> 2.4 The 'out of peak' hours traffic is faster, speeding cars on the blind bend during the night could be fatal for someone.

> 2.5 The amount of accidents we have already had could dramatically increase, this is unacceptable.

> 3/Negotiation from previous meeting.

> 3.1 At the last meeting when on street parking was proposed, the local deputy Mayor David Thomas proposed with highways that re-tarmacking at the back of tweenaway terraces (parallel to Totnes road) was to act as compensation for the private road being used as a through fair to road traffic. Little resurfacing has been done and what has been done seems to have been washed away by the rain.

3.2 The council have placed a small notice saying the road at the back of tweenaway terraces is a private road and not to be used by road traffic, however it is constantly used a short cut, something needs to be done to prevent it being used a through fair and tarmac resurfacing completed properly.

> 4/ Security of parking

> 4.1 The parking spaces that have been suggested as an alternative, are at some distance away from property at extra expense (fee involved) and in-convenience to resident.

> 4.2 Apart from being offered at a cost and some walking distance from residency does also represent a security risk.

5 / Noise and dirt pollution from traffic

For all these reasons I totally object to the proposal of removing the parking spaces between 47 and 61 kings ash road.

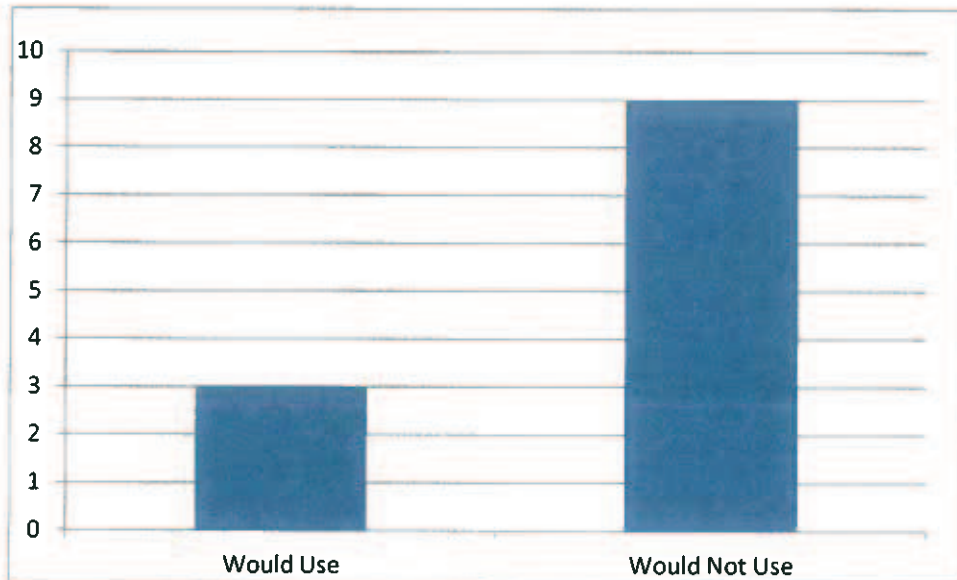
Yours sincerely

Agenda Item 5

Appendix 3

Results of the consultation for the proposal to turn the old tile shop premises as an area for of street parking.

Resident's response to whether they would use the proposed parking are or not.



General Comments

For:

- One respondent said they would use the off street parking, but only if it was in addition to the existing on street parking.
- One resident would welcome any extra parking because there is usually no parking available on the road when they get back from work, and they do not have parking at the rear of their property.

Against

- Many use the parking at the back of their property therefore it would not concern them.
- The parking would be too far away / inconvenient to consider using it.
- Removal of on street parking will increase traffic speeds. Some respondents suggest other methods of traffic calming, to decrease noise and improve safety.

23 AUG 2013

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~would/would~~ would ~~not~~ be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address _____

Please add any additional comments below:

We AND THE RESIDENTS OF
KINGS ASH RD DO NOT WANT
TO LOSE THE PARKING SPACE
IN KINGS ASH RD AS IT WILL
CAUSE CONSIDERABLE INCONVENIENCE TO
TO MOST OF US ALONG HERE

SOMM IT LATE BUT BIN IN
HOSPITAL

Please return in the envelope provided by 9th August 2013 or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

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*Please delete as appropriate

Name _____

Address KINGS ASH ROAD

PAIGNTON

DEVON, TQ3 3TY

Please add any additional comments below:

PERSONALLY I SEE NO BENEFIT WHATSOEVER
IN THIS PROPOSAL FOR RESIDENTS OF KINGS ASH
ROAD. IT MAY HOWEVER BE BENEFICIAL TO
TWEENAWAY TERRACE RESIDENTS.

OF MUCH GREATER IMPORTANCE IS THE NEED
TO CONTROL EXCESSIVE SPEED OF VEHICLES
FROM TWEENAWAY CROSS TRAFFIC LIGHTS
ALONG KINGS ASH ROAD. REGRETTABLY WE
HAVE HAD A DEATH ON THIS STRETCH OF
ROAD AND IT IS ONLY A MATTER OF TIME
BEFORE ANOTHER OCCURS. ACTION IS NEEDED
NOW NOT AFTER ANOTHER DEATH.

Please return in the envelope provided by **9th August 2013** or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

Kings Ash Road

Paignton

TQ3 3TY

02/08/2013

To: highways@torbay.gov.uk

RE: Proposed Implementation of on street parking waiting restrictions Tweenaway Cross

Your ref: IJ/SH

To MR.I.Jones

> **In response to your letter dated July 2013 .**

I appreciate that you have suggested in your letter some road traffic computer surveys have been carried out at tweenaway junction in relation to a previous meeting held in 2011 regarding the on street parking on Kings Ash road. You have suggested that the parking is restricting the use of the left hand approach to the traffic lights and adding to unnecessary queuing. However I have several objections to your proposal for the removal of the on street parking for several reasons including principally the safety of residents and pedestrians alike and the devaluation of property.

> **Please find a list of my strongly felt objections to proposal for implementation of on street parking between no 47 and 61 kings ash road**

> **1/ Devaluation of Property**

> 1.1 The loss of parking outside of residence will financially devalue my and others property, the property was bought with on road parking space.

> 1.2 You propose creating parking spaces for residents at some distance away from residents property at the financial expense /cost to the resident, where now there is no cost, this is unacceptable.

2/Safety of pedestrians/ residents

> 2/ What consideration is there for the safety of pedestrians and residents on the stretch of road/ pavement on the proposed area of on street parking restrictions between 41 and 61 kings ash road.

> 2.1 Accidents have occurred in the past outside these properties on the blind bend.

> 2.2 To increase the flow of traffic moving through the junction does not appear to take into consideration the danger element/ safety aspects in this designated area. You propose to increase the speed and flow of traffic. This is going to pose a threat to pedestrians and residents alike, this is unacceptable.

> 2.3 The current on street parking acts as a barrier and safety element. The safety of pedestrians especially

children from the school would be at risk, cars parked act as a barrier, without them there would be no protection.

> 2.4 The 'out of peak' hours traffic is faster, speeding cars on the blind bend during the night could be fatal for someone.

> 2.5 The amount of accidents we have already had could dramatically increase, this is unacceptable.

> 3/Negotiation from previous meeting.

> 3.1 At the last meeting when on street parking was proposed, the local deputy Mayor David Thomas proposed with highways that re-tarmacking at the back of tweenaway terraces (parallel to Totnes road) was to act as compensation for the private road being used as a through fair to road traffic. Little resurfacing has been done and what has been done seems to have been washed away by the rain.

3.2 The council have placed a small notice saying the road at the back of tweenaway terraces is a private road and not to be used by road traffic, however it is constantly used a short cut, something needs to be done to prevent it being used a through fair and tarmac resurfacing completed properly.

> 4/ Security of parking

> 4.1 The parking spaces that have been suggested as an alternative, are at some distance away from property at extra expense (fee involved) and in-convenience to resident.

> 4.2 Apart from being offered at a cost and some walking distance from residency does also represent a security risk.

For all these reasons I totally object to the proposal of removing the parking spaces between 47 and 61 kings ash road.

Yours sincerely

Kings Ash Road
Paignton
Devon
TQ3 3TY

21 May 2011

Dear Mr Hooper

Re: Proposed Implementation of Parking Restrictions on Kings Ash Road, Paignton

I would like to make my objections for the above parking restrictions. As a resident where the parking is currently available my objections are as follows:-

Children's safety – at the moment, the cars that are parked act as a 'buffer' between any children walking past and the flow of traffic. At this particular part traffic has been observed travelling over the thirty mile an hour speed limit, before slowing down towards the traffic lights at Tweenaway. My own children will be more at risk when coming out of the gate as no 'buffer' will be in place.

Between numbers 49 and 61 is a blind bend and accidents are inevitable, there have been a number of accidents along this stretch over the years, two of which ended in fatalities.

The disabled bays, where the yellow lines are proposed to end, will be abused by people parking in them.

The Spar shop, will have people parking in the thirty minute waiting zone for longer and over night, will reduce their trade, which has already been disrupted and looks to continue. People parking there over night will mean that the daily early morning deliveries will be hindered with the lorries likely to block the actual flow of early morning traffic.

The property prices will drop and on street parking will be reduced. I only purchased the house as visitors could possibly park and felt that although it is a very busy road, the buffer of parked cars would mean that my children were safer.

Out of peak traffic flow, cars have been seen travelling in excess of 70 mph, which will continue, if not get worse, when the so called traffic flow, flows more freely.

Friends and family, passing my house will call in when parking is available. With parking not available these visits will drastically decrease.

I have heard it said that these proposals are an after thought with the improvements going ahead, and the reduction of parking only considered in 2010.

I put it to you that my objections have been made clear and await to hear from you in due course with details of the planned June meeting with the Transportation Working Party.

Yours sincerely

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~would~~/**would not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address KINGS ASH ROAD

 PAIGNTON

 DEVON, TQ3 3TY



Please add any additional comments below:

PERSONALLY I SEE NO BENEFIT WHATSOEVER
IN THIS PROPOSAL FOR RESIDENTS OF KINGS ASH
ROAD. IT MAY HOWEVER BE BENEFICIAL TO
TWEENAWAY TERRACE RESIDENTS.

OF MUCH GREATER IMPORTANCE IS THE NEED
TO CONTROL EXCESSIVE SPEED OF VEHICLES
FROM TWEENAWAY CROSS TRAFFIC LIGHTS
ALONG KINGS ASH ROAD. REGRETTABLY WE
HAVE HAD A DEATH ON THIS STRETCH OF
ROAD AND IT IS ONLY A MATTER OF TIME
BEFORE ANOTHER OCCURS. ACTION IS NEEDED
NOW NOT AFTER ANOTHER DEATH.

Please return in the envelope provided by 9th August 2013 or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

- 8 AUG 2013

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I *would/* be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address Kings Ash Road

Paignton

Torbay TQ3 3TY

Please add any additional comments below:

I would support this only as an additional scheme. Due to the increase of double yellow lines on the surrounding roads and some residents households parking up to 4 cars on the on road parking that we have is causing a great strain on people lives, residents, relatives, visitors, trade people etc who due to age, infirmities, and the need to load and unload near their HOMES.

I feel where possible unconditional parking should be made available such as eg. the parking bays higher up the Kings Ash road where they had ample parking and also Battersway road.

You say there could be the possibility of 15 parking spaces available and due to the double yellow lines being extended we would loose 6-7 car parking spaces, I HAVE COUNTED THE CARS PARKED THERE AND WE WOULD LOOSE 9 ! The gain would only be a possible 6 spaces which depending upon the number of permits issued, could more than be swallowed up by residents with more than one vehicle looking for long term parking to free up there own private car parking.

I would like to inform you that not all residents HAVE CARS therefore there would be empty PRIVATE car parking behind the properties.

I would not like to accept this scheme as a direct trade off to NOT to OBJECT to the double yellow line [is this Black Mail]. I feel yellow lines or no yellow lines this is something the council should be doing anyway for the residents and rate payers of long standing some who have lived here for 40 years or more and who have brought up children who are now bringing up children in Torbay.

4/AUGUST/2013.

Please return in the envelope provided by 9th August 2013 or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

Highways Management
4th Floor Roebuck House
Abbey Road
TQ2 5TR

Kings Ash Road
Paignton
RECEIVED
29th JULY 2013

Dear Mr Jones

We read with dismay the letter sent to the residents of Kings Ash Road in July regarding the proposal to use the site of the old Tile Showroom for residents parking

We have had nothing but trouble with this site since moving into our house years ago and are totally against this proposal for the following reasons.

- 1 The noise of the vehicles coming and going 24/7.
 - 2 Vehicles backing out of the site are dangerous and puts our property in jeopardy yet again, we have in the past had our side wall knocked, our gate pillar knocked down and on numerous occasions our side fence stoved in. We can no longer cope with the stress at all, let alone the cost.
 - 3 Using this site for parking will also mean that we and our family and friends will no longer park outside our home, should we to. In the past we have had our car damaged on several occasions due to vehicles backing out.
 - 4 People have many types of vehicles, Cars, Motorbikes, Large Company Vans etc. You can be sure that it won't be just cars that will be parked there. Then there will be those who will do repairs etc. on their vehicles. There will also be those who will park overnight without paying (this happened before when the site was occupied by your workers who moved them on)
- WHO IS GOING TO POLICE THIS SITE?

With regard to the back lane. Each house owns a part of the lane and is responsible for its maintenance. So therefore there should be no reason for any parking on the main road as they have parking at the rear. It is not fair that we should have the problem dumped on our doorstep.

Having said all this we do appreciate that the council does need money and that it needs to find a solution to the problem of the site. Since the completion of the first stage of the Tweenaway Road Scheme and the site being closed off, there have been few problems and where they have arisen you have promptly rectified the situation. Which has been very appreciated by us.

Please don't use this land as a Car Park, we are residents too and will be affected more than anyone.

Yours sincerely

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~would~~/**would not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address KINGS ASH RD

Paignton

TQ3 3TY



Please add any additional comments below:

I always use my back parking space but it would help all of us if the 2 lanes were made serviceable as they are in bad state & when it rains it floods with water

yours sincerely

Please return in the envelope provided by **9th August 2013** or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~would~~ would not be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address KINGS ASH ROAD

PAIGNTON

TQ3 3TY



Please add any additional comments below:

As my house is the only property in the row that has no parking at back & I am already compromised by being next door to the shop as both customers & staff park outside my house all the time. I work shifts in a _____ and very often come home from work & have nowhere to park.

Please return in the envelope provided by **9th August 2013** or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~am~~ **would not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address _____

KINGS ASH RD

PAIGNTON

TQ3 3TY



Please add any additional comments below:

I think the facility might be better used as a short stop parking facility, or drop off point for deliveries.

I know the following is a separate issue ▽

I have to say the noise from this newly 'improved' junction is very unpleasant. traffic now seems to think it is a motorway. How about speed camera's at the lights?

Please return in the envelope provided by 9th August 2013 or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA

17 Jul 2013

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~would~~ **would not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address Kings Ash Rd

PAIGNTON

TQ3 3TY

Please add any additional comments below:

would rather have back lane fixed
so everyone could use it to park
there cars so would be fine to all
residents

Please return in the envelope provided by **9th August 2013** or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

17 JUL 2013

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~am~~ **would not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____ 3

Address KINGS ASH ROAD
PAIGNTON
DEVON TQ3 3TY

Please add any additional comments below:

~~THIS~~ ~~ROAD~~ ~~IS~~

THIS WILL SPEED UP THE TRAFFIC
EVEN MORE, THIS ROAD IS GETTING
WORSE.

Please return in the envelope provided by **9th August 2013** or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

17 JUL 2013

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I *would/would not be interested in using this facility if the option was available.

*Please delete as appropriate

WOULD NOT

Name _____

Address _____

_____ PAIGNTON TA8 3TY _____

Please add any additional comments below:

I rent the top flat at
don't have a car so it does
not affect me.

Please return in the envelope provided by **9th August 2013** or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

18 11 2013

**TWEENAWAY CROSS, PAIGNTON
CONSULTATION ON THE CREATION OF PERMIT CONTROLLED PARKING AREA**

Having considered the proposal to construct permit controlled parking provision within the site of the former Tile Shop at Tweenaway Cross, Paignton I confirm that I ~~would~~/**would not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name _____

Address KINGS ASH ROAD

TQ3 3TY

Please add any additional comments below:

I do not feel that the traffic needs to be speeded up any further by removing parked cars.

Since the improvement work was completed we have noticed ~~any~~ increased speed past our house, with vehicles racing each other from the traffic lights at well over 30 mph. and also racing towards the lights before they change to red. This has resulted in increased noise and vibration in our home and the worry of a serious crash occurring again (offersit us last summer).

Please return in the envelope provided by 9th August 2013 or email your response with your name and address to highways@torbay.gov.uk. Thank you for your time in responding to this consultation.

Therefore We would only support traffic Calming measures and a 20 mph limit

Agenda Item 6



Meeting: Transport Working Party

Date: 23rd January 2014

Wards Affected: Babbacombe

Report Title: Babbacombe Downs Road, Torquay – Creation of Bus Stand and additional on-street parking spaces

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 a request from 'English Riviera Sight Seeing Tours', made via the Public Transport Officer, for the provision of a seasonal bus stand on Babbacombe Downs Road, Torquay.
- 1.2 The extent of the proposed parking restrictions are as attached in **Appendix 1**.

2. Proposed Decision

- 2.1 It is recommended that members approve the proposals outlined under option 6.1 in this Issues Paper, to advertise the proposed Traffic Regulation Order, and if no objections received to implement.

3. Action Needed

- 3.1 That the proposals outlined under option 6.1 in this Issues Paper are advertised and implemented, should no objections be forthcoming. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

4. Summary

- 4.1 This report is in response to a request from English Riviera Sighting Seeing Tours, made via the Public Transport Officer, for the provision of a seasonal bus stand on Babbacombe Downs Road, Torquay.
- 4.2 It is proposed to implement the bus stand in a small area of existing unrestricted parking and will require a 2m section of 'No Waiting At Any Time' restriction to be revoked.

The bus stand will only be in operation between the hours of 10am – 6pm, between

May to September, outside of these hours it will continue to allow unrestricted parking.

- 4.3 At the same time, in an effort to counteract the loss of day time parking spaces, it is proposed to revoke a 16.5m section of 'No Waiting At Any Time' restriction opposite 'The Old Coach House' public house. This will create an additional 3 car parking spaces.
- 4.4 It should be noted that whilst there is a budget in place to advertise the proposed restrictions, there is no funding to implement the restrictions in the current financial year. It is therefore hoped to carry out implementation in April / May in readiness for the start of the tourist season.

Supporting Information

5. Position

- 5.1 This report is in response to a request from English Riviera Sight Seeing Tours, made via the Public Transport Officer, for the provision of a seasonal bus stand on Babbacombe Downs Road, Torquay.
- 5.2 It is proposed to implement the bus stand within a small area of existing unrestricted parking and to obtain the required length of bay, will require a 2m section of 'No Waiting At Any Time' restriction to be revoked.
- 5.3 The bus stand will only be in operation between the hours of 10am – 6pm, between May to September, outside of these hours it will continue to allow unrestricted parking.
- 5.4 At the same time, in an effort to counteract the loss of a number of unrestricted day time parking spaces, it is proposed to revoke a 16.5m section of 'No Waiting At Any Time' restriction opposite 'The Old Coach House' public house. This will create an additional 3 car parking spaces.
- 5.5 The extent of the proposed parking restrictions are as attached in **Appendix 1**.
- 5.6 It should be noted that whilst there is a budget in place to advertise the proposed restrictions, there is no funding to implement the restrictions in the current financial year. It is therefore hoped to carry out implementation in April / May in readiness for the start of the tourist season.

6 Possibilities and Options

The Working Party are requested to consider whether they wish to support the implementation of a new traffic regulation order in the area as detailed above in 5.5.

- 6.1 Advertise and implement, should no objections be forthcoming, the proposed Traffic Regulation Order, as per 5.5 above. Any objections will be referred to a future meeting of the Transport Working Party.
- 6.2 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 has been undertaken with the occupiers of 63 Babbacombe Downs Road, which is the property fronted by the proposed bus stand.

9 Risks

No significant risks identified.

Appendices:

Appendix 1 – Shows the proposed changes to the existing Traffic Regulation Order.

Additional Information:

None

Documents available in Members' Rooms:

None

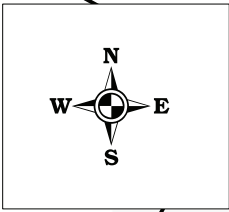
Background Papers:

None

Agenda Item 6

Appendix 1

1:500 scale Parking restriction changes-
Babbacombe Downs Road -
Torquay



Revoke 2m section of no waiting at any time and place Bus Stand 10am - 6pm May-September. Unrestricted parking outside of these times and dates.

Babbacombe Theatre

Coombe Court Hotel

ys Cottages

Willow Cottage

cottage

The Dorian

Windermere

Revoke 16.5m section of no waiting at any time and make unrestricted parking (3 Spaces)

Babb

Saville

Agenda Item 7



Meeting: Transport Working Party

Date: 23rd January 2014

Wards Affected: All wards in Torbay

Report Title: Torbay Council Traffic Sensitive Streets Policy

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

Supporting Officer Contact Details: Rob Ketch, Network Co-ordinator, ext: 7727

1. Purpose

- 1.1 Torbay Council has produced this policy to highlight streets that will suffer congestion if planned road works activities are undertaken at the qualifying times. By implementing this policy Torbay will be able to more effectively manage road works, thereby reducing unnecessary delay to traffic.

2. Proposed Decision

- 2.1 That the Traffic Sensitive Streets policy in Appendix 1 to this report is approved and adopted for future planned road works.

3. Action Needed

- 3.1 That the Transport Working Party recommend that the policy is added to the associated data files of the National Street Gazetteer, distributed to all Statutory Undertakers.

4. Summary

- 4.1 The existing Traffic Sensitive Streets policy was implemented in 1993 and based on traffic flow data at that time. Various changes in legislation and altering traffic flow patterns require the policy to be re-evaluated.
- 4.2 The new Traffic Sensitive Streets policy is compliant with current legislation and has been consulted on with views sought from Statutory Undertakers, Emergency services and public transport operators. Two responses to the consultation have been received indicating general acceptance of the policy.

Supporting Information

5. Position

- 5.1 The Traffic Sensitive Streets policy in compliance with The Street Works (Registers, notices, Directions and designations) (England) Regulations 2007 details streets that meet strict criteria in regard to traffic flow. Where this criterion is met, the street can be designated as Traffic Sensitive.
- 5.2 The policy is published in support of the National Street Gazetteer and used by Statutory Undertakers and Highway Authority when planning and executing works in the highway.
- 5.3 Streets that are designated as Traffic Sensitive would be deemed to suffer congestion if traffic flow is interrupted at the time of the designation.
- 5.4 Designations fall into 3 major categories:- All Year, Peak Hours and Summer only. Other minor definitions include for regular major events that increase traffic flow such as a football match.
- 5.5 The Council has the ability to instruct that works are not undertaken at the time of designation where they are deemed to affect traffic flow. Any direction to undertake works outside of Traffic Sensitive times must not lead to a contravention of any other piece of legislation such as noise pollution or health and safety.
- 5.6 Where works continue beyond a reasonable or prescribed period, the Council has the option to charge the works promoter in line with Section 74 of the New Roads and Street Works Act 1991. The designations of streets as Traffic Sensitive affect the level of applicable charges.
- 5.7 The current policy has been in force since 1993. Since that time, Regulations have been updated and traffic flow patterns have changed.
- 5.8 The revised policy takes into account, up to date traffic flow data and Regulation amendments.

6. Possibilities and Options

- 6.1 The Council can continue to use the original document but risk a challenge from Statutory Undertakers.
- 6.2 The Council could decide not to designate any street as Traffic Sensitive.

7. Preferred Solution/Option

- 7.1 To adopt the policy as proposed

8. Consultation

- 8.1 The policy has been consulted on with all Statutory Undertakers having an interest in apparatus in Torbay, Emergency Services and public transport organisations.
- 8.2 Two responses have been received from Statutory Undertakers, both in favor

of the proposed policy

9. Risks

- 9.1 If the policy is not adopted, the Council could be challenged on the current document as it doesn't comply with The Street Works (Registers, notices, Directions and designations) (England) Regulations 2007. This would leave works promoters with no guidance as to the possible affect of works on the user of the highway.

Appendices:

Traffic Sensitive Streets

Additional Information:

None

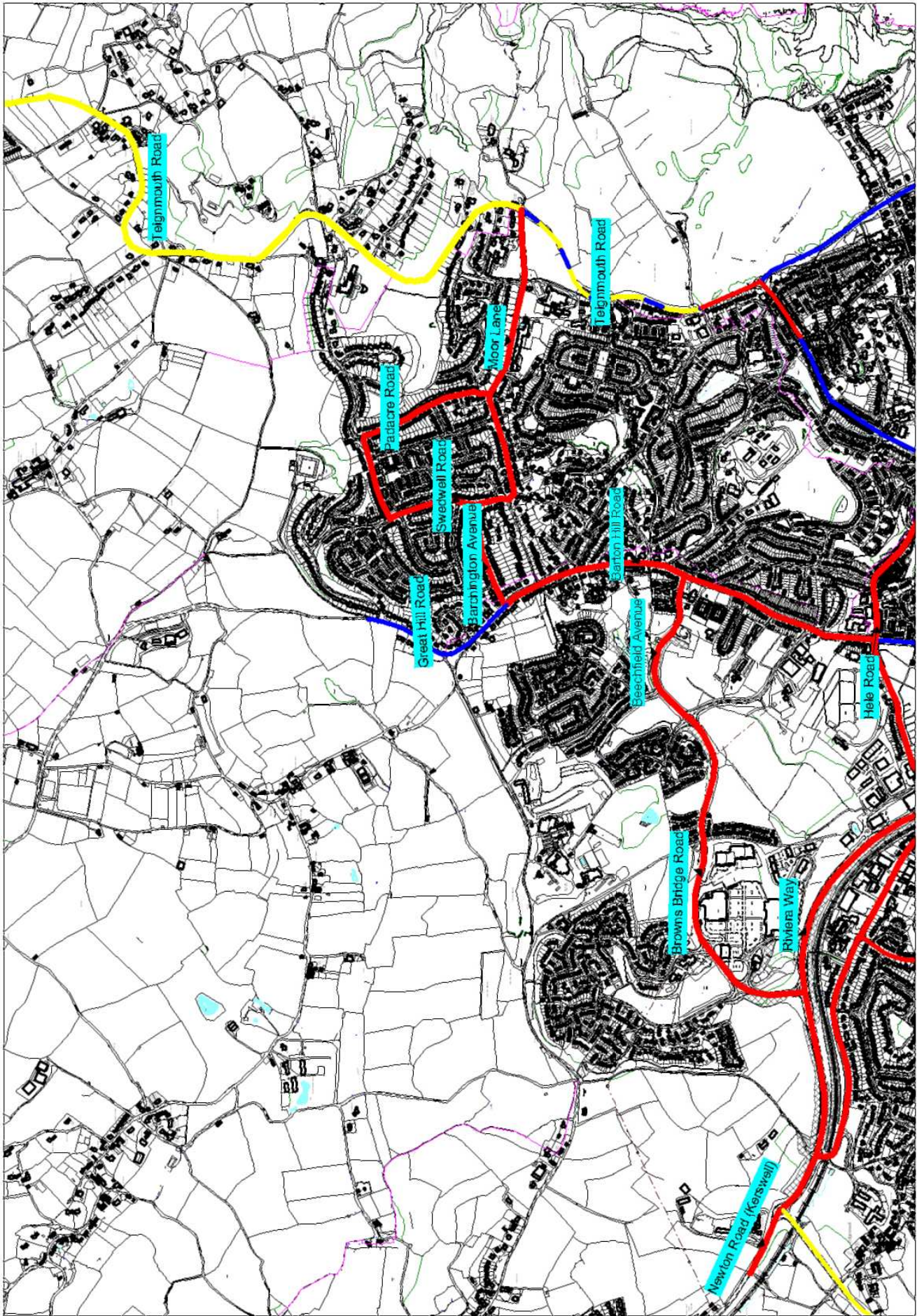
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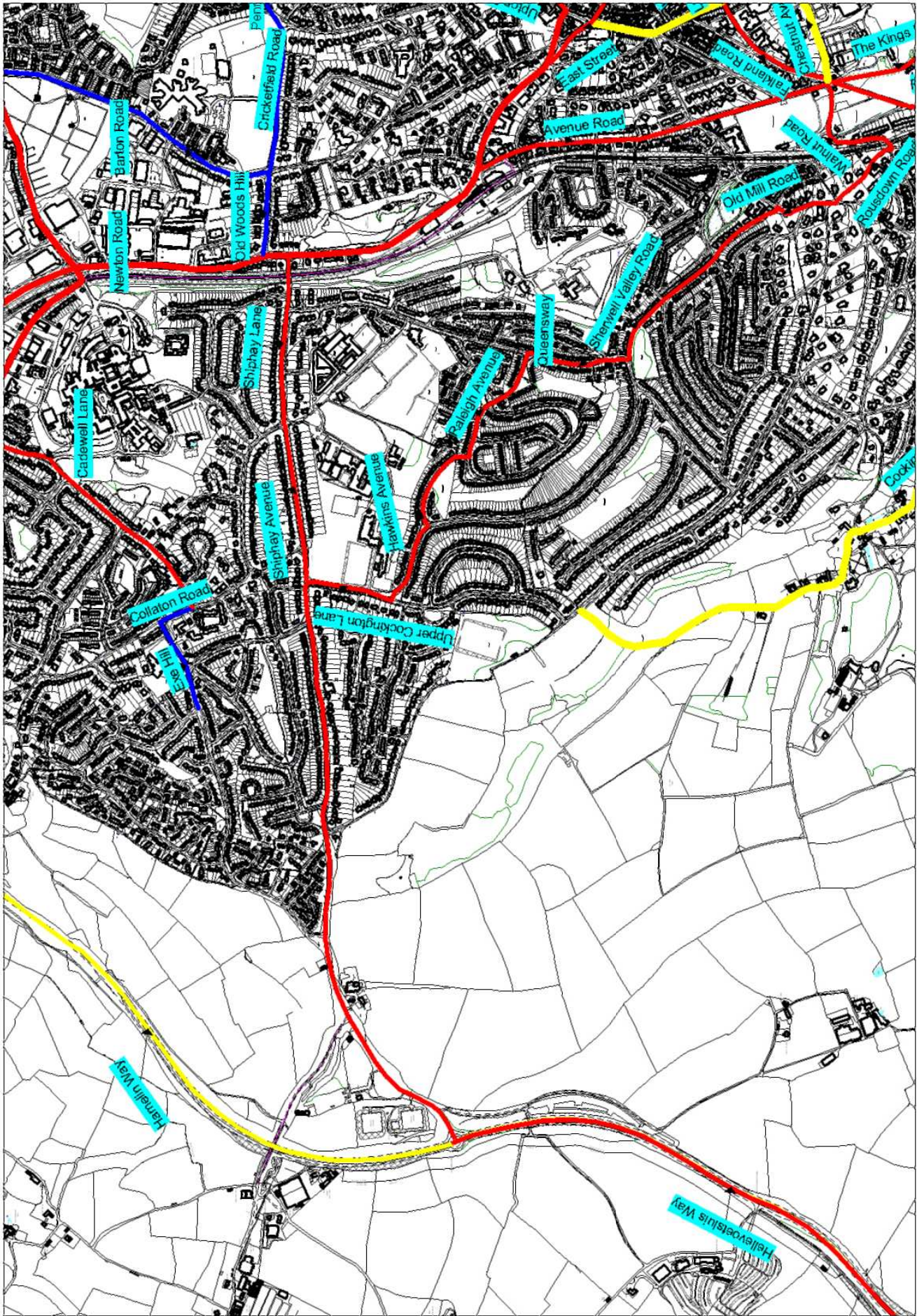
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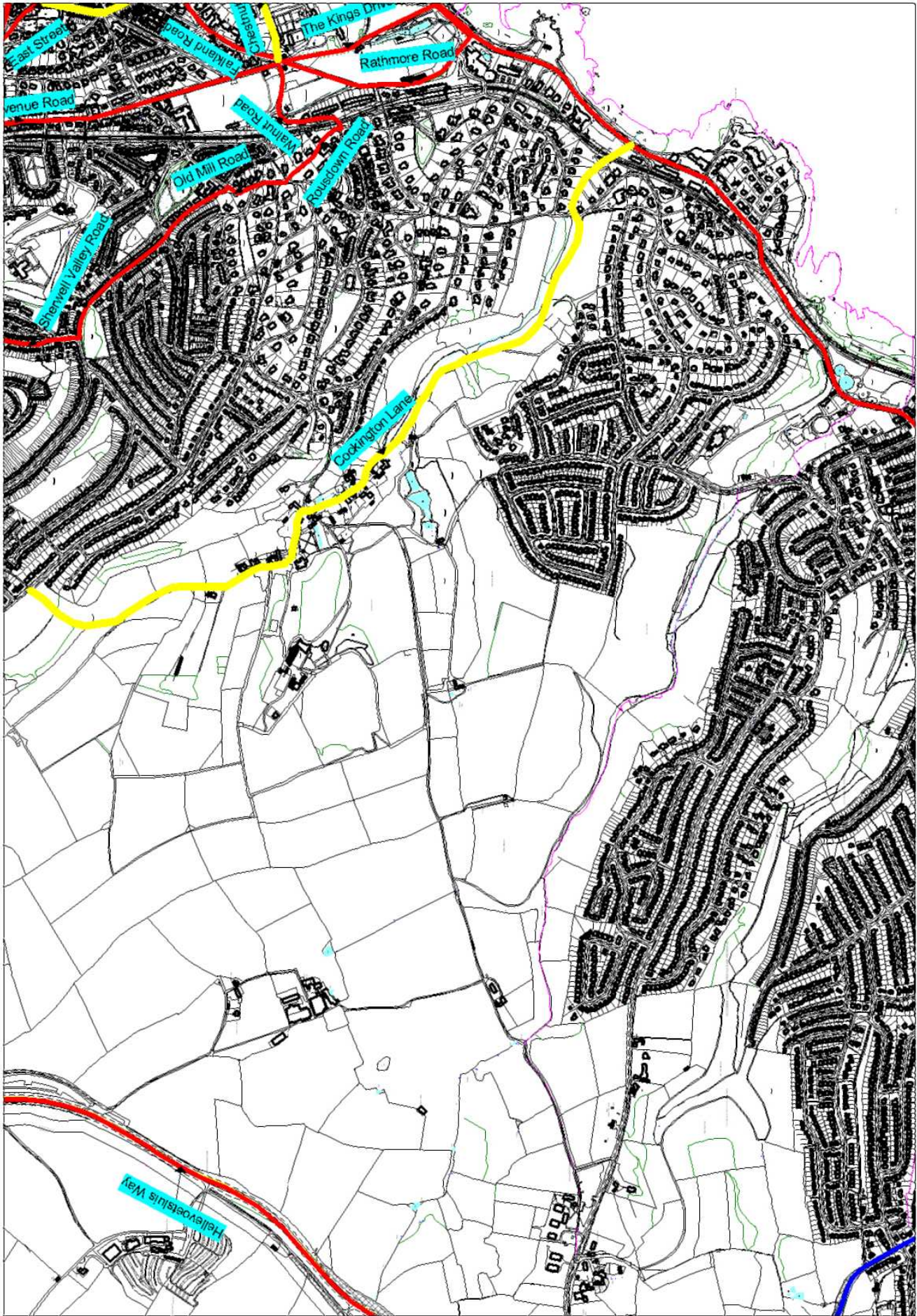
Background Papers:

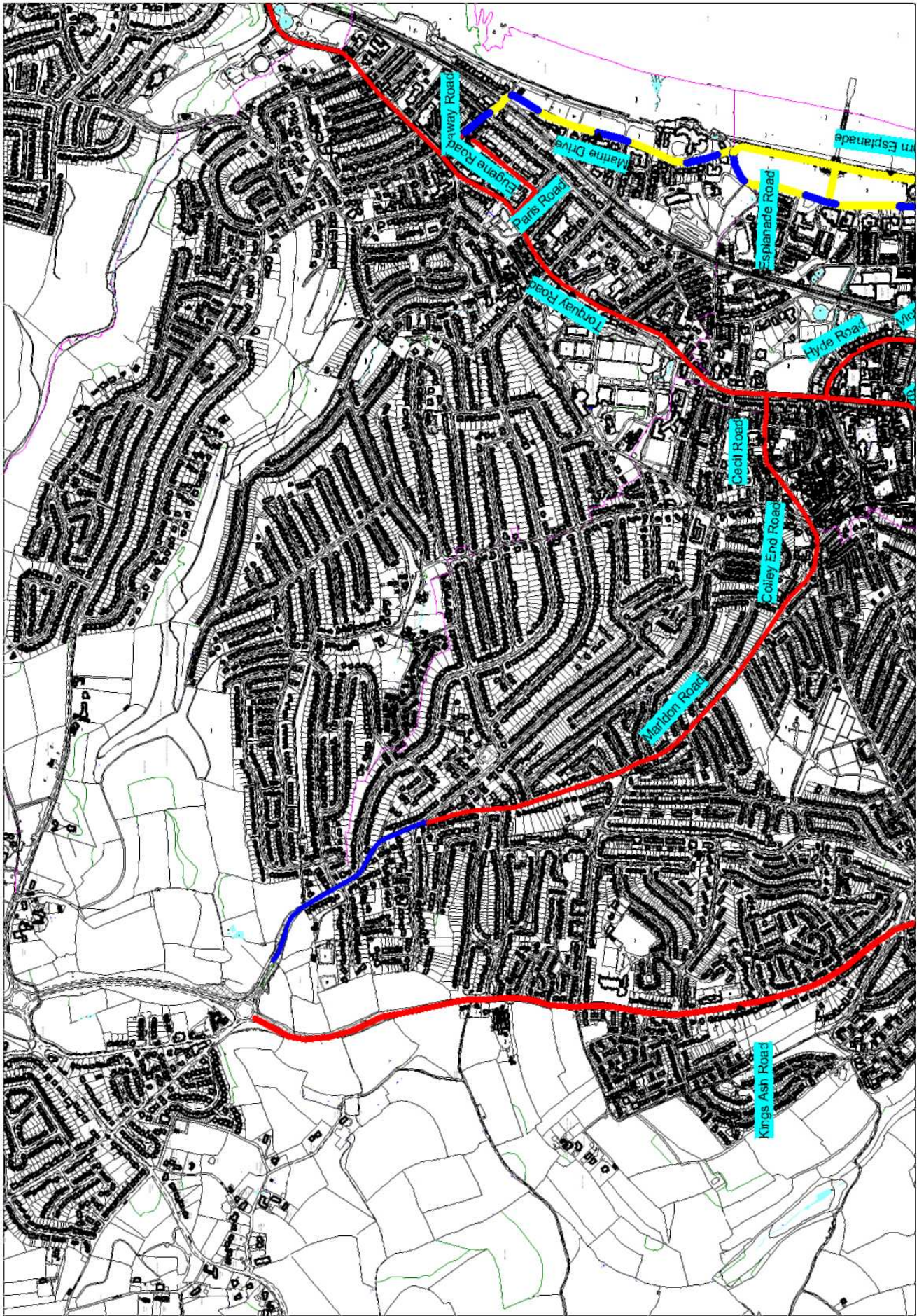
The Street Works (Registers, notices, Directions and designations) (England) Regulations 2007

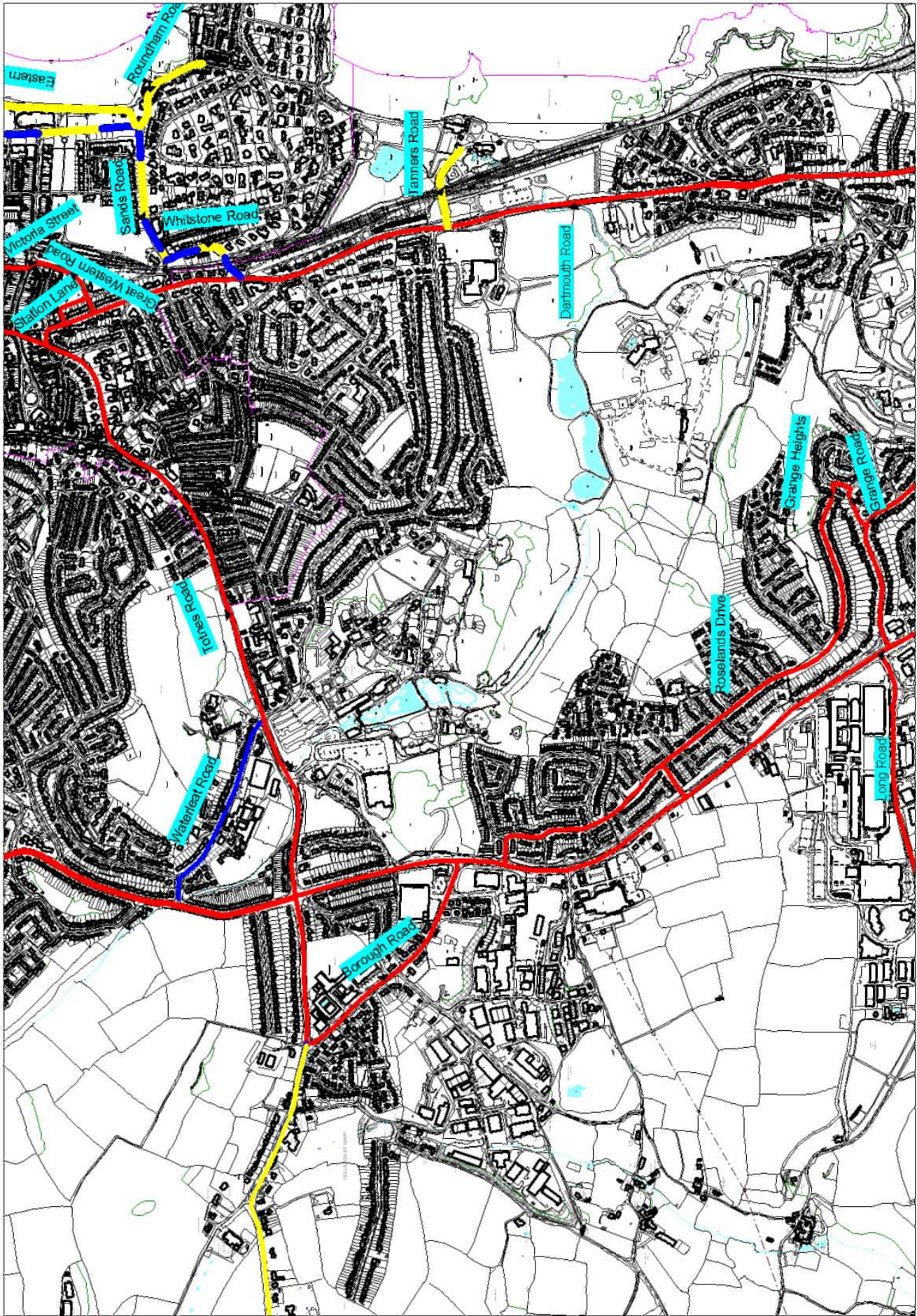
TRAFFIC SENSITIVE STREETS 2013

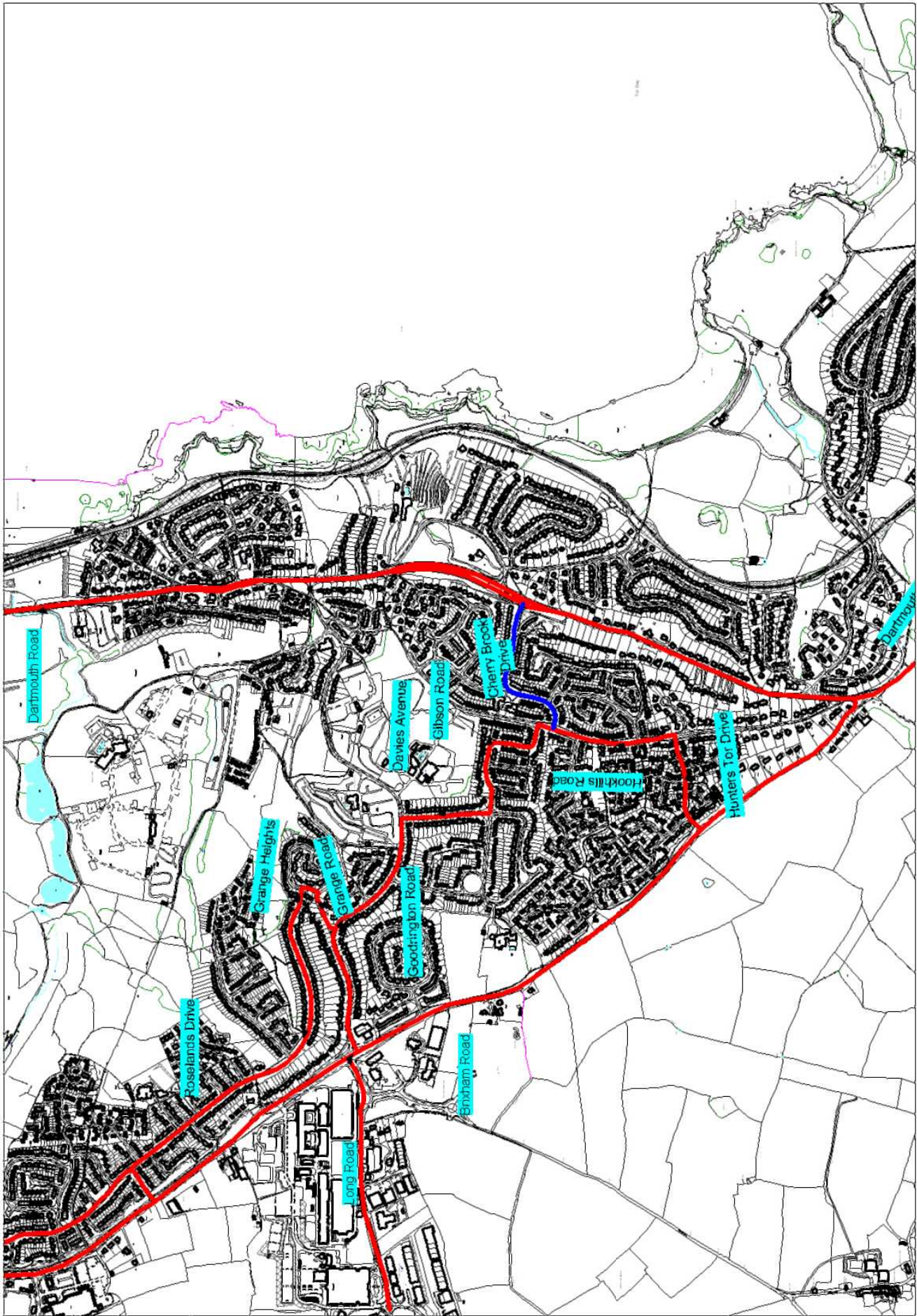


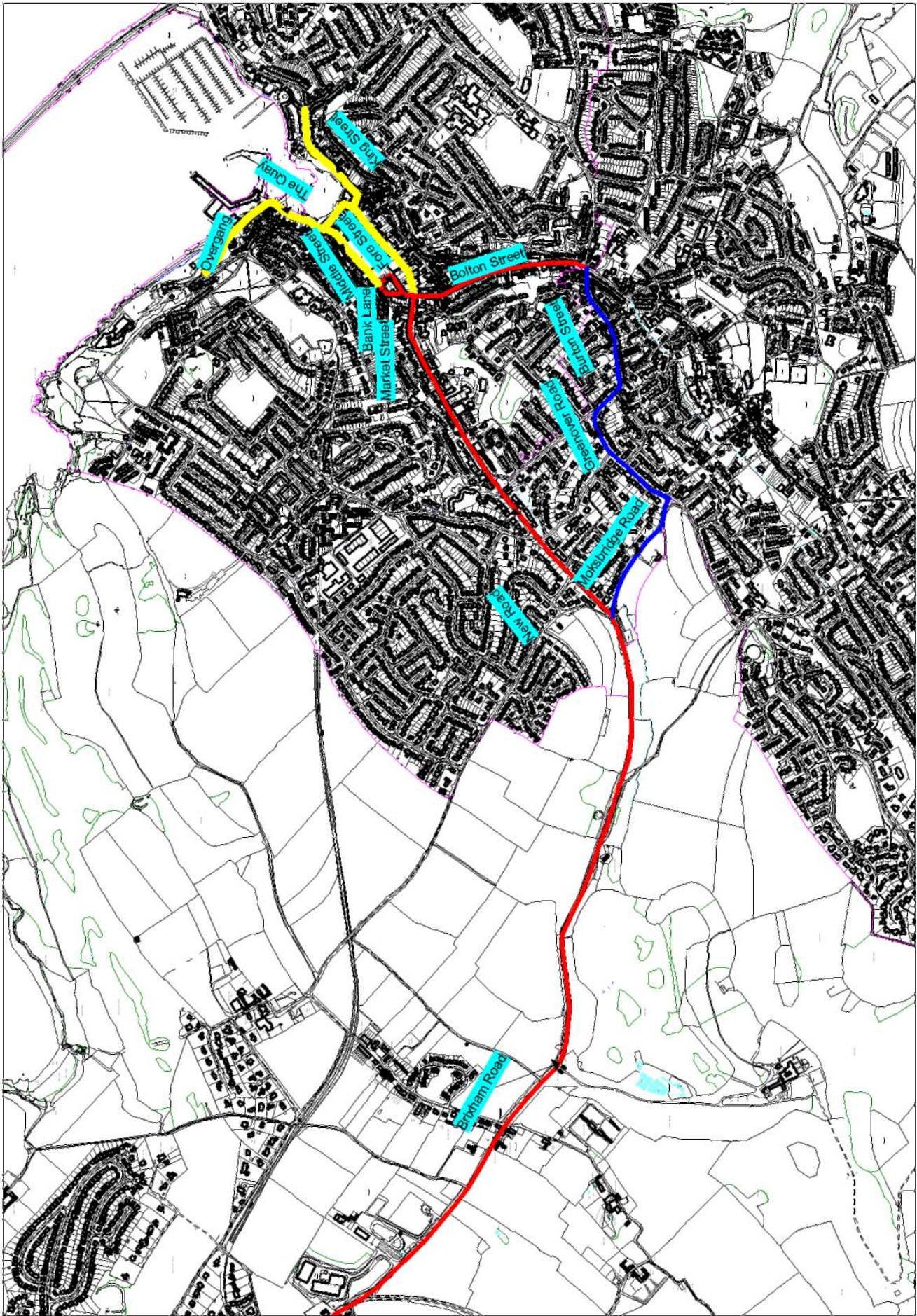












Colour Key for Plans	
Red	Traffic Sensitive all year
Blue	Traffic Sensitive at peak hours
Yellow	Traffic Sensitive summer only

Road Name	Town	Section	Period	Days	Times	Bank Hol
Abbey Road	Torquay	Fleet Street - Tor Hill Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Avenue Road	Torquay	Newton Road to Falkland Road	All Year	Mon - Sat	08.00 - 19.00	Yes
Babbacombe Downs Road	Torquay	Babbacombe Road to Babbacombe Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Babbacombe Road	Torquay	Fore Street to Torwood Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Barchington Avenue	Torquay	Swedwell Road to Barton Hill Road	All Year	Mon - Fri	08.00 - 18.00	No
Barton Hill Road	Torquay	Barchington Avenue - Hele Road	All Year	Mon - Fri	08.00 - 18.00	No
Barton Hill Road	Torquay	Great Hill Road to Barchington Avenue	All Year	Mon - Fri	07.00 - 09.00 & 16.00 - 18.00	No
Barton Road	Torquay	Hele Road to Old woods Hill	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Beechfield Avenue	Torquay	Barton Hill Road - Browns Bridge Road	All Year	Mon - Sat	08.00 - 18.00	No
Belgrave Road	Torquay	East Street to Torbay Road	July & August	Mon - Sun	09.00 - 18.00	Yes
Browns Bridge Road	Torquay	Beechfield Road - Riviera Way	All Year	Mon - sat	08.00 - 18.00	No
Cadewell Lane	Torquay	Newton Road to Shiphay Lane	All Year	Mon - Sat	07.00 - 18.00	No
Cary Parade	Torquay	Torwood Street to Torbay Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Cary Parade	Torquay	Torbay Road to The Strand	All Year	Mon - Sat	07.00 - 18.00	Yes
Castle Circus	Torquay	St Marychurch Road to Tor Hill Road	All Year	Mon - Sun	07.00 - 18.00	Yes
Chatto Road	Torquay	Westhill Road to Lymington Road	All Year	Mon - Fri	08.00 - 18.00	No
Chestnut Avenue	Torquay	Belgrave Road to Falkland Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Cockington Lane	Torquay	Torbay Road to Nut Bush Lane	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Collaton Road	Torquay	Cadewell Lane to Exe Hill	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Cricketfield Road	Torquay	Penny's Hill to Barton Road	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
East Street	Torquay	Laburnum Row - Newton Road	All Year	Mon - Sat	09.00 - 18.00	Yes
Ellacombe Church Road	Torquay	Victoria Road to Hoxton Road	All Year	Mon - Fri	08.00 - 18.00	No

Exe Hill	Torquay	Collaton Road to Fowey Avenue	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Falkland Road	Torquay	Rathmore Road to Belgrave Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Fleet Street	Torquay	Union Street to The Strand	All Year	Mon - Sun	07.00 - 18.00	Yes
Fore Street	Torquay	St Marychurch Road to Manor Road	All Year	Mon - Sat	07.00 - 18.00	No
Fore Street	Torquay	St Marychurch Road to Church Road	July & August	Mon - Sun	09.00 - 18.00	Yes
Great Hill Road	Torquay	Boundary to Barton Hill Road	All Year	Mon - Fri	07.00 - 09.00 & 16.00 - 18.00	No
Hamelin Way	Torquay	Newton Road to Marlton Road	All Year	Mon - Sat	07.00 - 09.00 & 16.00 - 18.00	Yes
Hamelin Way	Torquay	Newton Road to Marlton Road	July & Aug	Mon - Sat	07.00-18.00	Yes
Hatfield Road	Torquay	St Marychurch Road to Victoria Park Road	All Year	Mon - Fri	08.00 - 18.00	No
Hawkins Avenue	Torquay	Raleigh Avenue to Upper Cockington Lane	All Year	Mon - Sat	07.00 - 18.00	No
Hele Road	Torquay	Newton Road - Teignmouth Road	All Year	Mon - Fri	07.00 - 18.00	No
Helevoetsluis Way	Torquay	Hamelin Way - Boundary	All Year	Mon - Sat	07.00 - 09.00 & 16.00 - 18.00	Yes
Helevoetsluis Way	Torquay	Hamelin Way - Boundary	July & Aug	Mon - Sat	07.00-18.00	Yes
Hoxton Road	Torquay	Ellacombe Church Road to Princes Road	All Year	Mon - Fri	08.00 - 18.00	No
Hoxton Road	Torquay	Babbacombe Road - Meadfoot Sea Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Ilsham Road	Torquay	Union Street to East Street	All Year	Mon - Sat	09.00 - 18.00	Yes
Laburnum Row	Torquay	Belgrave Road to Tor Church Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Lucius Street	Torquay	Chatto Road to Castle Circus	All Year	Mon - Sat	07.00 - 19.00	Yes
Lymington Road	Torquay	Teignmouth Road to Chatto Road	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Lymington Road	Torquay	St Marychurch Road to Fore Street	All Year	Mon - Sat	07.00 - 18.00	No
Manor Road	Torquay	Princes Road to Union Street	All Year	Mon - Fri	08.00 - 18.00	No
Market Street	Torquay	Upper Cockington Ln to Hamelin Way	All Year	Mon - Sat	07.00 - 18.00	No
Marldon Road	Torquay	Parkhill Road to Ilsham Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Meadfoot Sead Road	Torquay	Swedwell Road to Teignmouth Road	All Year	Mon - Fri	08.00 - 18.00	No
Moor Lane	Torquay	Riviera Way to Upton Road	All Year	Mon - Sat	08.00 - 19.00	Yes
Newton Road	Torquay	Boundary to Riviera Way	All Year	Mon - Sat	08.00 - 19.00	Yes
Newton Road (Kerswell)	Torquay	Sherwell Lane to Rousdown Road	All Year	Mon - Sat	07.00 - 18.00	No
Old Mill Road	Torquay	Barton Road to Newton Road	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Old Woods Hill	Torquay	Moor Lane to Swedwell Road	All Year	Mon - Fri	08.00 - 18.00	No
Padacre Road	Torquay	Lymington Road to Cricketfield Road	All Year	Mon - Fri	08.00 - 09.00	No
Penny's hill	Torquay	Market Street to Fleet Street	All Year	Mon - Sun	07.00 - 18.00	Yes
Pimlico	Torquay	Hoxton Road to Market Street	All Year	Mon - Fri	08.00 - 18.00	No
Pinces Road	Torquay					

Queensway	Torquay	Sherwell Valley Road to Raleigh Avenue	All Year	Mon - Sat	07.00 - 18.00	No
Raleigh Avenue	Torquay	Queensway to Hawkins Avenue	All Year	Mon - Sat	07.00 - 18.00	No
Rathmore Road	Torquay	Torbay Road - Falkland Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Riviera Way	Torquay	Newton Road (Kerswell) to Newton Road	All Year	Mon - Sat	08.00 - 19.00	Yes
Riviera Way	Torquay	Kingskerswell Road to Hele Road	All Year	Mon - Sat	08.00 - 19.00	Yes
Rousdown Road	Torquay	Old Mill Road to Walnut Road	All Year	Mon - Sat	07.00 - 18.00	No
Sherwell Lane	Torquay	Old Mill Road to Sherwell Valley Road	All Year	Mon - Sat	07.00 - 18.00	No
Sherwell Valley Road	Torquay	Sherwell Lane to Queensway	All Year	Mon - Sat	07.00 - 18.00	No
Shiphay Avenue	Torquay	Shiphay Lane to Marlton Road	All Year	Mon - Sat	07.00 - 18.00	No
Shiphay Lane	Torquay	Newton Road - Shiphay Avenue	All Year	Mon - Sat	07.00 - 18.00	No
St Marychurch Road	Torquay	Fore Street to Manor Road	All Year	Mon - Sat	07.00 - 18.00	No
St Marychurch Road	Torquay	Teignmouth Road to Fore Street	All Year	Mon - Fri	08.00 - 09.00	No
Swedwell Road	Torquay	Padacre Road to Barchington Avenue	All Year	Mon - Friday	08.00 - 18.00	No
Teignmouth Road	Torquay	Boundary to Moor Lane	July & Aug	Mon - Sat	07.00 - 18.00	Yes
Teignmouth Road	Torquay	Moor Lane to Fore Street	July & Aug	Mon - Sat	07.00 - 18.00	Yes
Teignmouth Road	Torquay	Moor Lane to Fore Street	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Teignmouth Road	Torquay	Fore Street to Park Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Teignmouth Road	Torquay	Hartop Road to Lymington Road	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
The Kings Drive	Torquay	Avenue Road to Torbay Road	All Year	Mon - Sat	08.00 - 18.00	Yes
The Strand	Torquay	Fleet Street to Torwood Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Tor Church Road	Torquay	Lucius Street to Tor Hill Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Tor Hill Road	Torquay	Abbey Road to Union Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Torbay Road	Torquay	Cary Parade to Belgrave Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Torbay Road	Torquay	Belgrave Road to Cary Parade	All Year	Mon - Sat	07.00 - 18.00	Yes
Torbay Road	Torquay	Belgrave Road to Rathmore Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Torbay Road	Torquay	Rathmore Road to Belgrave Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Torbay Road	Torquay	Rathmore Road to Torquay Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Torwood Street	Torquay	The Strand to Babbacombe Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Union Street	Torquay	Castle Circus to Market Street	All Year	Mon - Sun	07.00 - 18.00	Yes
Union Street	Torquay	Trematon Avenue to Laburnum Row	All Year	Mon - Sat	09.00 - 18.00	Yes
Union Street	Torquay	Tor Hill Road to Trematon Avenue	All Year	Mon - Sat	07.00 - 18.00	Yes
Union Street	Torquay	Market Street to Pimlico	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Upper Cockington Lane	Torquay	Hawkins Avenue to Marlton Road	All Year	Mon - Sat	07.00 - 18.00	No

Upton Road	Torquay	Newton Road to Lymington Road	All Year	Mon - Sat	07.00 - 19.00	Yes
Victoria Parade - Beacon Hill	Torquay	The Strand to Parkhill Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Victoria Road	Torquay	Hatfield Road to Ellacombe Church Road	All Year	Mon - Fri	08.00 - 18.00	No
Walnut Road	Torquay	Avenue Road to Rousdown Road	All Year	Mon - Sat	07.00 - 18.00	No
Warbro Road	Torquay	Manor Road to Reddenhill Road	All Year	Match days only	09.00 - 22.00	Yes
Westhill Road	Torquay	Teignmouth Road to St Marychurch Road	All Year	Mon - Sat	07.00 - 18.00	No
Borough Road	Paignton	Totnes Road to Brixham Road	All Year	Mon - Fri	07.00 - 18.00	No
Brixham Road	Paignton	Totnes Road to Dartmouth Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Cecil Road	Paignton	Colley End Road to Torquay Road	All Year	Mon - Sat	07.00 - 18.00	No
Cherry Brook Drive	Paignton	Dartmouth Road to Hookhills Drive	All Year	Mon - Fri	07.00 - 09.00 & 16.00 - 18.00	No
Colley End Road	Paignton	Marldon Road to Cecil Road	All Year	Mon - Sat	07.00 - 18.00	No
Dartmouth Road	Paignton	Totnes Road to Brixham Road	All Year	Mon - Sat	07.00 - 19.00	Yes
Dartmouth Road	Paignton	Cliff Park Road Dual Carriageway	All Year	Mon - Sat	07.00 - 18.00	Yes
Dartmouth Road	Paignton	Cherry Brook Driver Dual Carriageway	All Year	Mon - Sat	07.00 - 18.00	Yes
Dartmouth Road	Paignton	Goodrington Road to Gibson Road	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Marine Drive to Sands Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Dartmouth Road	Paignton	Marine Drive to Sands Road	All Year	Mon - Sat	08.00 - 10.00 & 16.00 - 18.00	Yes
Dartmouth Road	Paignton	Marine Drive to Sands Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Dartmouth Road	Paignton	Esplanade Road to Pier	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Dartmouth Road	Paignton	Seaway Road to Paris Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Dartmouth Road	Paignton	Davies Avenue to Hookhills Road	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Brixham Road to Davies Avenue	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Grange Road to Roselands Drive	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Grange Heights to Goodrington Road	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Victoria Street to Dartmouth Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Dartmouth Road	Paignton	Hunters Tor Drive to Gibson Road	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Brixham Road to Hookhills Road	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Torquay Road to Victoria Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Dartmouth Road	Paignton	Brixham Road to Marldon Way	All Year	Mon - Sat	08.00 - 18.00	Yes
Dartmouth Road	Paignton	Brixham Road to Woodview Road	All Year	Mon - Fri	07.00 - 18.00	No
Dartmouth Road	Paignton	Seaway Road to Esplanade Road	All Year	Mon - Sat	08.00 - 10.00 & 16.00 - 18.00	Yes
Dartmouth Road	Paignton	Seaway Road to Esplanade Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes

Marldon Road	Paignton	Colley End Road to Barton Avenue	All Year	Mon - Sat	07.00 - 18.00	No
Marldon Road	Paignton	Boundary to Maidenway Road	All Year	Mon - Fri	07.00 - 09.00 & 16.00 - 18.00	No
Paris Road	Paignton	Eugene Road to Torquay Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Roselands Drive	Paignton	Grange Heights to Roselands Drive	All Year	Mon - Fri	07.00 - 18.00	No
Roselands Drive	Paignton	Brixham Road to Roselands Drive	All Year	Mon - Fri	07.00 - 18.00	No
Roundham Road	Paignton	Whitstone Road to Dartmouth Road	All Year	Mon - Sat	08.00 - 10.00 & 16.00 - 18.00	Yes
Roundham Road	Paignton	Whitston Road to Dartmouth Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Roundham Road	Paignton	Sands Road to Cliff Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Sands Road	Paignton	Esplanade Road to Whitstone Road	All Year	Mon - Sat	08.00 - 10.00 & 16.00 - 18.00	Yes
Sands Road	Paignton	Esplanade Road to Whitstone Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Seaway Road	Paignton	Torquay Road to Paris Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Seaway Road	Paignton	Eugene Road to Marine Drive	All Year	Mon - Sat	08.00 - 10.00 & 16.00 - 18.00	Yes
Seaway Road	Paignton	Eugene Road to Marine Drive	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Station Lane	Paignton	Dartmouth Road to Great Western Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Tanners Road	Paignton	Dartmouth Road to Car Park	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Torquay Road	Paignton	Totnes Road to Torbay Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Totnes Road	Paignton	Borough Road to Torquay Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Totnes Road	Paignton	Borough Road to Boundary	All Year	Mon - Sat	07.00 - 09.00 & 16.00 - 18.00	No
Totnes Road	Paignton	Borough Road to Boundary	July & August	Mon - Sun	09.00 - 18.00	Yes
Victoria Street	Paignton	Hyde Road to Great Western Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Waterleat Road	Paignton	Kings Ash Road to Totnes Road	All Year	Mon - Fri	08.00 - 09.00 & 15.00 - 16.00	No
Whitstone Road	Paignton	Sands Road to Roundham Road	All Year	Mon - Sat	08.00 - 10.00 & 16.00 - 18.00	Yes
Whitstone Road	Paignton	Sands Road to Roundham Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Bank Lane	Brixham	Middle Street to Market Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Bolton Street	Brixham	Fore Street to Greenover Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Brixham Road	Brixham	Dartmouth Road to New Road	All Year	Mon - Sun	07.00 - 18.00	Yes
Burton Street	Brixham	Bolton Street to Greenover Road	All Year	Mon - Fri	08.00 - 10.00 & 15.00 - 19.00	No
Dartmouth Road	Brixham	Brixham Road to Brixham Road	All Year	Mon - Sat	07.00 - 18.00	Yes
Fore Street	Brixham	The Strand to Bolton Street	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Greenover Road	Brixham	Burton Street to Monksbridge Road	All Year	Mon - Fri	08.00 - 10.00 & 15.00 - 19.00	No
King Street	Brixham	Fore Street to Ranscombe Road	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Market Street	Brixham	New Road to Middle Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Middle Street	Brixham	Market Street to Bank Lane	All Year	Mon - Sat	07.00 - 18.00	Yes
Middle Street	Brixham	Market Street to The Strand	July & Aug	Mon - Sun	09.00 - 18.00	Yes
Moksbridge Road	Brixham	Greenover Road to New Road	All Year	Mon - Fri	08.00 - 10.00 & 15.00 - 19.00	No

New Road	Brixham	Brixham Road to Bolton Street	All Year	Mon - Sat	07.00 - 18.00	Yes
Overgang	Brixham	The Quay to Blackball Lane	July & Aug	Mon - Sun	09.00 - 18.00	Yes
The Quay	Brixham	Middle Street to Overgang	July & Aug	Mon - Sun	09.00 - 18.00	Yes
The Strand	Brixham	Middle Street to Fore Street	July & Aug	Mon - Sun	09.00 - 18.00	Yes



Meeting: Transport Working Party

Date: 23rd January 2014

Wards Affected: Ellacombe

Report Title: Queen Street, Torquay – Residents Parking

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 received from residents of Queen Street, Torquay requesting the introduction of residents parking.

2. Proposed Decision

2.1 It is recommended that members approve the proposals outlined under option 6.2 in this Issues Paper to create an area of residents parking and to advertise the proposed amendments to the existing Traffic Regulation Orders.

3. Action Needed

3.1 That the proposals outlined under option 6.2 in this Issues Paper for the implementation of amendments to the existing Traffic Regulation Orders are advertised and implemented should no objections be forthcoming. Any objections will be referred to a forthcoming meeting of the Transport Working Party.

4. Summary

4.1 After the initial request, the residents were asked to undertake a consultation exercise to gauge the support of the community. This has now been carried out with a favourable response.

4.2 It should be noted that there is currently no budget for these works and therefore residents would have to pay an increased fee of £80 for the first three years to cover the capital costs of implementing the scheme, before the permit fee would reduce to the current figure of £30 per year.

Supporting Information

5. Position

- 5.1 This report is in response to ongoing correspondence received from residents of Queens Street, Torquay, requesting the provision of an on-street residents parking scheme.
- 5.2 After the initial request, the residents were asked to undertake a consultation exercise to gauge the support of the community, given that as there is no available funding in the current budget, residents requiring a permit would have to purchase one at a cost of £80 per year for the first three years in order to fund the implementation of the scheme.
- 5.3** This exercise has now been undertaken and the results are as attached in **Appendix 1**.
- 5.4 A total of 70 properties were identified and 48 replies were noted, a response rate of 69%, of which 15 were vehicle owners and 33 were not. Of those who replied, 100% of the car owners and 85% of the non-car owners were in favour, an average of 90%
- 5.5 The response rate of 69%, with 90% of those replying in favour, is greater than the figures of 40% and 50% specified in the Parking Policy for the introduction of Controlled Parking Zones.
- 5.6 Highways agree that these changes, if funded by the residents, would be appropriate and this report is to gain the support of members for the introduction of residents parking in Queens Street as detailed below and any objections to be referred to a future meeting of the Transport Working Party.
- Introduce a section of residents parking on Queens Street.

Create residents only parking bays, as shown in **Appendix 2**. These bays, for which a permit will have to be paid for, will be available for use by the properties in Controlled Zone D.
- 5.7 It should be noted that whilst the available kerb length for parking is 90m, there are two access lines covering an entrance and garage respectively, along with three disabled bays. Therefore the number of parking spaces which can be implemented will be reduced; highways have written to local residents to ensure that the disabled bays are still required and if not, will have them removed to create additional on-street parking.
- 5.8 Once implemented Queens Street will become part of Controlled Zone D, allowing permit holders to park within other areas of the zone including Braddons Hill Road East.

6. Possibilities and Options

- 6.1 The Working Party are requested to consider whether they wish to support the

proposed amendments to traffic regulation orders in the area as detailed above in 5.6

6.2 Advertise and implement, should no objections be forthcoming, the proposed implementation of the Traffic Regulation Order, as per 5.6 above. 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 has been undertaken by the residents themselves and the feedback received for the introduction of residents parking, at a cost of £80 per year for the first three years, has been favourable. Copies of the consultation documentation are attached as Appendix 1.

9. Risks

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

Appendices:

Appendix 1 - Copies of the consultation documentation.

Appendix 2 - Shows the proposals to implement the new Traffic Regulation Order.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

None

Agenda Item 8

Appendix 1

House Number.	Residents Name.	Q1	Q2	Q3	Q4	Signature	Date
		N	Y	N	N		11/11/13
		N	Y	Y	N		11/11/13
		N	Y	Y	N		11/11/13
		N	Y	Y	N		11/11/13
		Y	Y	Y	N		11/11/13
		N	Y	Y	N		11/11/13
		N	Y	Y	N		26/11/13
		Y	Y	Y	N		11/11/13
		N	Y	Y	N		8/11/13
		N	Y	Y	N		9/11/13
		Y	Y	Y	N		9/12/13
		N	Y	Y	N		11/11/13
		Y	Y	Y	N		11/11/13

A Yes (Y) or No (N) answer is required for each question and your name and signature to complete this survey.

Q1. Do you own a car.

Q2. Do you wish to participate in this survey.

Q3. Are you in favour of such a scheme and willing to pay £80 per year for a residents permit.

Q4. Are you against such a scheme.

House Number.	Residents Name.	Q1	Q2	Q3	Q4	Signature	Date
		Y	Y	Y	N		12.11.13 *
		N	Y	Y	N		7/11/13
		N	Y	Y	N		11/11/13
		N	Y	Y	N		17/11/13 *
		N	Y	Y	N		23/11/13 *
		N	Y	N	N		9/12/13
		N	Y	N	N		15/1/13
		Y	Y	Y	N		4/1/13
		N	Y	Y	N		23/1/13
		YES	YES	YES	NO		1.11.13
		Y	Y	Y	N		2.11.13
		N	Y	Y	N		24/11/13
		Y	Y	Y	N		17/11/13
		Y	Y	Y	N		4.11.13
		N	Y	Y	N		12/1/13
		N	Y	Y	N		18/11/13 *
		N	Y	Y	N		14/1/13
		N	Y	N	N		11/11/13 *

A Yes (Y) or No (N) answer is required for each question and your name and signature to complete this survey.

Q1. Do you own a car.

Q2. Do you wish to participate in this survey.

Q3. Are you in favour of such a scheme and willing to pay £80 per year for a residents permit.

Q4. Are you against such a scheme.

House Number.	Residents Name.	Q1	Q2	Q3	Q4	Signature	Date
		N	Y ^N	Y/N	Y ^N Yes cast		10.11.13
		N	N	N/A	No car in the base		10.11.13
		N	Y	Yes	NO		10.11.13
		N	Y	Y	N		10/12/13
		N	Y	Y	N		9/12/13
		Y	Y	Y	N		5.11.13
		N	Y	Y	N		10/12/13
		Y	Y	Y	N		9/12/13
		N	Y	Y	N		9/12/13
		Yes	Yes	Yes	No.		10.11.13
		N	Y	Y	N		10/12/13
		N	Y	Y	N		10/12/13
		N	Y	Y	N		12/12/13
		N	Y	Y	N		11/11/13
		N	Y	Y	N		11/12/13

Work
rights

Empty

moving
in.

A Yes (Y) or No (N) answer is required for each question and your name and signature to complete this survey.

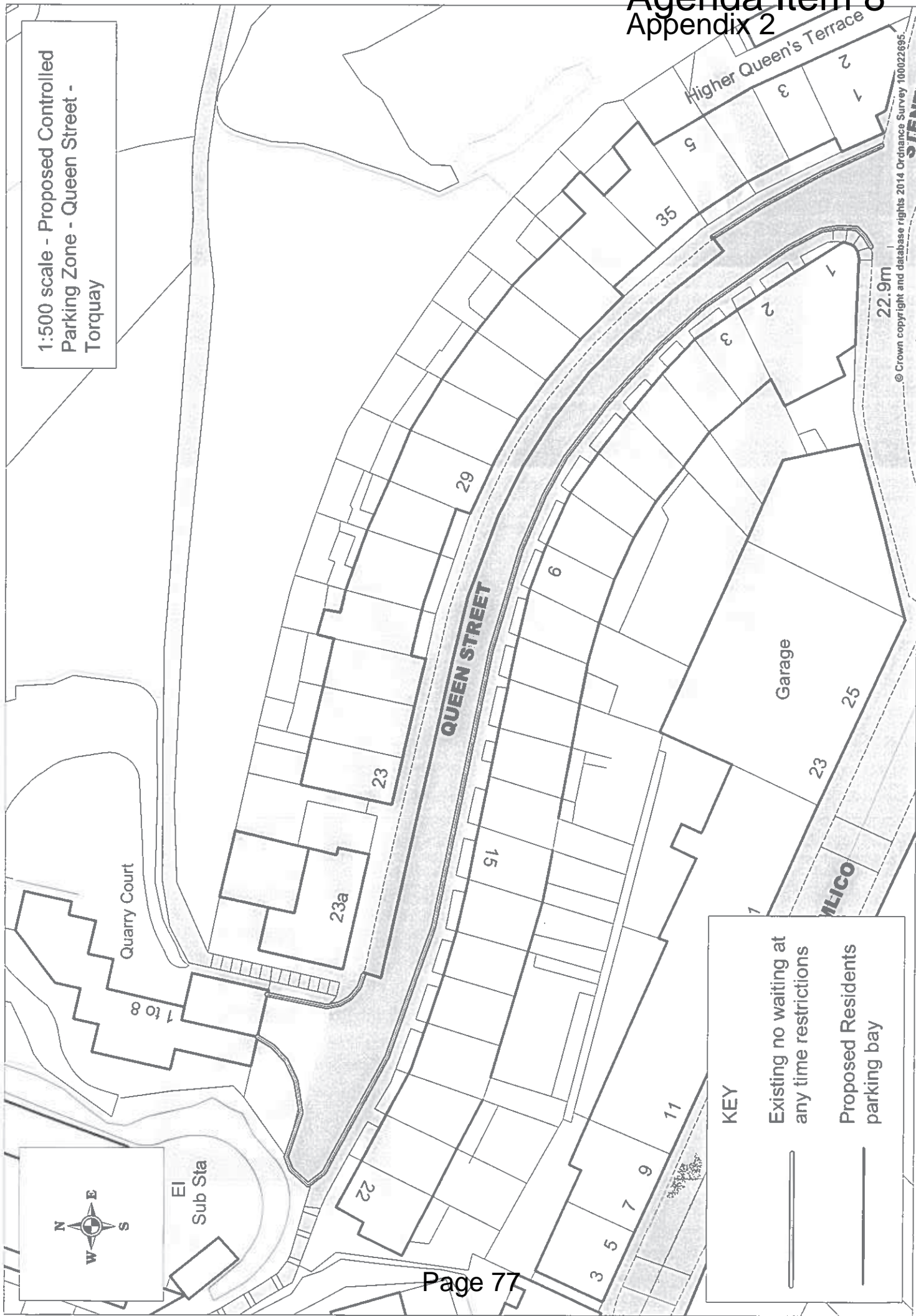
Q1. Do you own a car.

Q2. Do you wish to participate in this survey.

Q3. Are you in favour of such a scheme and willing to pay £80 per year for a residents permit.

Q4. Are you against such a scheme.

1:500 scale - Proposed Controlled
Parking Zone - Queen Street -
Torquay



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Agenda Item 9



Meeting: Transport Working Party

Date: 23 January 2014

Wards Affected: All Wards

Report Title: Smarter Choices and Sustainable Travel

Executive Lead Contact Details: Ray Hill (Executive Lead for Highways, Transport and Environment)

Supporting Officer Contact Details: Adam Luscombe (Transport Planner)

1. Introduction

- 1.1 This report concerns the Local Sustainable Transport Fund (LSTF) and Smarter Choices initiatives which are primarily there to encourage travel by sustainable means.
- 1.2 The purpose is to inform members of the current Government policy and how the ministers are proposing to view the Strategic Economic Plans.
- 1.3 Baroness Susan Kramer (Transport Minister) has stated an expectation for a variety of sustainable travel proposals in schemes and projects, this would include both hard and soft measures.
- 1.4 These measures can include new or improved pedestrian, cycle, and public transport connections, as well as behavioural change initiatives (allowing the user to make 'smarter choices') such as travel planning, incorporated into, developed alongside or carried out independently of highway schemes.
- 1.5 The Government has recently announced an additional LSTF opportunity and is encouraging local authorities and local enterprise partnerships (LEP) to strongly consider sustainable travel opportunities to enable economic growth.

2. General

- 2.1 Under the current round of LSTF the Authority is implementing a new ferry service, improved bus service connection, cycleway, supporting workhubs and, alongside these projects, working with a travel planner and using marketing to support sustainable travel amongst residents and commuters in particular.

- 2.2 At a recent conference Baroness Kramer said she would be looking at the LEP's Strategic Economic Plans (SEP) to ensure there was commitment to spend on sustainable transport schemes.
- 2.3 In December the Department for Transport announced £78.5million funding for 2015/2016 as a further round of LSTF revenue funding. This will support capital investment by the LEP and will be a competitive process. All applications will need the support of the LEP. This further emphasises the need for the LEP and local authorities to support sustainable travel initiatives.
- 2.4 Other Authorities that have made investment through LSTF have developed travel planning websites, improved walking and cycling environments, provided education on travelling by sustainable modes, enhanced bus networks and upgraded bus and rail station infrastructure.
- 2.5 The Authority will need to prepare a bid for this funding opportunity that promotes sustainable travel and focuses on economic gain whether that be through reduced journey times, ease of access to employment and education, improved health or a combination of these and other factors.
- 2.6 It is apparent from the guidance for the LSTF and the speech given by Baroness Kramer at the recent conference that sustainable travel initiatives should be given high priority. This funding represents a rare opportunity for revenue and although it is intended to support a capital element this is not essentially as long as it demonstrates benefits and is in accordance with the SEP.
- 2.7 Suggested that increased choices is much better than demand management techniques, whereby walking, cycling and public transport are genuine alternatives and are not at a disadvantage to the car. This does not require any changes to the highway network that would adversely affect the car and it can be included as a choice but that other options are available.
- 2.8 Where pedestrian and cycle enhancements have been focused on place rather than simply the delivery of infrastructure, they have been most successful.

3 Consultation

- 3.1 The DfT are strongly supporting investment in sustainable travel, particularly revenue based promotion and behavioural change initiatives. However it should be aligned with the LEP's SEP and any capital investments sought from the Single Local Growth Fund.

Business Unit: Strategic Transportation, Spatial Planning
Service Manager: Sally Farley

No Appendices, Additional Documents or Background Papers available