Wednesday, 19 March 2014

TRANSPORT WORKING PARTY

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

Thursday, 27 March 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

Councillor Addis
Councillor Amil
Councillor Brooksbank
Councillor Cowell
Councillor Doggett
Councillor Hill
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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TRANSPORT WORKING PARTY
AGENDA

1. **Apologies for absence**

2. **Minutes of last meeting** (Pages 1 - 8)

3. **Hele Air Quality Management Plan**

4. **Tweenaway Cross, Paignton Proposed Parking Restrictions** (Pages 9 - 45)

5. **Newton Road Pay & Display Review - Six month review - DEFERRED FROM LAST MEETING** (Pages 46 - 47)

6. **Proposed Relaxation of Parking Restrictions - Torbay (various roads)** (Pages 48 - 98)

7. **LSTF Update (Verbal)**

8. **Transport Asset Management Plan** (Pages 99 - 151)

9. **Roundhill Road, Torquay - Provision of loading Bay** (Pages 152 - 154)

10. **Hayes Road, Paignton - Parking Restrictions** (Pages 155 - 158)

11. **Any Other Business**

12. **Date of Next Meeting**
10th July 2014, 4.00pm, Meadfoot Room, Town Hall.

Minutes of the Transport Working Party

23 January 2014

-: Present :-

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

(Also in attendance: Sue Cheriton, Councillor Bobbie Davies, Councillor Robert Excell, Ian Jones, Adam Luscombe, Heidi McBride, Councillor Cindy Stocks, Councillor David Thomas and Councillor John Thomas)

Councillor Hill asked if anyone had any conflict of interest in respect of the agenda items.

Councillor Hill declared he has an interest in agenda item 4 Preston Down Road/Occombe Farm – Parking Restrictions as he is a Trustee of Torbay Coast and Countryside Trust.

Councillor Hill declared he has an interest in agenda item 8 Queen Street and will relinquish the chair for this item to Councillor Addis.

147. Apologies for absence

Patrick Carney – represented by Ian Jones
Councillor Amil – represented by Councillor Hytche
Sally Farley – represented by Adam Luscombe

148. Minutes from last meeting 12th December 2013

Agreed as a true and accurate record.

Proposed by: Cllr Cowell
Seconded by: Cllr Addis

In favour: All
Against:
Abstention:

149. Newton Road Pay & Display Review - Six month review - DEFERRED

Ian Jones advised the Officer who was due to present this report was not available due to illness and as a result the report has been deferred to bring to the Transport Working Party at a later date.

150. Preston Down Road/Occombe Farm - Parking Restrictions - verbal update Ian Jones

Ian Jones advised that the report for Preston Down Road/Occombe Farm – Parking Restrictions is to be withdrawn as the report has been produced based on the Torbay Coast and Countryside Trust's proposition to fund the parking restrictions which has since been revoked.

Ian Jones advised that the Torbay Coast and Countryside Trust are intending to implement pay and display parking charges within Occombe Road and as a result this could lead to displacement of vehicles. There are concerns regarding road safety and this will be monitored and if necessary brought back to the Transport Working Party in the future if further action is required.

151. Tweenaway Cross, Paignton - Proposed Parking Restrictions

Ian Jones presented the report for the proposed parking restrictions for Tweenaway Cross, Paignton. Ian Jones advised that an option has been offered to the residents in order to assist with parking in the area, by using the former tile shop site as a residents parking area.

Ian Jones advised residents were written to in July 2013 in consultation with Ward Councillors and again in October 2013 advising of the parking restriction proposals and copies of the eleven objections received are detailed in the report, which mainly focus on the loss of parking to the frontage of properties.

Ian Jones recommended that the Transport Working Party implement the parking restrictions and transfer the former tile shop site to the Torbay Development Agency.

Andrew Hooper addressed the Transport Working Party advising he does not think the traffic light system is working correctly and does not see the need for double yellow lines to be installed at this location as believes further investigation needs to be undertaken in the first instance to identify all of the issues in the area prior to making any changes.

Caroline Sharrock addressed the Transport Working Party advising she also believes the traffic light system is not working correctly and considers the congestion in the area is being caused by a build up of traffic from Waterleat. Caroline Sharrock went on to say she was conducting an independent survey with local residents regarding this issue but has yet to complete it due to personal circumstances.

Councillor David Thomas advised that due to a flaw in the administration process the residents were not aware this item was being discussed at the Transport Working Party today and therefore the residents are not prepared and requested for the administration process to be reviewed. Councillor David Thomas went on to say he recommends not to implement the parking proposals until further evidence has been gained as to what other contributing factors are causing the congestion.

Ian Jones advised the report does state in point 9.3 that the parked vehicles in the section of Kings Ash Road is only one of the contributing factors to the traffic queuing and other factors were detailed in full in the report that was brought to the Transport Working Party on the 6th June 2013. Ian Jones advised that residents were advised of the date of the Community Partnership meeting in the July letter in order that the issue could be raised with them in they wished.

Councillor David Thomas advised that the Community Partnerships have never been formally invited to comment on any proposals to implement double yellow lines in the Bay.

Councillor John Thomas advised he agrees with Councillor David Thomas and believes the process to advise the residents of the proposals has been flawed by administration.

Ian Jones advised that Officers do not as a rule write to objectors to advise their objections are being considered at the Transport Working Party although if they are aware of individuals who wish to attend they would be contacted. It was confirmed that Officers wrote to Ward Councillors 10 days ago to advise this would be on the agenda for today. Ian Jones went on to say the Community Partnership would usually send any representations to officers if issues had been raised, however no such representations had been issued on this subject.

Councillor Doggett advised that repairs to the rear lane access to this area was detailed in a report in 2011 and wanted to know why this has not happened.

Ian Jones advised the repairs were completed but believes there was a higher level of expectation for the repairs that were going to be carried out on this private road than can be reasonably delivered.

Councillor Brooksbank agreed that the pot holes on the rear access lane are bad and appreciates it is a private road but wondered if further repairs can be made. It was requested if the lane could be fully surfaced.

Ian Jones advised that the level of work that would be required to bring the lane to a fully surfaced condition is considerable in terms of cost and that there would be issues with spending significant funds on repairing a private road when there is not enough funding to surface some roads on the public highway. Ian Jones advised that the Council could go back as a one off to undertake small repairs of the rear access road but that would need to be agreed by the budget holder.

Councillor Pountney advised there appears to be a lack of understanding and would like to see some firm evidence of the issues being encountered in this area before making any recommendation.

Ian Jones reminded Members that their recommendation in June 2013 was based on the evidence of the report presented at that time and questioned the type of evidence that was now being requested.

Councillor Cowell advised he shares the concerns raised by his colleagues and of the Ward Councillors and suggested that better signage could be an option to alleviate the problem with the queuing traffic along with reviewing the sequence of the traffic lights. Councillor Cowell went on to say that he does not feel equipped today to make a recommendation and will not support the Officers recommendation, but requested that further options be brought to the next meeting.

Councillor Addis advised he agrees with the points Councillor Cowell raised.

Recommendation

This item has been deferred until all evidence has been re-evaluated and all issues identified and considered with view to bringing back to the Transport Working Party at a later date.

Proposed by: Cllr Cowell
Seconded by: Cllr Doggett

In favour: 5
Against:
Abstention: 1

Councillor David Thomas and Councillor John Thomas left the meeting.

152. Babbacombe Downs Road, Torquay - Creation of Bus Stand and additional on-street parking spaces

Ian Jones presented the Babbacombe Downs Road, Torquay report and advised this report had been produced following a request received from the English Riviera Sight Seeing Tour Bus for the creation of a bus stand facility in Babbacombe Downs Road.

Ian Jones advised that the space opposite Babbacombe Theatre has been identified as a potential area for the bus stand which would operate on a timed basis. Ian Jones advised that if the bus stand is situated in this position there will be a loss of some vehicle parking which could be replaced opposite The Old Coach House public house.

Councillor Addis advised that he supports this proposal.

Councillor Cowell advised that he supports the proposal in principle but wanted to know if the operators are contributing to the costs associated with the project.

Ian Jones advised that the funding for the project is being obtained from the Transport Capital budget and is not aware if the operators have been asked to make a contribution.

Recommendation

Advertise the new restrictions, write to all businesses to advise of the proposals and request for a contribution of costs from the operator. The restrictions to be implemented if no objections are received.

Proposed by: Cllr Cowell
Seconded by: Cllr Doggett

In favour: All
Against:
Abstention:

153. Torbay Council Traffic Sensitive Streets Policy

Ian Jones presented the Torbay Council Traffic Sensitive Streets Policy and advised this document has been produced as the current policy was produced in 1993 and is in need of updating.

Ian Jones advised the document details the process of managing street works in traffic sensitive streets and reported that since 1993 there have been changes to guidance and regulations as well as the road network and public transport. There is also concern that the current document could be challenged by utility companies and therefore this policy has been produced based on current guidance.

Councillor Doggett advised that he is in support of the new policy.

Recommendation

Adopt the new Torbay Council Traffic Sensitive Streets Policy.

Proposed by: Cllr Doggett
Seconded by: Cllr Pountney

In favour: All
Against:
Abstention:

154. Queen Street Torquay - Residents Parking

Councillor Hill relinquished the Chair to Councillor Addis for this item.

Ian Jones presented the Queen Street Torquay – Residents Parking report and advised that the report has been produced as the community has taken the initiative and requested to be included in the Controlled Parking Zone in the area.

Councillor Stocks addressed the Transport Working Party stating she fully supports the proposal and thanked Mr James, who is the resident who put this idea forward, for all of the work he undertook in bringing this to the Transport Working Party.

Mr James addressed the Transport Working Party thanking them for listening to him and expressed thanks to Patrick Carney and Councillor Stocks for meeting with him in order to progress the proposal. Mr James went on to say that out of the residents of Queen Street he surveyed, only one person voted against the proposal which was to do with the price of the permit - £80 for the first three years.

Ian Jones read out an email of support to extend the Controlled Parking Zone to include Queen Street from Councillor Parrott.

Councillor Cowell congratulated Mr James for all of his efforts he has put into bringing this proposal to the Transport Working Party.

Recommendation

Advertise and implement should no objections be forthcoming.

Proposed by: Cllr Cowell
Seconded by: Cllr Doggett

In favour: 5
Against:
Abstention: 1

155. Smarter Choices and Sustainable Transport

Adam Luscombe presented the Smarter Choices and Sustainable Transport report to the Transport Working Party for their information.

There were no questions raised or recommendations made.

156. LSTF Update (Verbal)

Adam Luscombe provided a verbal update in respect of the LSTF – Ferry Tender where he reported the new ferry operator has yet to sign the contract but it is hoped this will be achieved shortly.

Adam Luscombe went on to say that work is continuing with bus stops at Torquay Harbour and Brixham Harbour as well with the cycle lane in Shiphay.

157. Future Use of Camera Car - verbal update Councillor R Excell

Councillor Excell provided a verbal update in respect of the future use of the camera car where he reported that it was originally bought for road safety reasons and to act as a deterrent to the public. It has now been deemed by the Mayor due to cost implications and the fact the service is not breaking even, to remove the vehicle from service. This is going to be added to the Forward Plan for 28 days.

Councillor Excell advised that in order to replace the camera car, Civil Enforcement Officers (CEO) will be deployed in the vulnerable areas (schools).

Councillor Addis advised that the use of the camera car will not break even if it is not going to be used in the manner in which it was originally bought for.

Sue Cheriton advised that the camera car has been programmed with data of certain areas of the Bay, particularly outside schools and bus stops and is linked via satellite and can therefore determine if there is an obstruction in these vicinities. The use of the camera car was specifically to deal with these problem areas only.

Councillor Cowell advised he is concerned that the camera car is not being utilised and believed it would be better if the vehicle is deployed.

Sue Cheriton advised that educating the public on road safety is the key issue and is the intention. The Road Safety team will undertake a programme to educate parents and children alike.

Councillor Doggett advised he has concerns that there will not be enough resources available to undertake the training of the staff due to the budget reductions and inevitable cuts that will occur.

Councillor Brooksbank agreed with Councillor Doggett and also raised concerns that the CEO's being deployed in other areas will create a wider issue in the Bay as will not be enforcing their usual beats.

Sue Cheriton advised that as it stands at the moment the vehicle has temporarily been removed from service subject to a decision being made regarding its future by the Mayor after it has been on the Forward Plan for 28 days.

Councillor Cowell asked, if once the decision has been made will it be subject to calling in.

Sue Cheriton advised it would follow the normal call-in processes.

158. Future of Transport Working Party - verbal discussion

Councillor Hill advised that owing to the severe budget cuts to Residents and Visitor Services he has produced a briefing note regarding the future of the Transport Working Party and confirmed the Party is not a statutory body, it is advisory only.

Councillor Hill advised that the idea for future issues that would normally be brought to the Transport Working Party would be for Officers to contact Ward Councillors at the early stages who would take any issues forward to communities.

Councillor Hytche advised he is of the belief this would assist Councillors.

Sue Cheriton advised that the budget reductions will have an impact on her service and the preparation work required for the Transport Working Party uses a lot of resources which will not be available in the future. Sue Cheriton advised to tie up

significantly reduced Officer time to write reports etc for the Transport Working Party rather than undertake their statutory duties is not viable.

Councillor Addis advised that it is not just Ward Councillor business discussed at the Transport Working Party and believes the Party has far reaching impact across all parties and Wards.

Councillor Brooksbank advised he has concerns that the public will not have the opportunity to speak on transport issues in their areas.

Sue Cheriton asked if these issues could be dealt with as part of Councillors Surgeries and through Ward Partnerships. The majority of the Transport Working Party considered that this would not be an appropriate way forward.

Councillor Cowell advised that he believes there will be inconsistency in decision making for Ward Councillors.

Councillor Pountney advised that he agreed with Councillor Cowell and also concerned there would not be the opportunity to challenge proposals by other Members.

Councillor Cowell and Councillor Pountney advised they would like any replacement for the Transport Working Party to be a robust solution.

Councillor Doggett advised that he is not comfortable with the proposals to disband the Transport Working Party. Councillor Doggett suggested that perhaps the meetings could be held less frequently.

Sue Cheriton advised that on the understanding that resources will be taken from delivering statutory services, the Transport Working Party could meet less frequently.

Councillor Stocks advised that Officers should inform Ward Councillors when works are being undertaken in their Wards and this does not appear to be the case at present so cannot see this will be any better in the future.

Sue Cheriton proposed to change the meetings to occur less frequently and to review the impact this has on the service in due course and add other consultation solutions for the other periods.

Councillor Cowell agreed but also advised that Members need to start to consult via email and other channels.

159. Any Other Business

None.

160. Date of Next Meeting

Thursday 27th March 2014, 4pm (Meeting date changed from 6th March 2014).

Meeting: Transport Working Party **Date: 27th March 2014**

Wards Affected: Blatchcombe

Report Title: Tweenaway Cross, Paignton Proposed Parking Restrictions.

Executive Lead Contact Details: Sue Cheriton

Supporting Officer Contact Details: Ian Jones

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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 may be improved 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 at peak times.

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.

4.4 The results were originally presented to the Working Party at the meeting in January 2014, however members considered that further evidence of the requirement for restrictions was required and detailed of other options that may be considered.

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. It is recommended that Members refer to the information in that report when considering the issues in this report.

5.2 Whilst the report generally showed that the junction improvement had significantly improved traffic flow through the junction, some issues were identified by officers, which affected south bound traffic flows on Kings Ash Road. Officers advised that one contributing factor was the presence of some parked vehicles to the southern end of Kings Ash Road which block the left approach lane. Members were recommended to reconsider their previous decision from 2011 not to implement further parking restrictions in this area. Following consideration of the evidence presented, The Working Party 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 standard 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 12 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 for commercial use on a fixed term lease arrangement.

5.6 The above issues were presented to the working Party at their meeting on 23rd January 2014, however members requested that the item was deferred and presented again with further information regarding evidence of the need and possible options.

5.7 The issue of vehicles becoming obstructed on the approach lanes has a direct affect to the signal timings and the intelligent detection system that measures queue lengths. As stated in the report of June 2013, the parked vehicles are not the only issue causing queuing to tail back towards Kings Ash Hill, however from viewing peak time movements from the CCTV camera, occurrences of this can be seen during peak times and although it does not happen on every cycle during these times, it can affect the overall delay to traffic. A Plan attached as **Appendix 4** to this report outlines how increased queuing capacity improves the efficiency of the junction.

5.8 **Other Options for Consideration.**

a. The pedestrian crossing on Kings Ash Road near to the junction of Waterleat Road is another contributing factor. Members will be aware that Torbay Council is currently undertaking an application process for funding to improve the 'Western Corridor', which includes this section of Kings Ash Road. If the funding is successful then the crossing can be changed to a staggered crossing with a central splitter island, which can then operate with the flow of the junction.

In itself the crossing improvement will not solve all the issues but will provide some improvement to vehicle movement on Kings Ash Road.

b. A suggestion from the Working Party was that removal of the yellow box markings on the approach to the junction could increase vehicle stacking. The northerly box was placed to serve Borough Park Road and is necessary to enable residents to enter and exit their road in either direction safely. The southerly box markings serve the access to the rear lanes of properties in Kings Ash Road and Totnes Road. Whilst the lanes are in a poor condition it can be seen that vehicles do use this for parking and as such to remove this facility would impact on residents using this facility safely. The Box junction markings do not however adversely affect the operation of the detection loops.

c. The Working Party also raised to question as to whether any signing improvements were advantageous to advise drivers to use both approach lanes. This could be considered; however as parked vehicles currently obstruct the point where the lanes divide it is unlikely to be effective in isolation.

d. Members may consider whether restrictions could be introduced to a reduced length. The split of the lanes occurs around 25m from the existing

restrictions. It may be considered that the restrictions could be reduced to this length. If this is considered it would need further monitoring to see whether this was sufficient to give any significant improvement.

e. Members may consider a daytime only restriction i.e. 8 am to 6 pm. This would require another advert and further cost to the project and it is expected it will attract similar objections.

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 additional waiting restrictions are implemented to a reduced length of approximately 25m and monitored on a trial basis.

6.4 That additional waiting restrictions are advertised for reduced hours.

6.5 That the Former Tile Shop area is converted to a permit controlled off street parking arrangement.

6.6 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. The initial letter to residents, which was prepared in consultation with Ward Members outlined the recommendation of the Working Party from June 2013 and offered an opportunity to respond regarding the proposed permit parking area. A further letter was sent to residents to advise on the advertisement of the proposed parking restrictions.

8.2 On the recommendation of the Ward Councillors, the initial letter to residents advised of the date of the next available Community Partnership meeting and suggested that they may raise the issue if they wished. No feedback was received from the Community Partnership on this issue.

9. **Risks**

9.1 If the removal of the parking on the southbound approach is not supported then queuing prior to the junction will not improve at peak times in the short term and the detection systems may continue to be misled by lanes not being adequately filled.

9.3 If the former Tile Shop area is not given an alternative use then it will become a maintenance issue and may become unsightly.

9.4 As the presence of parked vehicles on the section of Kings Ash Road in question is only one contributing factor to the peak time 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.

Appendix 4 Junction Operation

Additional Information:

None

Documents available in Members' Rooms:

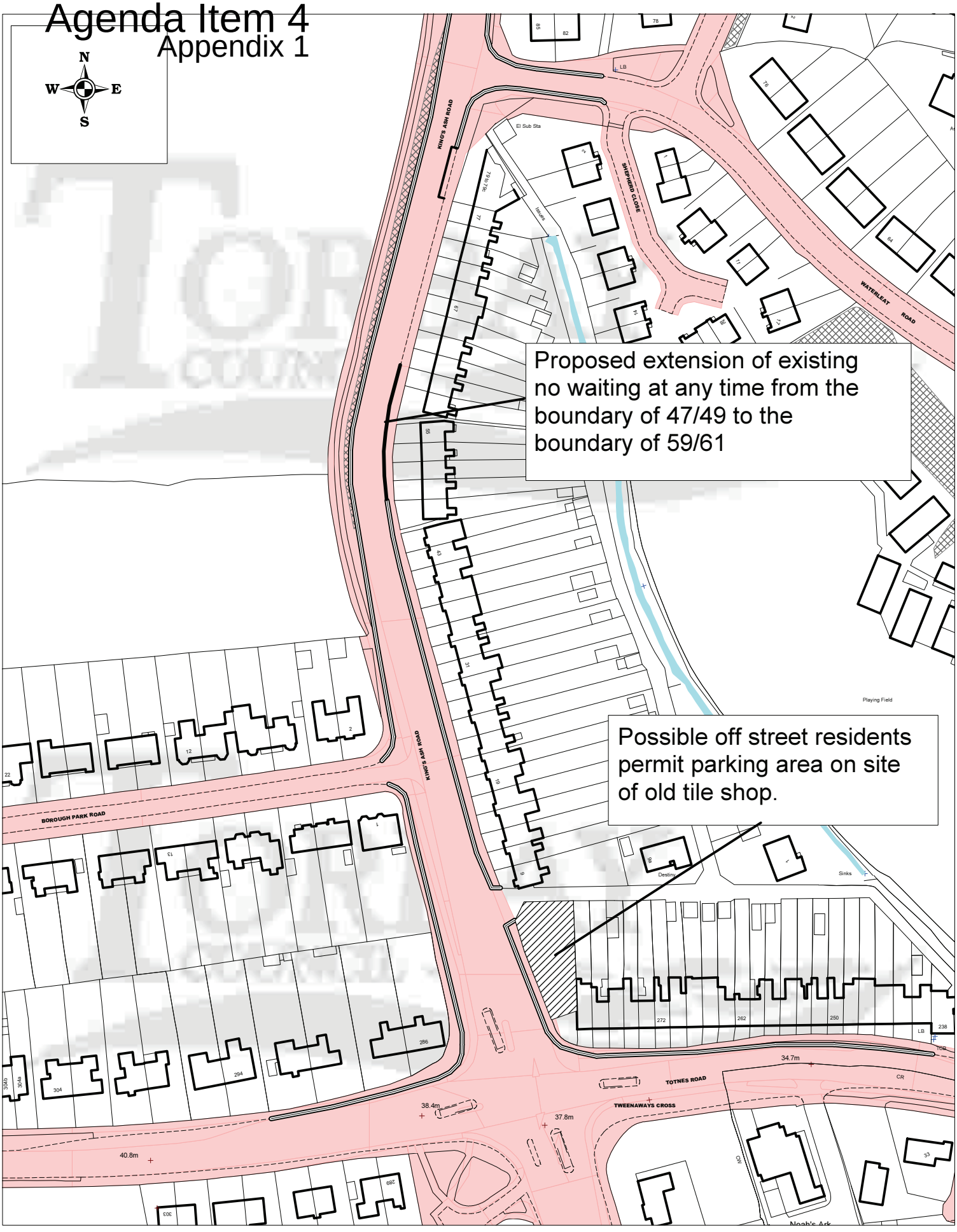
None

Background Papers:

Report to Transport Working Party June 2013.

Report to Transport working Party January 2014.

Agenda Item 4
Appendix 1



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

[redacted]

DEAR SIR

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

RECEIVED
NOV 2013

22nd Oct. 2013.

Dear Sir,

With regard to the proposed parking restrictons: 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 been 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

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 , its 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 done 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

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

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 shops 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 ... ... SO I NEED TO PARK OUTSIDE MY HOUSE WHICH WE KNOW WE CANT DO IF they EXTEND THE LINE THEY will be PARKED UP OUT END IF WE ARE GIVING THE OLD TILE SHOP ~~THAT~~ ~~PLAN~~ HOW DO WE KNOW WE WILL BE ABLE TO PARK IN THERE IN ~~BOUT~~ 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 ~~SP~~ SPEED ALONG THEY DO IT ALL THE TIME MY WORRY IS WITH THE CHILDREN THAT LIVE ALONG HERE WITH ALL THE TRAFFIC.

We object to double yellow lines being put on kings Ash Road for several reasons

The flow of traffic from the spar 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 assistence 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.

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 0ctober 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.

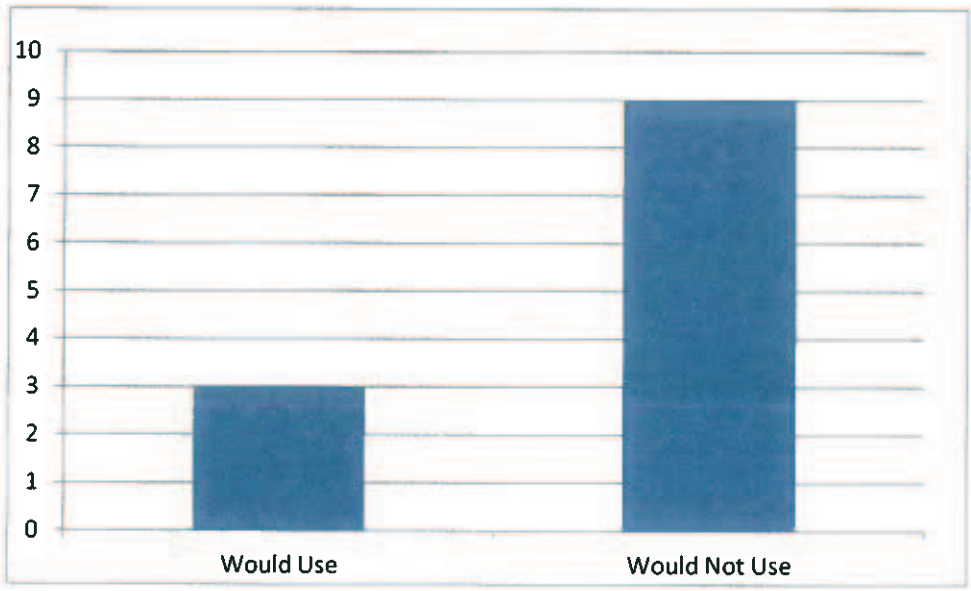
5 / Noise and dirt pollution from traffic

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

Yours sincerely

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 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 LOOSE THE PARKING SPACE IN KINGS ASH RD AS IT WILL CAUSE CONSIDERABLE INCONVENICE TO TO MOST OF US ALONG HERE

SORRY 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.

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> 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.

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

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> 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 bloke 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/*[redacted]** be interested in using this facility if the option was available.

*Please delete as appropriate

Name [redacted]

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 possiblity 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 lines [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/AGOST/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

25th 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 reseidents 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 , 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 wont 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 it's maintence. 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 doorsrep.

Having said all this we do appreciate that the council does need money and that it need 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 3TX

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 permiable 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 1 KINGS ASH ROAD
PAIGNTON
TQ3 3TY

Please add any additional comments below:

As my house is the only property in the area 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 [illegible] 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

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*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 FP
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 fair 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
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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 [redacted]/*would **not** be interested in using this facility if the option was available.

*Please delete as appropriate

Name [redacted]

Address [redacted] KINGSASH ROAD
PAIGNTON
DEVON TQ3 3TY

Please add any additional comments below:

[redacted]

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.

WOULD NOT

*Please delete as appropriate

Name _____

Address KINGS ASH RD

PAIGNTON TQ3 3TY

Please add any additional comments below:

I rent the top flat at
dart house 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 [illegible] 2013

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

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*Please delete as appropriate

Name

Address 10 KINGS ASH ROAD
TQ3 3TY

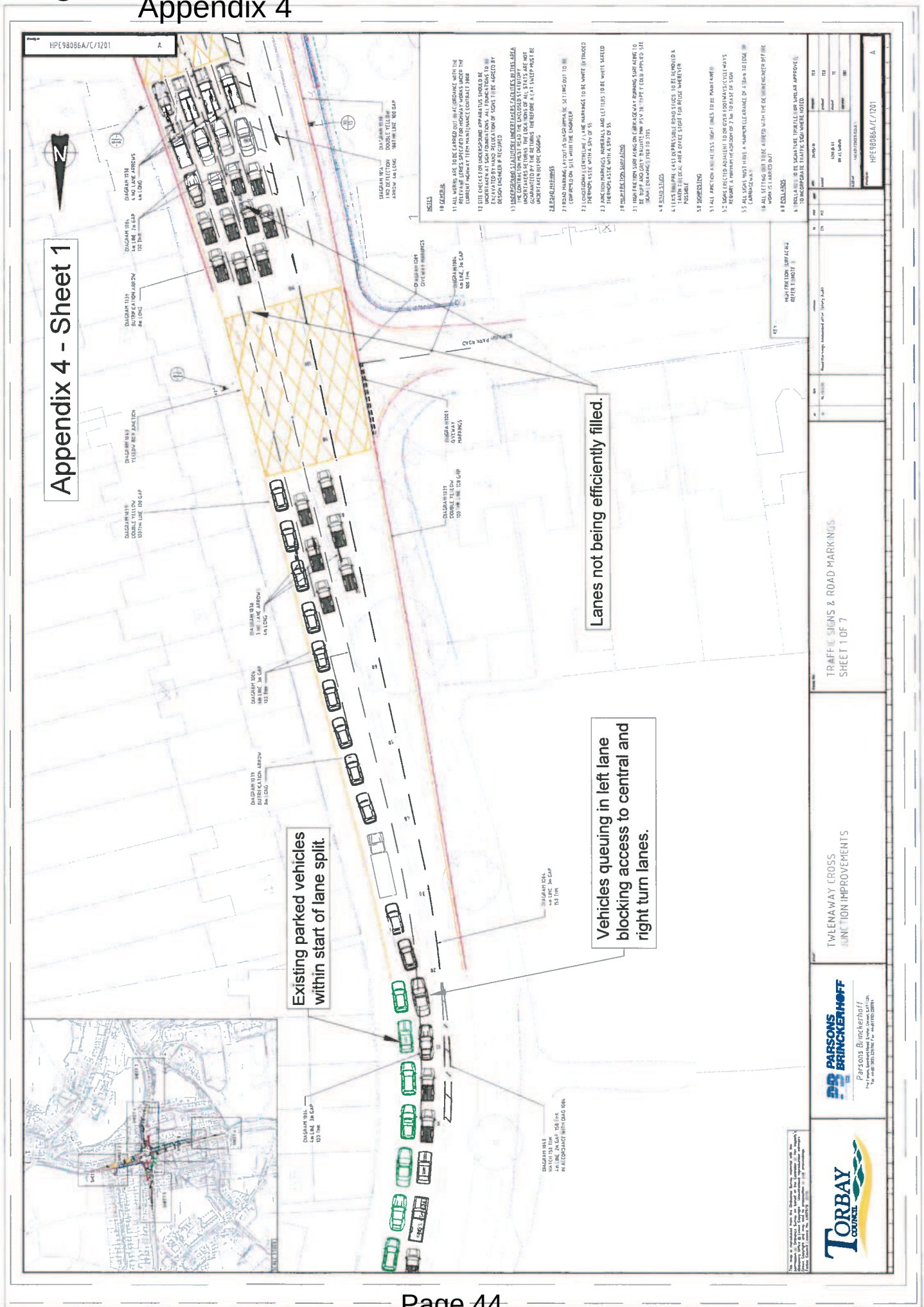
Please add any additional comments below:

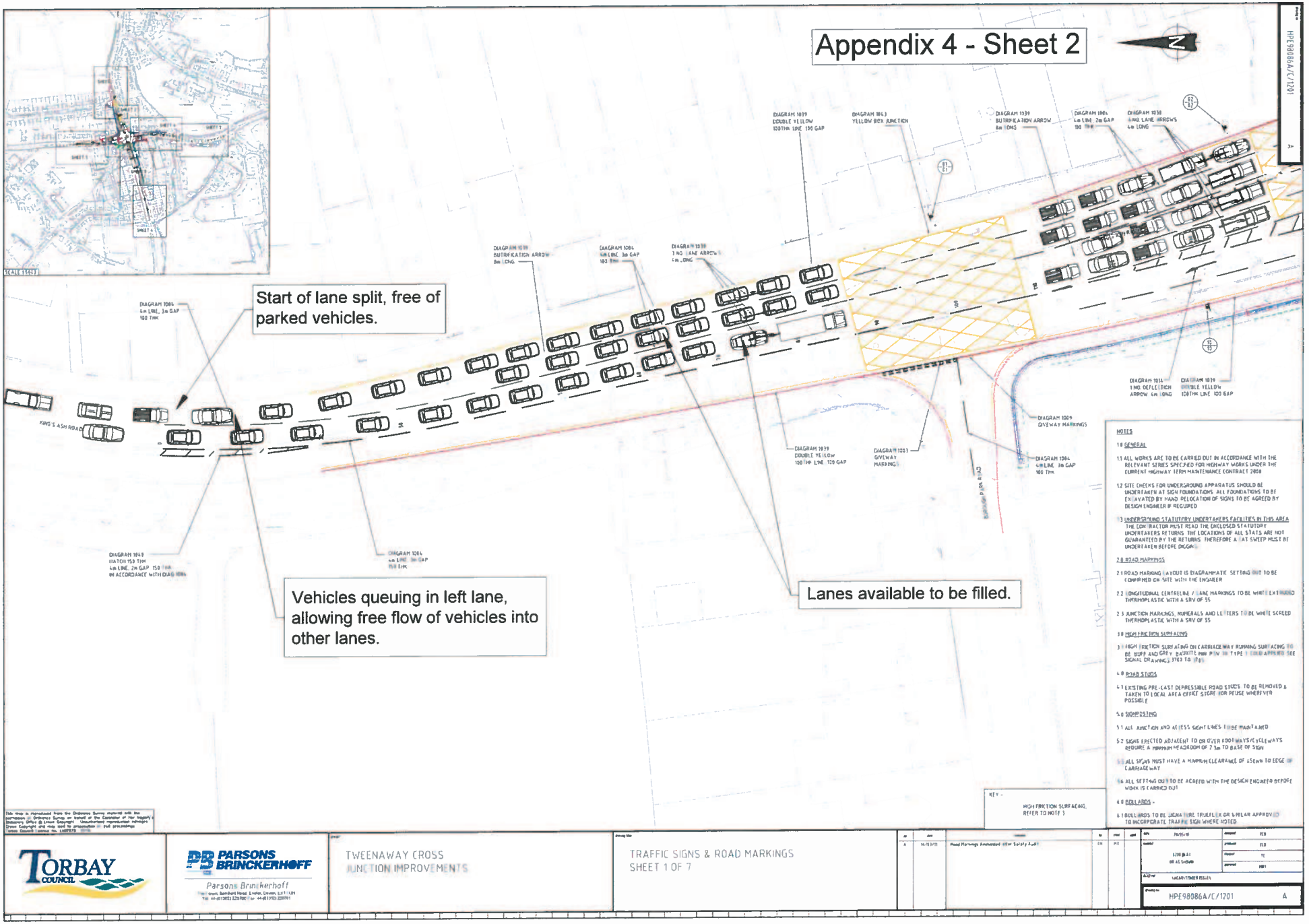
I do not feel that the traffic needs to be speeded up any further by removing parked cars.

Since the improvement work was completed we have noticed ~~any~~ increaced speed past our house, with vehicles racing eachother from the traffic lights at well over 30 m.p.h. 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 occuring again (oppersit 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


Appendix 4 - Sheet 1
Existing parked vehicles within start of lane split.
Vehicles queuing in left lane blocking access to central and right turn lanes.
Lanes not being efficiently filled.
TWLENAWAY CROSS
JUNCTION IMPROVEMENTS
TRAFFIC SIGNS & ROAD MARKINGS
SHEET 1 OF 7
HPE98086A/C/1201
TORBAY COUNCIL
PARSONS BRINCKERHOFF
Parsons Brinckerhoff


Appendix 4 - Sheet 2
Start of lane split, free of parked vehicles.
Vehicles queuing in left lane, allowing free flow of vehicles into other lanes.
Lanes available to be filled.
KING'S ASH ROAD
TORBAY COUNCIL
PARSONS BRINCKERHOFF
TWEENAWAY CROSS
JUNCTION IMPROVEMENTS
TRAFFIC SIGNS & ROAD MARKINGS
SHEET 1 OF 7
HPE98086A/C/1201
A

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

Meeting: Transport Working Party **Date: 27th March 2014**

Wards Affected: Various

Report Title: Proposed Relaxation of Parking Restrictions – Torbay (various roads)

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

Supporting Officer Contact Details: John Clewer, Senior Engineer

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1. Purpose

1.1 This report is in response to a request which The Mayor made last autumn, asking residents and businesses of Torbay to provide feedback to Highways with regard to areas of parking restrictions which they thought could be relaxed or removed entirely to make the bay more car friendly.

2. Proposed Decision

2.1 It is recommended that members approve the proposals outlined under option 6.2 in this Issues Paper to create areas of additional parking by relaxing a number of current parking restrictions and to advertise the proposed amendments to the existing Traffic Regulation Orders.

3. Action Needed

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

4. Summary

4.1 After the initial request by The Mayor, a press release was issued and the story was carried in the local press, asking residents to provide feedback to Highways with regard to areas of parking restrictions which they thought could be either relaxed or removed entirely.

4.2 All requests received, as outlined in **APPENDIX 1**, were considered and judgement made as to whether changes were practical is as attached in **APPENDIX 2**.

4.3 It should be noted that there is currently no budget for these works, which are expected to cost in the region of £11,210, plus the cost of advertising and the preparation of the legal orders.

4.4 It should also be noted that there were 12 further requests received for the implementation of further parking restrictions, the report does not consider these.

Supporting Information

5. **Position**

5.1 This report is in response to a request which The Mayor made last autumn, asking the residents of Torbay to provide feedback to Highways with regard to areas of parking restrictions, which they thought could be relaxed or removed entirely to make the bay more car friendly.

5.2 After the initial request by The Mayor, a press release was issued and the story was carried in the local press, asking residents to provide feedback to Highways with regard to areas of parking restrictions which they thought could be either relaxed or removed entirely.

5.3 All requests received, as summarised in **APPENDIX 1**, were considered and judgement made as to whether changes were practical.

5.4 An outline of each proposal is attached in **APPENDIX 2,** with plans of each scheme attached in **APPENDIX 3.**

5.5 Correspondence from the local bus company regarding the possibility of changes to the restrictions in St Lukes Road South, is attached in **APPENDIX 4**.

5.6 It should be noted that there is currently no budget for these works, which are expected to cost in the region of £11,210, plus the cost of advertising and the preparation of the legal orders.

5.7 It should also be noted that there were 12 further requests received for the implementation of further parking restrictions, this report does not consider these but they have been kept on file should the moratorium be lifted.

6 **Possibilities and Options**

6.1 The Working Party is requested to consider whether they wish to support the proposed amendments to the traffic regulation orders in the areas as detailed in **APPENDIX 2**.

6.2 Advertise and implement, should no objections be forthcoming, the proposed implementation of the Traffic Regulation Order, as detailed in **APPENDIX 2**.

Any objections will be referred to a future meeting of the Transport Working Party.

6.3 Advertise and implement, should no objections be forthcoming, a selection of the proposed implementation of the Traffic Regulation Order, as detailed in **APPENDIX 2**.

Any objections will be referred to a future meeting of the Transport Working Party.

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

7 Preferred Solution/Option

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

8 Consultation

8.1 The residents of Torbay were asked to provide feedback to Highways with regard to areas of parking restrictions which they thought could be relaxed or removed entirely. A press release was issued and the story was carried in the local press.

8.2 The proposed parking restrictions will be advertised, both on site and in the local media. Any comments or objections received will be referred back to a future meeting of the Transport Working Party for consideration.

9 Risks

If the proposed changes to the existing Traffic Regulation Orders are not approved, therefore not taking the opportunity to increase the levels of on street car parking, there will be a greater risk of residents / visitors parking inappropriately and causing delays to other road users due to the possibility of carriageway width and visibility being restricted by inconsiderate parking.

Appendices:

Appendix 1 – Summary of the feedback received from residents regarding areas of parking restrictions which they thought could be either relaxed or removed entirely.

Appendix 2 – Summary of the proposals to implement changes to the existing Traffic regulation Orders.

Appendix 3 – Plans showing the proposals to implement changes to the existing Traffic Regulation Orders.

Appendix 4 – Correspondence regarding St Lukes Road South

Additional Information:
None

Documents available in Members' Rooms:
None.

Background Papers:
None

APPENDIX 1

Summary of proposed parking restriction relaxations

Town	Road name	New additional spaces created	No of spaces where parking restricitons have been relaxed	Progress		Cost £
				Yes	No	
Brixham	Berry Head Road	0	0		N	0
Brixham	Glenmore Road	2	28	Y		1680
Brixham	Higher Furzeham Road	4	0	Y		440
Brixham	Higher Furzeham Road/ Ropewalk Hill	0	15	Y		615
Paignton	Broadsands Road	0	0		N	0
Paignton	Brunel Road	10	0	Y		140
Paignton	Colley End Road	0	0		N	0
Paignton	Fisher Street	3	0	Y		260
Paignton	Elmsleigh Road	7	0	Y		125
Paignton	Garfield Road	0	Create loading bay	Y		180
Paignton	Gibson Road	0	0		N	0
Paignton	Marine Drive	0	43	Y		2135
Paignton	Midvale Road	0	20	Y		340
Paignton	Old Torquay Road	0	6	Y		90
Paignton	Polsham Park	10	0	Y		395
Torquay	Aveland Road	2	0	Y		140
Torquay	Barton Road	0	60	Y		1165
Torquay	Beacon Hill	0	2	Y		60
Torquay	Forest Road	12	0	Y		180
Torquay	Grosvenor Road	0	0		N	0
Torquay	Magdalene Road	10	0	Y		285
Torquay	Meadfoot Lane	3	0	Y		625
Torquay	Meadfoot Sea Road	5	0	Y		785
Torquay	Melville Street	0	0		N	0
Torquay	Morgan Avenue	0	33	Y		715
Torquay	Newton Road	0	0		N	0
Torquay	Orchard Way/ Oak View Close	0	0		N	0
Torquay	Parkfield Road	3	0	Y		102
Torquay	Queen Street	0	0		N	0
Torquay	Reddenhill Road	0	12	Y		120
Torquay	Reddenhill Road	8	0	Y		105
Torquay	Sherwell Lane	0	3	Y		126
Torquay	St Lukes Road South	0	0		N	0
Torquay	St Marychurch Road	5	0	Y		400
Torquay	Union Street	0	0		N	0
Total		84	222			11208

Relaxation of parking restrictions

Brixham

- **Berry Head Road – Brixham**

  Request submitted to review the restrictions on Berry Head Road and remove any which are felt to be unnecessary.

  Having looked at the restrictions in place it is not felt that further reductions of restrictions in this area would be beneficial, considering the volume of traffic during the holiday season and due to the bus route which is in operation along this road.

  No plans to alter restrictions in this area.

- **Glenmore Road – Brixham**

  Two alternative requestes for changes to improve parking here have been submitted.

  The first is to extend the parking bay by 5.5m across the driveway of the rear of 53 Bolton Street to create an extra parking space. However such a space can only reasonably be used by the owner of said property, allowing them to obstruct their own access and therefore this option will not be progressed.

  The second is to swap the side on which the residents parking bay is currently marked. This proposal would increase the available parking from 26 to 28 spaces, as well as allowing parking without obstructing the driveways of properties, as is currently the case with the bay parking.

  Est cost of works - £1680, however further investigations / consultation will need to be carried out prior to advertising any changes to the restrictions.

- **Higher Furzeham Road Brixham**

  Proposal to allow extra parking on Higher Furzeham Road between the junction with Bella Vista Road and Holborn Road.

  Remove 26.5m of ‘No waiting’ Restrictions to make unrestricted parking for 5 cars, and remove 16.5m of ‘No Waiting’ at any time to allow ‘Limited Waiting 1hr, No Return 2hrs 8am-6pm’ by the shops with unrestricted parking between 6pm and 8am.

  In order to allow this 20m of unrestricted parking by 1 Nelson Road will have to be revoked for safety. This will still result in a net gain of parking in all spaces of 4 car spaces.

  Est cost of works -£440

- **Higher Furzeham Road / Ropewalk Hill Brixham**

  Request to revoke the limited waiting parking around Furzeham Green and make unrestricted parking.

  Originally this restriction was put in place when the putting green and other amenities were in place on Furzeham Green. Since their removal, the requirement for limited waiting parking here has reduced. There is low demand here for parking for the town centre, although it is possible that some all day parking may occur as a result of removal of restrictions.

  Removal of these restrictions will also reduce maintenance costs for signs and lines in this area.

  Est cost of works £615

Paignton

- **Broadsands Road – Paignton**

  Request submitted to relax 'No Loading at any time' restrictions currently on both sides of the road to one side only.

  Restrictions were implemented due to concerns that emergency services may not be able to access the area due to the volume of parking both sides which was prevalent, especially during summer months. There were also concerns that the farm, which is accessed from the end of this road, was having problems with gaining access with large agricultural machinery. Removal of these restrictions would not be beneficial, considering the reasons for implementing them in the first instance; therefore there are no plans are in place to relax the restrictions at this time.

  No plans to alter restrictions in this area.

- **Brunel Road – Paignton**

  Request to revoke 55m of 'No Waiting' at any time restrictions outside of no's 4-6 Brunel Road.

  Restrictions were originally placed due to parking causing access problems for the residents, as well as the operator of a bus route, which had started in the area.

  One of the bus routes running larger vehicles cancelled, and there is feeling that the restrictions in place may be excessive to the needs, therefore could be cut back without causing problems.

  Est Cost of works - £140

- **Cliff Road – Paignton**

  Request to remove Seasonal no waiting at any time 1st May – 30th Sept from properties 23 to 35.

  The removal of restrictions outside of no's 23 to 25 and from 29 to 35 would create a total of 60.5m of parking for 11 cars, taking into account driveways and accesses to these properties. However, it would be advisable to retain parking restrictions outside of properties 25 to 29 for a length of 42m and even to make this no waiting at any time to ensure the road opposite the access to the car park is kept free of vehicles.

  Est cost of works £655

- **Colley End Road – Paignton**

  Request to cut back 'No Waiting' at any time restrictions opposite no's 57-63 Colley End Road.

  Cut back of restrictions would gain 27m of parking for 5 cars. However due to its proximity to The Greebys Junction and the Cecil Road Roundabout, as well as a recent road safety improvement scheme for signage and advanced warning and improving of visibility of this roundabout, it is considered inadvisable to place further obstruction on the highway at this location.

  No plans to alter restrictions in this area.

- **Elmsleigh Road – Paignton**

  Removal of redundant 'No Waiting' at any time restrictions in Elmsleigh Road outside no's 17-23 and no's 34-38.

  These restrictions form no practical use for access purposes or as passing points as the road is one way. Removal will reduce maintenance costs and allow parking outside of the above mentioned properties for about 7 cars.

  Est cost of works £125

- **Fisher Street – Paignton**

  Request to revoke existing 'No Waiting' at any time restrictions and make 'No Waiting' Mon-Fri 8am-6pm, outside no's 1-5 Fisher Street.

  Whilst complete revocation of restrictions here would be inadvisable, due to traffic volume and use, evening and Sunday parking could be allowed to provide extra on street parking for 2 cars.

  Est cost of works - £260

- **Fortescue Road – Paignton**

  Request to remove the existing 2hr no return 3hrs Mon-sat 8am-6pm limited waiting restriction as it is felt this is undually restrictive on residents.

  This restriction was originally placed in this road due to the medical centre at the bottom of Fortescue Road, as well as the use of roads in this area for shop workers to park in.

  This is the only road to have restrictions of this type, other roads in the area either have no restrictions or are part of the Residential Parking zone for this area. It is also noted that the medical centre has now relocated to the main Torquay Road.

  This restriction could be removed, however it must be noted that this may encourage shoppers and shop workers to park here due to the proximity to the Preston shops. No extra spaces would be gained.

  No plans to alter restrictions in this area.

- **Garfield Road – Paignton**

  Request to relax the current loading ban and place a loading bay outside Park Hotel.

  This restriction was originally placed to prevent parking close to the traffic lights, where stationary vehicles could cause conflict if parked upon the signal loop detectors.

  Potentially a 15m loading bay could be placed here to assist local businesses in the loading and unloading goods, however it must be noted that limited parking of vehicles here could affect the loop detectors and give extra green time to Garfield Road when not necessary, or affect queuing traffic from efficiently exiting the road when the lights are on green.

  To limit the affect on queuing traffic and to prevent the long term parking of coaches at this point, it is proposed to implement a 20 minute maximum stay

  Est cost of works - £180

- **Gibson Road – Paignton**

  Request to remove ‘No Waiting’ restrictions outside no’s 106-112 Gibson Road.

  These restrictions were placed to assist the local service bus route in the area and prevent vehicles meeting head on at this corner by restricting parking to one side of the road only.

Due to the necessity to retain this restriction for safety reasons, we would not look to revoke this restriction.

No plans to alter restrictions in this area.

- **Marine Drive Paignton**

  The proposal is to relax the existing '4 hrs No Return 4 hrs 12am - 6am 1st May - 30th Sept to 'No waiting for camper vans 9pm-8am 1st May-30th Sept'.

  The restriction was originally put in place to restrict overnight camping, however recent Department for Transport (DfT) legislation changes have allowed a new restriction to be used, specifically tailored to legislate for the parking of camper vans. This new sign, allows the authority to remove many of the signs and lines currently necessary for enforcement, therefore allowing for some de-cluttering of the public highway.

  Whilst this restriction doesn't gain extra parking, it will allow for residents / visitors to park here overnight, provided that the vehicle is not a camper van and may relax pressure on parking in surrounding roads.

  It is also proposed to re-site the existing bus stop to the front of the marked bay and re-allocate it as a coach bay.

  Est cost of works - £2135

- **Midvale Road Paignton**

  Request to relax the existing 1hr no return 1hr 8am-6pm limited waiting to the following:

  1hr no return 2hrs Mon-Sat 8am-6pm.

  This will not increase any on street parking, but will allow residents to park all day on Sundays.

  Est cost of works- £340

- **Old Torquay Road – Paignton**

  Request to change the existing limited waiting parking by no's 1-1e from 1hr 'No Return' 1hr 8am-6pm to 1hr 'No return' 2hrs Mon-Sat 8am-6pm.

  This will continue to allow turnover of parking during peak times whilst allowing unrestricted parking on Sundays which will be of benefit to the Churches nearby.

  Est cost of works - £90

- **Polsham Park – Paignton**

  Request to remove the seasonal restrictions between 17- 27 Polsham Park.

  Restrictions were in place due to visitor parking during the summer and due to the Library. As the Library has now moved, the demand on these spaces has lessened; therefore the requirement for the seasonal restrictions has reduced.

  This would gain about 10 car spaces on the road for the whole year.

  Est cost of works – £395

Torquay

- **Aveland Road, Torquay**

  The proposal is to revoke approximately 13m of 'No waiting at any time' restriction to allow the two existing car parking bays to be joined together, opposite 'The Anchorage' hotel, to create additional car parking.

  Est cost of works - £140

- **Barton Road - Torquay**

  The proposal to revoke all of the existing 2hr no return 2hr Mon-Fri 8am-6pm parking bays on Barton Road from Torre Primary School down to its junction with Oakhill Road.

  The bays were originally placed due to the need to regulate parking when the South Devon College was operational in Torre. However since it relocated, the demand for limited waiting parking has reduced, whilst the demand for unrestricted parking, due to the housing development has increased.

  Removal of this restriction will not gain any new parking but will relax approx 335m of parking for residents.

  Est cost of works - £1165

- **Beacon Hill – Torquay**

  The proposal is to relax the current loading only bay outside 2/3 Beacon Hill to Loading Only 7am-6pm.

  This will allow evening parking, during times where the bay is no longer required for loading, for at least 2 cars.

  Est cost of works – £60, however consultation will be undertaken with the businesses to ensure that the change over time is correct and does not prevent their deliveries.

- **Forest Road – Torquay**

  Request to relax or revoke restrictions on Western side of Forest Road to provide extra parking.

  Potential to remove some areas of 'No Waiting at any time' restrictions, to provide on street parking. There will be a need to retain some restrictions to maintain passing areas, as this is a two way road. However potentially 55m of parking could be created, allowing parking for about 9 cars.

  Est cost of works - £180

- **Grosvenor Close Torquay**

  Request to relax the No Waiting restrictions in Grosvenor Close by no's 11 to 17.

  This has already been the subject of consultation / objections etc, with the result being that to allow parking on this corner would be unsafe and risk cars meeting head on at a sharp bend.

  No plans to alter restrictions in this area.

- **Magdalene Road Torquay**

  The proposal is to revoke some of the 8am-6pm restrictions in Magdalene Road between no's 1a and 13 to allow unrestricted parking.

  This road is currently one way and the current road width of around 7.5m, would allow parking both sides. Currently this is only possible between 6pm-8am.

  This will provide 57m of additional all day parking giving spaces for an additional 10 cars.

  Est Cost of works - £285

- **Meadfoot Lane – Torquay**

  Request to revoke a section of 'No Waiting 8am-6pm' outside 6-8 Meadfoot Lane and make residents parking.

  A further request is to change the residents permit holder parking 6pm-8am on Parkhill Road, to residents parking at any time.

  Whilst the former would be possible, without causing obstruction or congestion, the latter may cause problems as this road is still used by a local bus service and as such we would not do this section.

  Est cost of works - £625

- **Meadfoot Sea Road – Torquay**

  Requests have been made to relax the loading bans to allow further Disabled 'blue badge' parking.

  This restriction was placed recently in response to concerns from the Police to parking on the corner by the public toilets. As a result, loading bans were placed on both sides of the road along with a 30 min disabled bay to allow short term pick up and drop off. Later, after concerns were raised from the local Meadfoot beach businesses, a loading bay was also placed.

The proposal is to alter the existing 30min Disabled bay to Disabled parking 4hrs and extend it from 16.5m to 22m, place a further 11m long Disabled bay 4hrs on the North side by Hesketh Crescent and to place a new 11m long disabled bay 30mins only behind the existing loading bay, to allow drop of and pick up / short term use for blue badge holders.

There will be a need to revoke some sections of the loading ban already in place.

Est cost of works - £785

- **Melville Street - Torquay**

  Request for a residents parking bay in Melville Street by properties 8-12.

  Parking here would leave the running lane too narrow for two-way traffic and therefore it is not practical to place parking here. Also the council would not place a resident's bay in isolation.

  Currently there are plans for residents to undertake a consultation exercise with regard to the possible implementation of a Controlled parking Zone (CPZ) within the Warren Road / Melville Hill area which would encompass this road.

  No plans to relax restrictions at this time.

- **Morgan Avenue – Torquay**

  Proposal to revoke the existing seasonal restrictions on the western end of Morgan Avenue, from the Western end of the park, to the junction with Tor Hill Road.

  Much of the parking bay on the north side of the road runs across driveways, so effective useful parking for the public is limited. Removal of the restriction will allow residents to park vehicles across their driveways or in front of properties without the requirement to move them to other roads during summer months.

  There will also be a saving in maintenance costs for lines and signs.

  Est cost of works- £715

- **Newton Road – Torquay**

  Request to remove the metered parking on Newton Road, opposite properties 190-222.

  It should be noted that this metered parking was only recently put in place, as a result of issues with regards to overspill parking from the Hospital and the Edginswell Business Park.

There are plans in place to alter this restriction in line with the recent TWP approved review, as well as possible alterations due to the proposed Edginswell railway station and parking area.

No plans to alter restrictions in this area.

- **Orchard Way / Oak View Close – Torquay**

  Request to further relax the parking here, to allow parking for the Business Centre.

  Previously the restrictions in these roads was 'No Waiting at any time' for their whole length.

  This was changed approximately 6 months ago, to allow some unrestricted parking, with the offset that restrictions would be placed in Collaton Road, where vehicles were parking and where it was deemed unsafe to do so.

  The Council cannot see any further areas of restrictions which could be safely cut back to provide more parking. However in the short term the business park management are looking at potential further areas within the site which may be opened up to provide areas of temporary parking. However further new development, would restrict the available areas and would increase the volume of traffic needing to use these roads. Residents have complained of parking in the lane between Ivy Cottage and Petann, making access difficult and dangerous. The Police and ward members have requested that signage is erected in the passing places, to try and reduce parking in these areas.

  No plans to alter restrictions in this area.

- **Parkfield Road – Torquay**

  Request to remove No Waiting restrictions outside no's 44-46 and 39-41.

  These were originally placed when the Dairy was in use, however this has now closed and the requirement for these restrictions is no longer in place.

  As these lines cover accesses, the increase in parking is limited, but will return at least 3 car spaces to public use, as well as reducing costs for maintenance.

  Est cost for works - £102

- **Queen Street – Torquay**

  Request to remove restrictions in the turning head to increase parking for residents.

  Due to a recent agreement made at the Transport Working Party meeting of January 2014, a Controlled Parking Zone (CPZ) for this road will be

advertised for implementation. It is felt that this will relieve the problem residents have had and that no further removal of restrictions would be required.

Therefore no works are to be considered as part of this review.

- **Reddenhill Road – Torquay**

  Request to relax the limited waiting 1hr no return 1hr 8am - 6pm to 2hrs no return 3hrs 8am - 6pm between the properties 98 – 120, to allow longer stay for visitors wishing to use the shops in this area.

  This revised time limit is dependant upon a formal consultation with businesses, prior to any advertisement.

  Est cost of works - £120

- **Reddenhill Road – Torquay**

  Request to cut back no waiting restrictions on both sides of the road between 6 - 12 and 5 - 11.

  Restrictions were in place to allow access in and out of the junction with Windsor Road. However it appears that the line lengths are unnecessarily long and could be cut back without detrimental effect. Removal of these lines would gain about 8 spaces on the road.

  Est Cost of works - £105

- **Sherwell Lane Torquay**

  Request to remove limited waiting bay 1hr no return 2hrs Mon - Fri 8am - 6pm, outside no's 56 - 58.

  These restrictions were originally introduced when these properties were shops. Since then these have shut and been converted to private houses. The restrictions are therefore redundant and their removal would save maintenance costs and provide 3 unrestricted car spaces on the public highway.

  Est cost of works - £126

- **St Lukes Road South – Torquay**

  Request to remove section of 8am - 6pm restrictions to allow extra unrestricted parking.

  This restriction was put in place to assist the local bus service to operate, due to parked vehicles on both sides of the road causing possible obstruction.

After discussion with the local bus operator, it is felt that the removal of the restrictions would narrow down the road and that any vehicles of a larger size than cars , e.g. vans, would cause obstruction and effect the ability of the local bus service to operate to its timetable.

No plans to alter restrictions in this area.

- **St Marychurch Road Torquay**

  Request to remove a section of 'No Waiting at any time' restrictions by Locksley Grange, allowing parking for visitors to properties in the area.

  Neither side of the road is suitable for parking, either due to the lack of footway or due to the proximity of the right hand corner.

  As this road is highly trafficked it is felt adding parking here would cause congestion and potentially cause risk to road users.

  However, further investigation has shown that it is possible to incorporate a short section of 'Limited waiting one hour, no return in two hours, 8am – 6pm' fronting properties No's 81 – 89. This would allow extra parking for up to 5 cars.

  Est Cost of works - £400

- **Union Street Torquay**

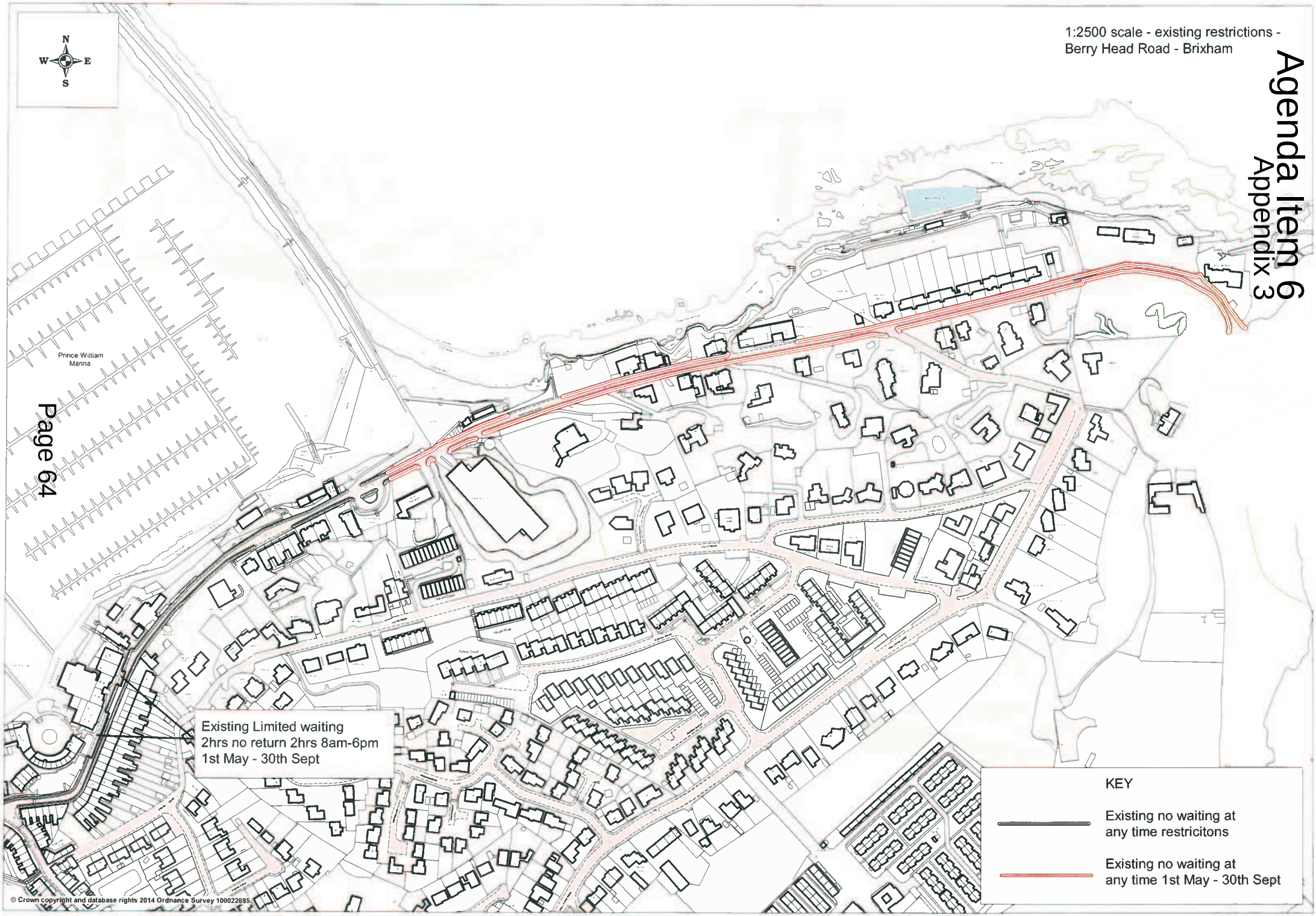
  The proposal is to alter the existing taxi rank outside no's 77 - 85 and make metered parking.

  The taxi rank currently in place has been positioned due to its central position is an area of town highly used by pedestrians. The location of a taxi rank is generally in an area of high demand, as well as a location which is easily found by people unfamiliar with the area.

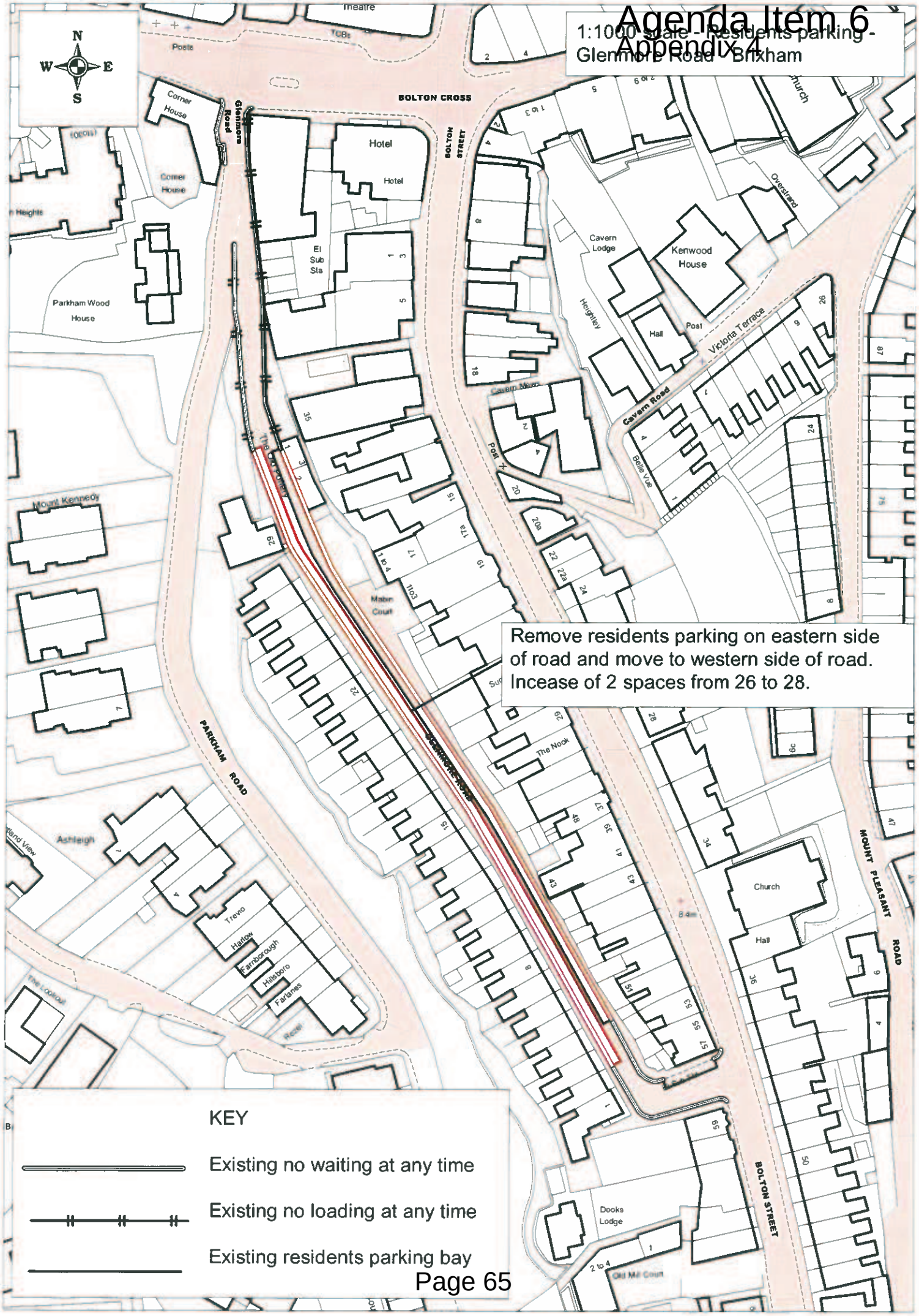
  Whilst converting this to a metered bay would provide desirable parking, we would have to relocate the taxi rank elsewhere and currently that would mean removing parking in another area of town which may be less suitable.

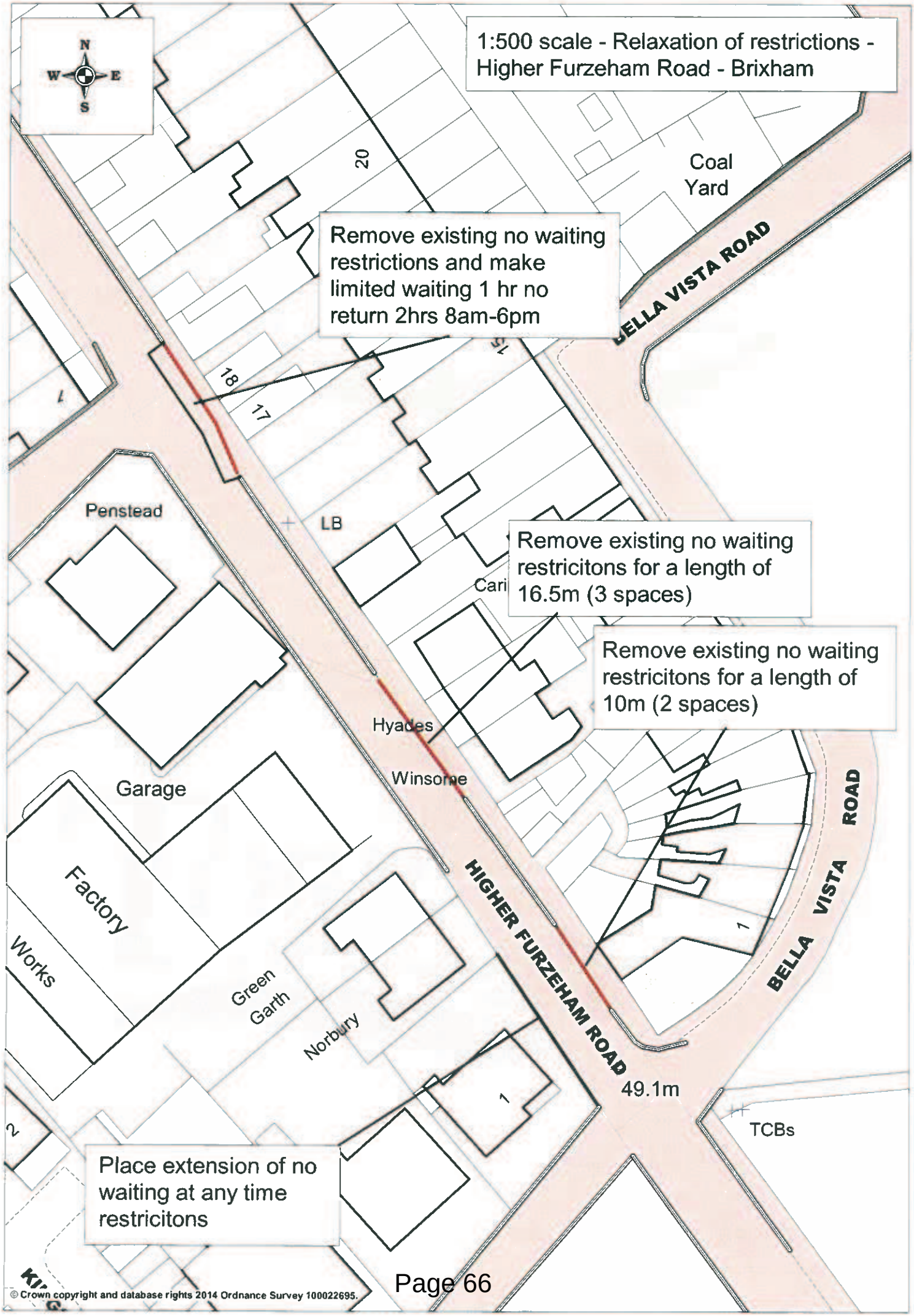
  No plans to alter restrictions in this area.

1:2500 scale - existing restrictions -
Berry Head Road - Brixham



1:1000 scale - Residents parking - Glenmore Road - Brixham




1:500 scale - Relaxation of restrictions - Higher Furzeham Road - Brixham
N
W
E
S
Coal Yard
20
Remove existing no waiting restrictions and make limited waiting 1 hr no return 2hrs 8am-6pm
BELLA VISTA ROAD
18
17
15
7
Penstead
LB
Remove existing no waiting restricitons for a length of 16.5m (3 spaces)
Cari
Remove existing no waiting restricitons for a length of 10m (2 spaces)
Hyades
Winsome
Garage
Factory
Works
HIGHER FURZEHAM ROAD
BELLA VISTA ROAD
1
Green Garth
Norbury
1
49.1m
TCBs
2
Place extension of no waiting at any time restricitons
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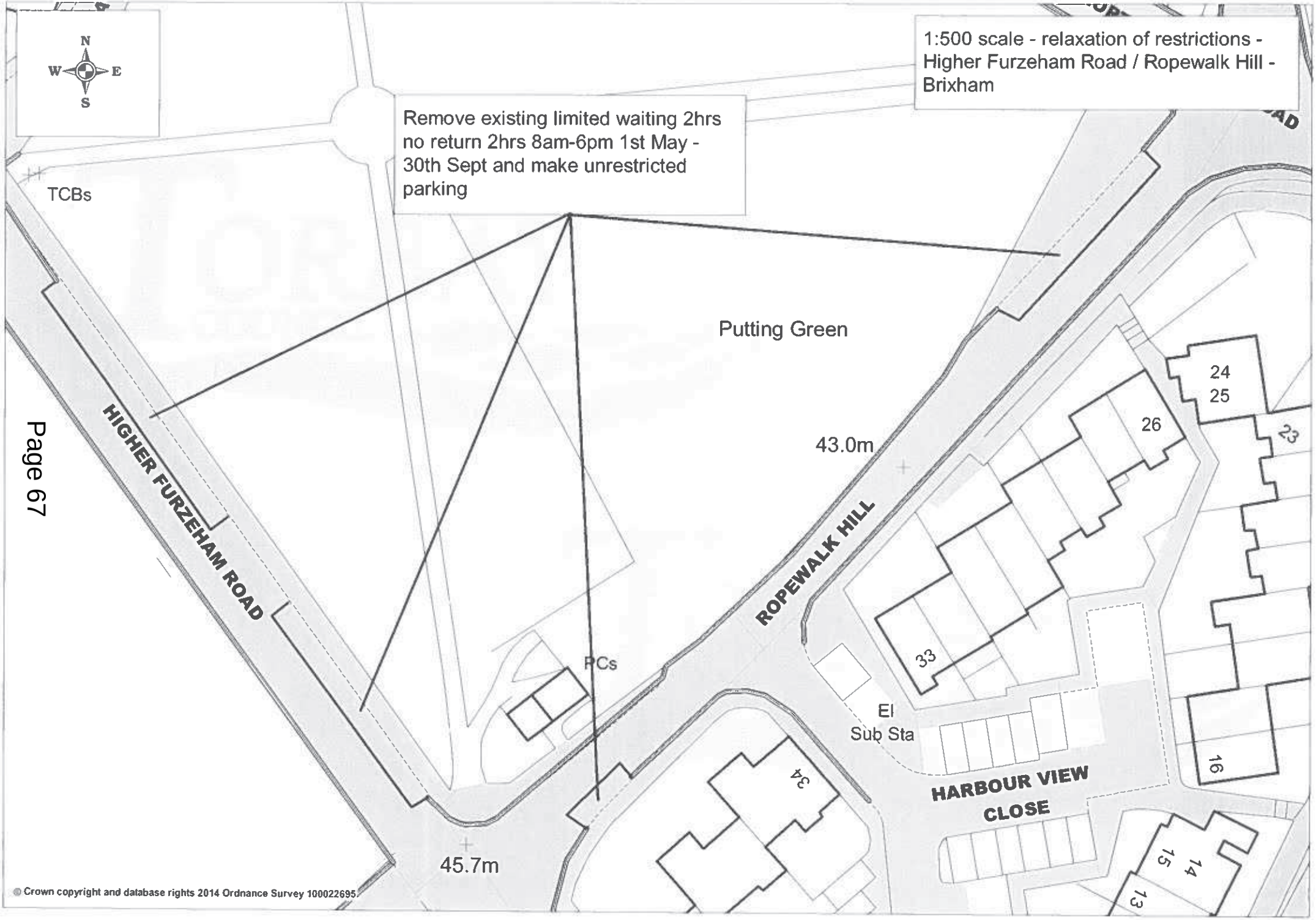
1:500 scale - relaxation of restrictions - Higher Furzeham Road / Ropewalk Hill - Brixham
Remove existing limited waiting 2hrs no return 2hrs 8am-6pm 1st May - 30th Sept and make unrestricted parking
N
W
E
S
TCBs
Putting Green
HIGHER FURZEHAM ROAD
ROPEWALK HILL
43.0m
45.7m
PCs
El Sub Sta
HARBOUR VIEW CLOSE
24
25
26
23
33
34
16
15
14
13
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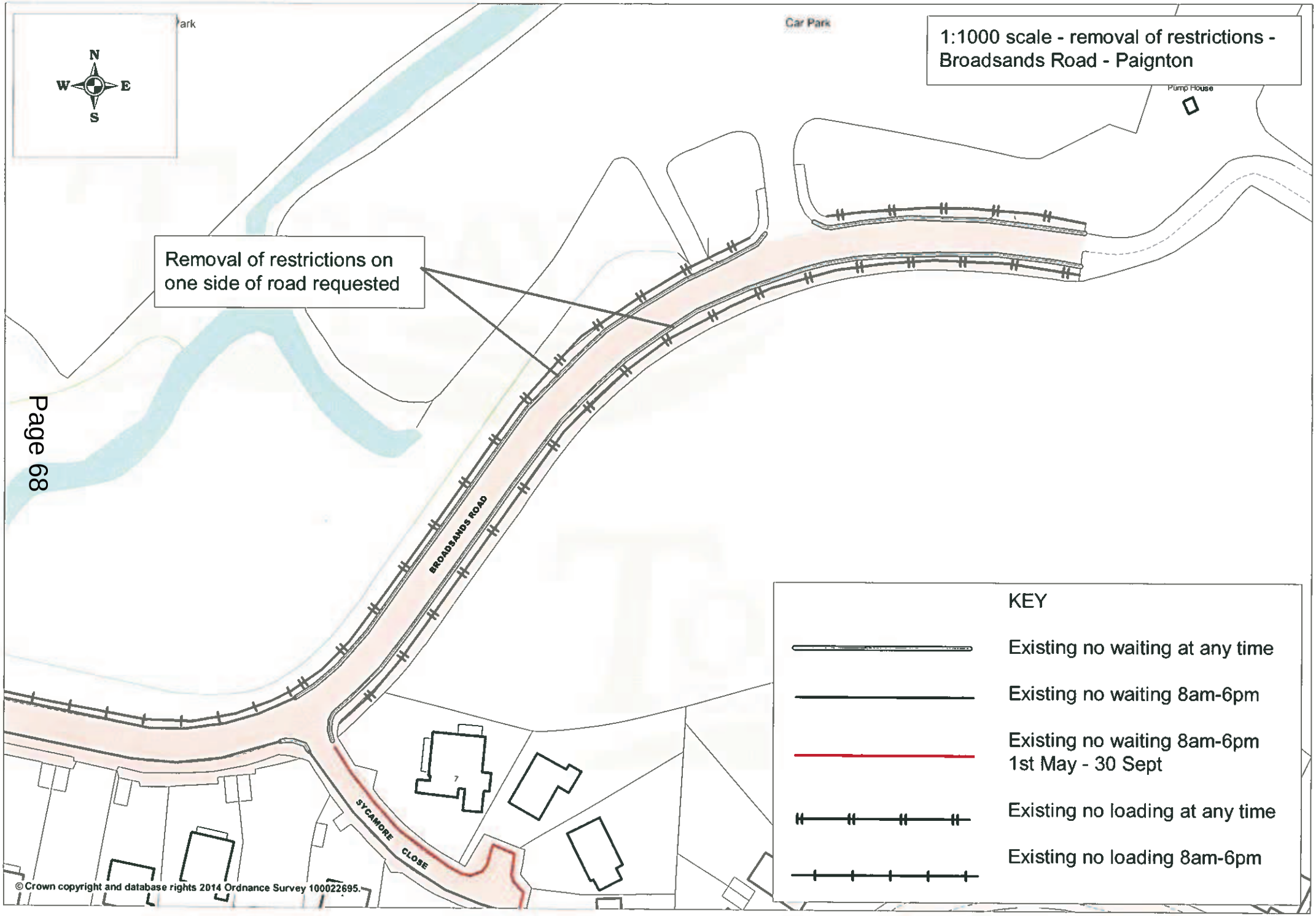
1:1000 scale - removal of restrictions - Broadsands Road - Paignton
Removal of restrictions on one side of road requested
Car Park
Pump House
BROADSANDS ROAD
SYCAMORE CLOSE
7
KEY
Existing no waiting at any time
Existing no waiting 8am-6pm
Existing no waiting 8am-6pm 1st May - 30 Sept
Existing no loading at any time
Existing no loading 8am-6pm
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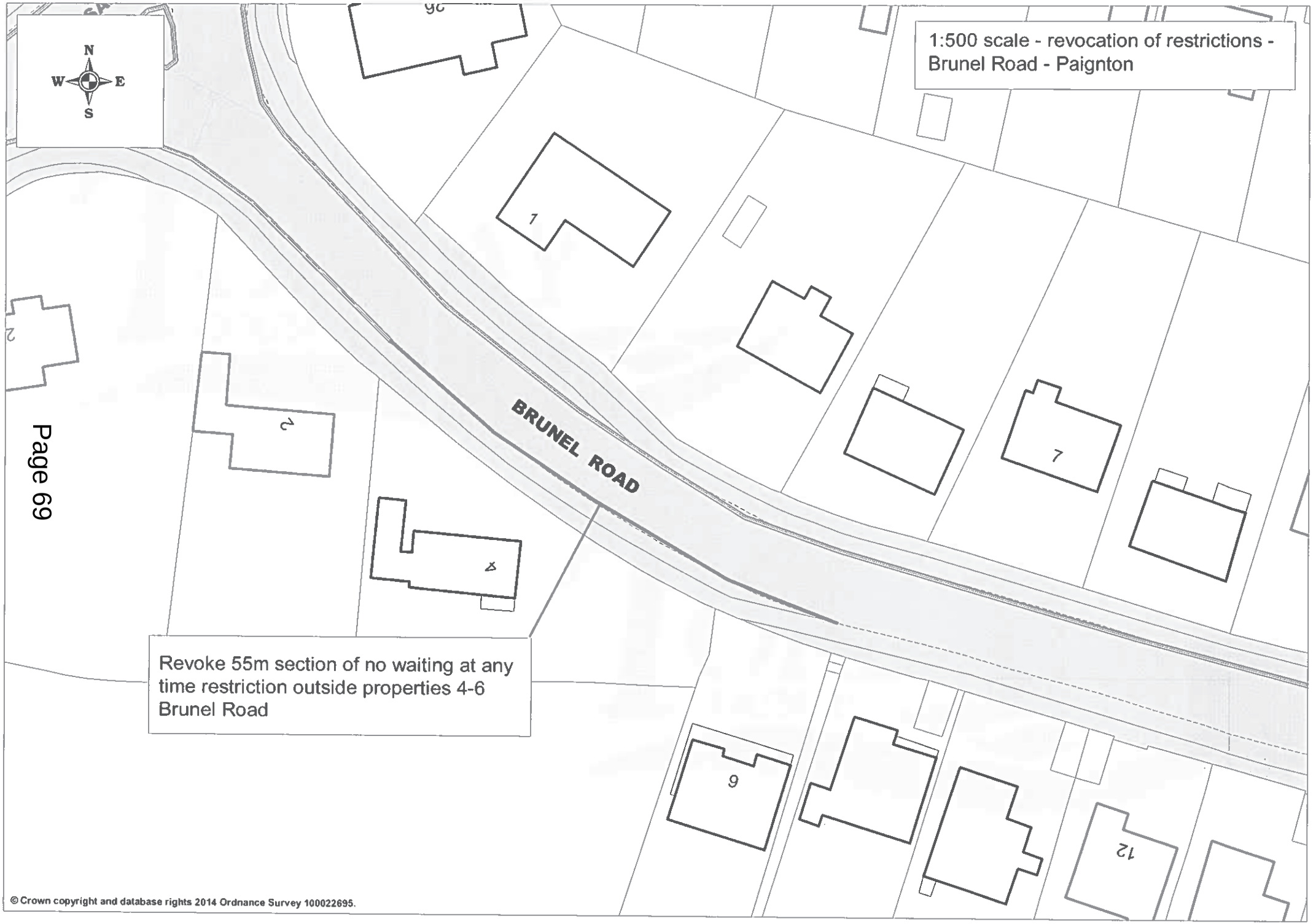
1:500 scale - revocation of restrictions - Brunel Road - Paignton
N
W
E
S
BRUNEL ROAD
Revoke 55m section of no waiting at any time restriction outside properties 4-6 Brunel Road
1
2
4
7
9
12
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1:500 scale - Revocation of restrictions - Colley End Road - Paignton
N
W
E
S
Request to revoke 27m of no waiting restrictions to provide further parking.
34
Lamorna
Lanesend
22.7m
COLLEY END ROAD
43
53
55
69
69a
71
2
28.0m
THE GRE
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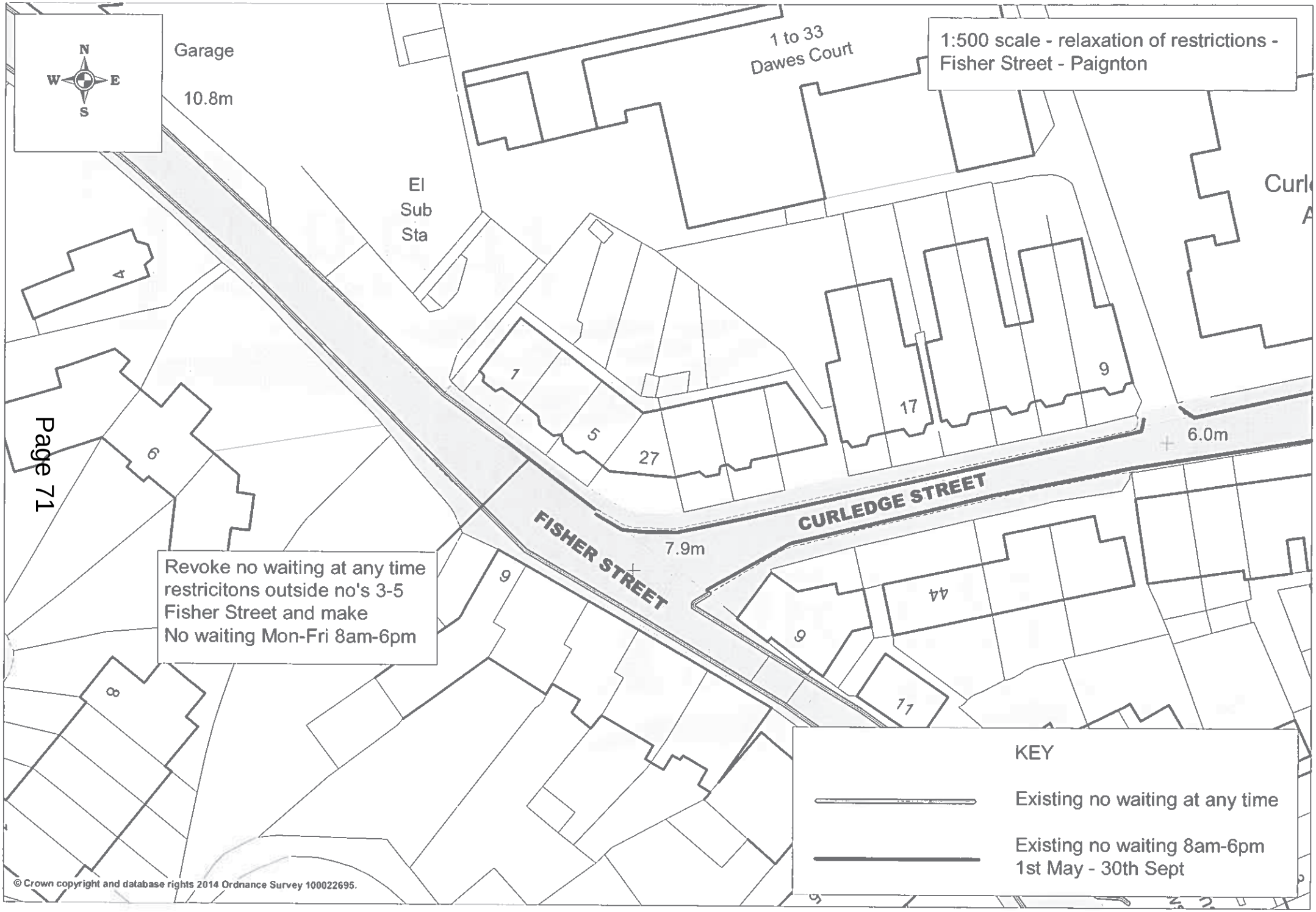
1:500 scale - relaxation of restrictions - Fisher Street - Paignton
Garage
10.8m
1 to 33 Dawes Court
El Sub Sta
CURLEDGE STREET
FISHER STREET
6.0m
7.9m
Revoke no waiting at any time restricitons outside no's 3-5 Fisher Street and make No waiting Mon-Fri 8am-6pm
KEY
Existing no waiting at any time
Existing no waiting 8am-6pm 1st May - 30th Sept
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1:500 scale - revocation of restrictions - Elmsleigh Road - Paignton
N
W
E
S
ELMSLEIGH ROAD
Christine Court
Remove existing sections of no waiting at any time restrictions
9.6m
10.7m
9.4m
El Sub Sta
PH
FISHER STR
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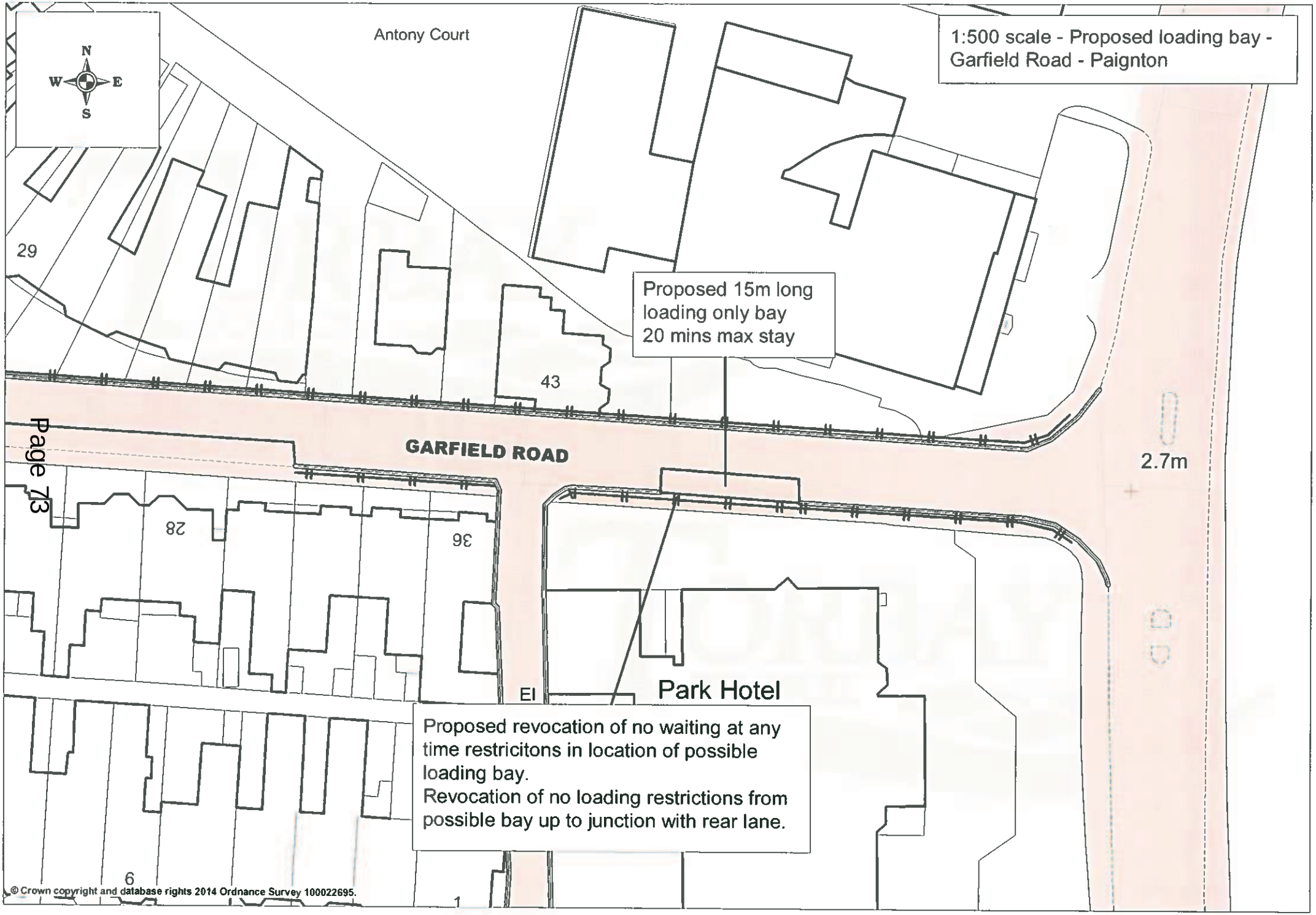
1:500 scale - Proposed loading bay - Garfield Road - Paignton
Antony Court
N
W
E
S
29
43
Proposed 15m long loading only bay 20 mins max stay
GARFIELD ROAD
2.7m
28
36
Park Hotel
EI
Proposed revocation of no waiting at any time restricitons in location of possible loading bay.
Revocation of no loading restrictions from possible bay up to junction with rear lane.
6
1
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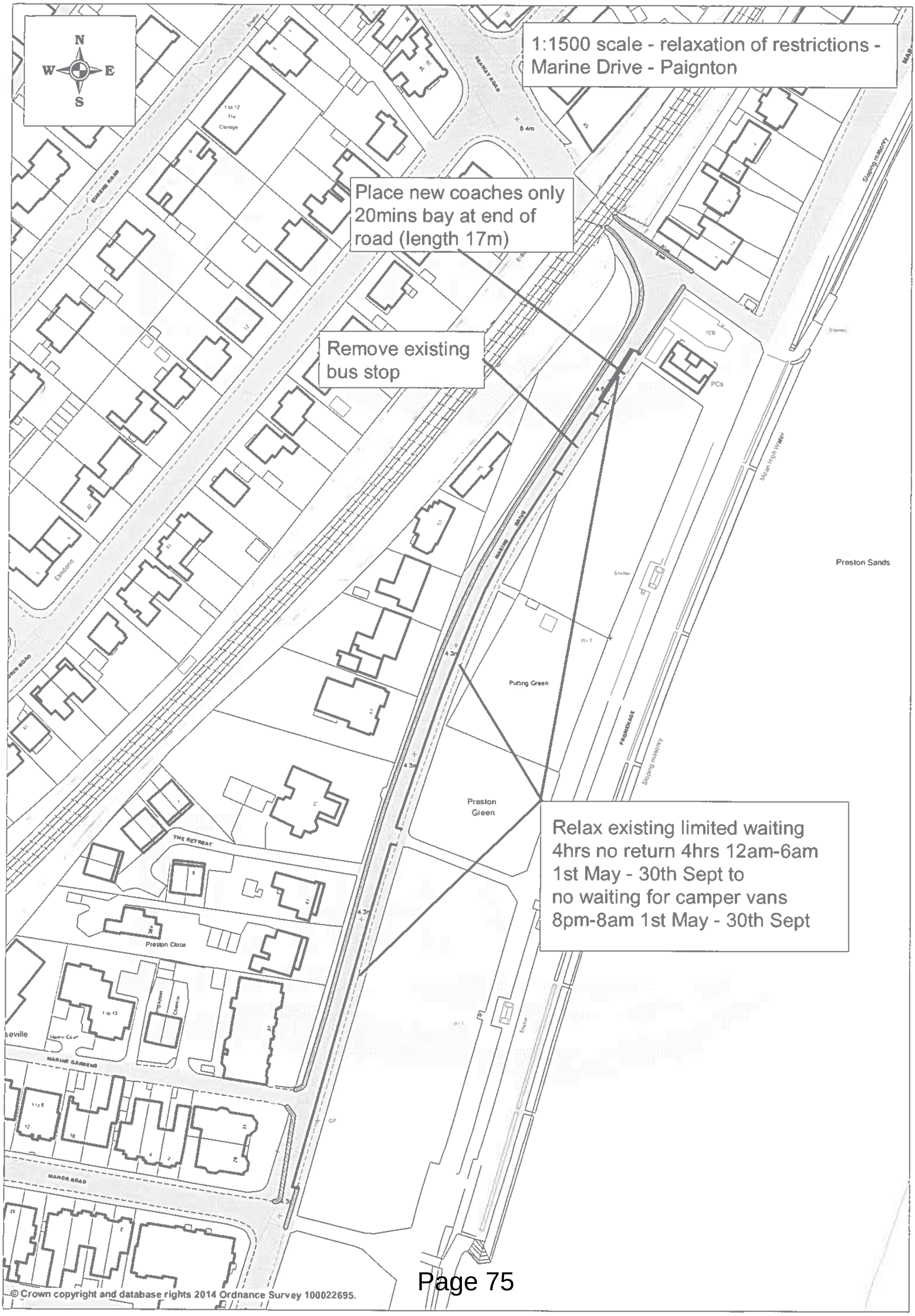
N
W
E
S
1:1500 scale - relaxation of restrictions - Marine Drive - Paignton
Place new coaches only 20mins bay at end of road (length 17m)
Remove existing bus stop
Relax existing limited waiting 4hrs no return 4hrs 12am-6am 1st May - 30th Sept to no waiting for camper vans 8pm-8am 1st May - 30th Sept
Preston Sands
Preston Green
Preston Close
THE RETREAT
MARINE GARDENS
MANOR ROAD
PCs
TCB
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1:500 scale - Relaxation of restrictions - Midvale Road - Paignton
N
W
E
S
Change existing limited waiting 1hr no return in 1hr 8am-6pm to limited waiting 1hr no return 2hrs Mon-Sat 8am-6pm
Nursing Home
Health Clinic
Club
MIDVALE ROAD
Midvale
The
3.8m
10
14
16
18
24
31
1
3
7
8
6
1 to
4
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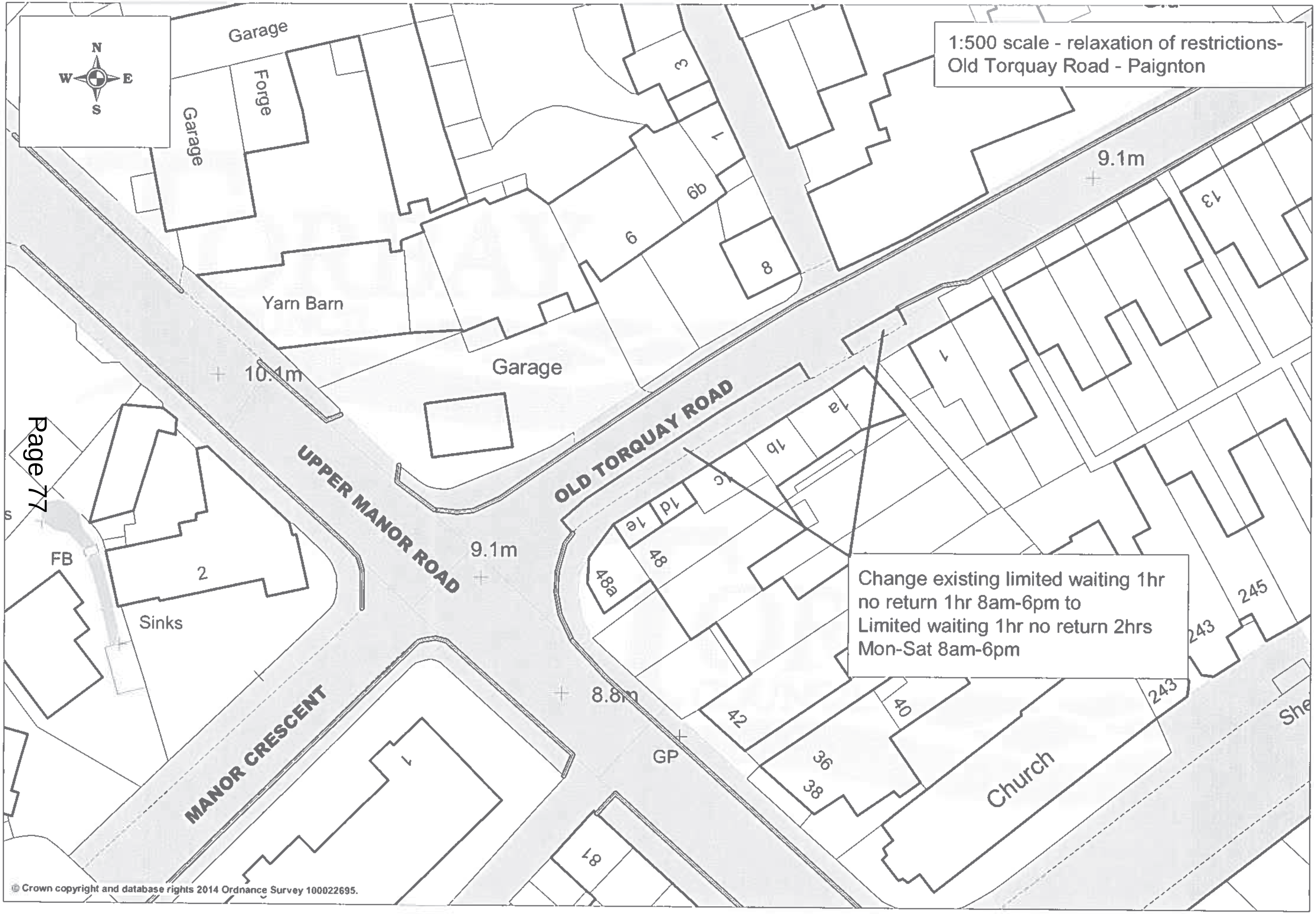
1:500 scale - relaxation of restrictions-
Old Torquay Road - Paignton
Change existing limited waiting 1hr
no return 1hr 8am-6pm to
Limited waiting 1hr no return 2hrs
Mon-Sat 8am-6pm
N
W
E
S
OLD TORQUAY ROAD
UPPER MANOR ROAD
MANOR CRESCENT
Garage
Forge
Garage
Yarn Barn
Garage
Sinks
FB
Church
GP
9.1m
10.1m
9.1m
8.8m
3
1
6b
6
8
13
1
1a
1b
1c
1d
1e
48
48a
42
40
36
38
243
243
245
2
1
81
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1:500 scale - Revocation of restrictions- Polsham Park - Paignton
N
W
E
S
AM PARK
17
The Yews
9
24
Proposed section of seasonal no waiting to be revoked.
23
25
27a
20
27
22
POLSHAM PARK
31a
31b
35
KEY
Existing no waiting at any time
Existing no waiting at any time 1st May - 30th Sept
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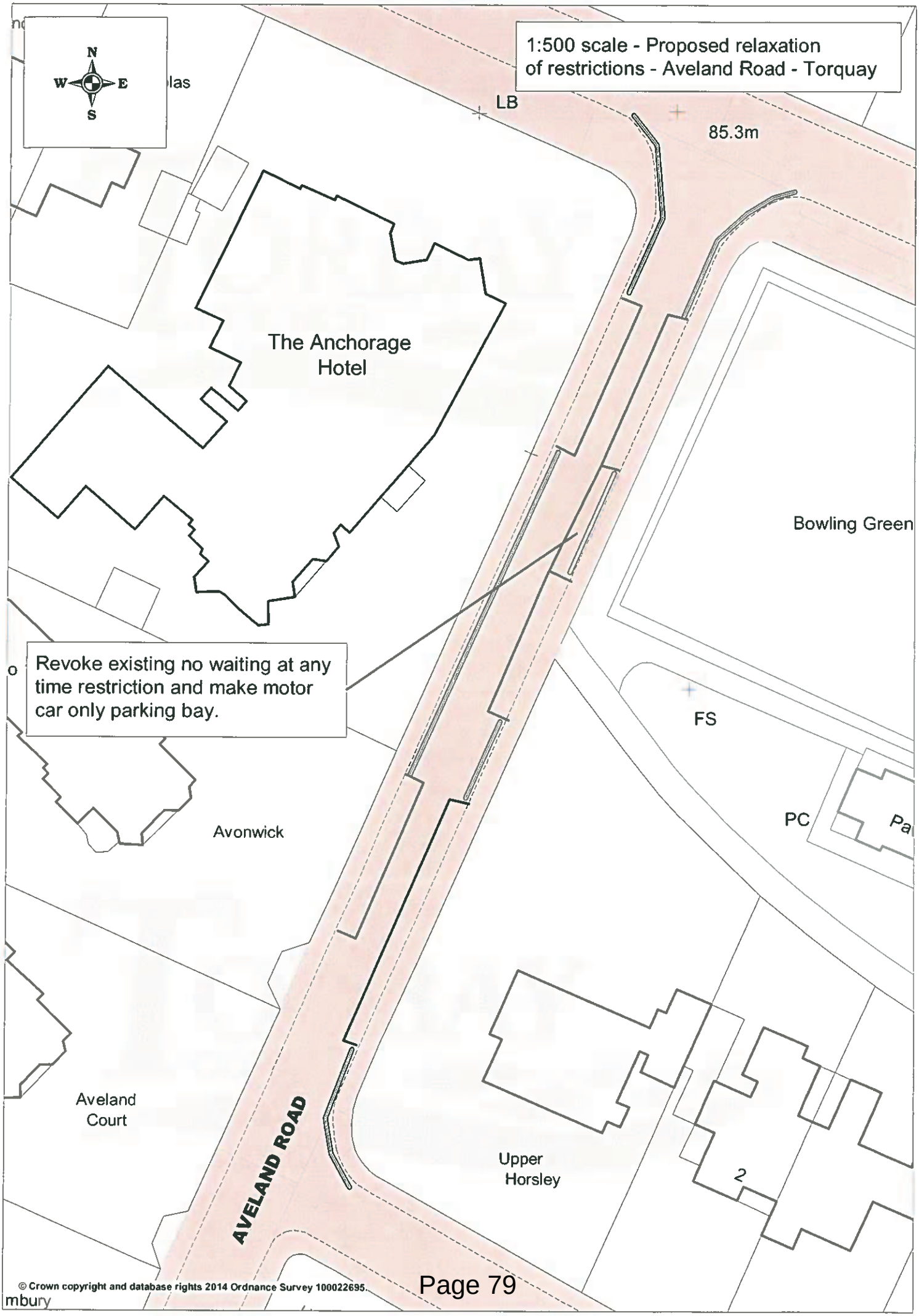
1:500 scale - Proposed relaxation of restrictions - Aveland Road - Torquay
N
W
E
S
LB
85.3m
The Anchorage Hotel
Bowling Green
Revoke existing no waiting at any time restriction and make motor car only parking bay.
FS
PC
Avonwick
Aveland Court
AVELAND ROAD
Upper Horsley
2
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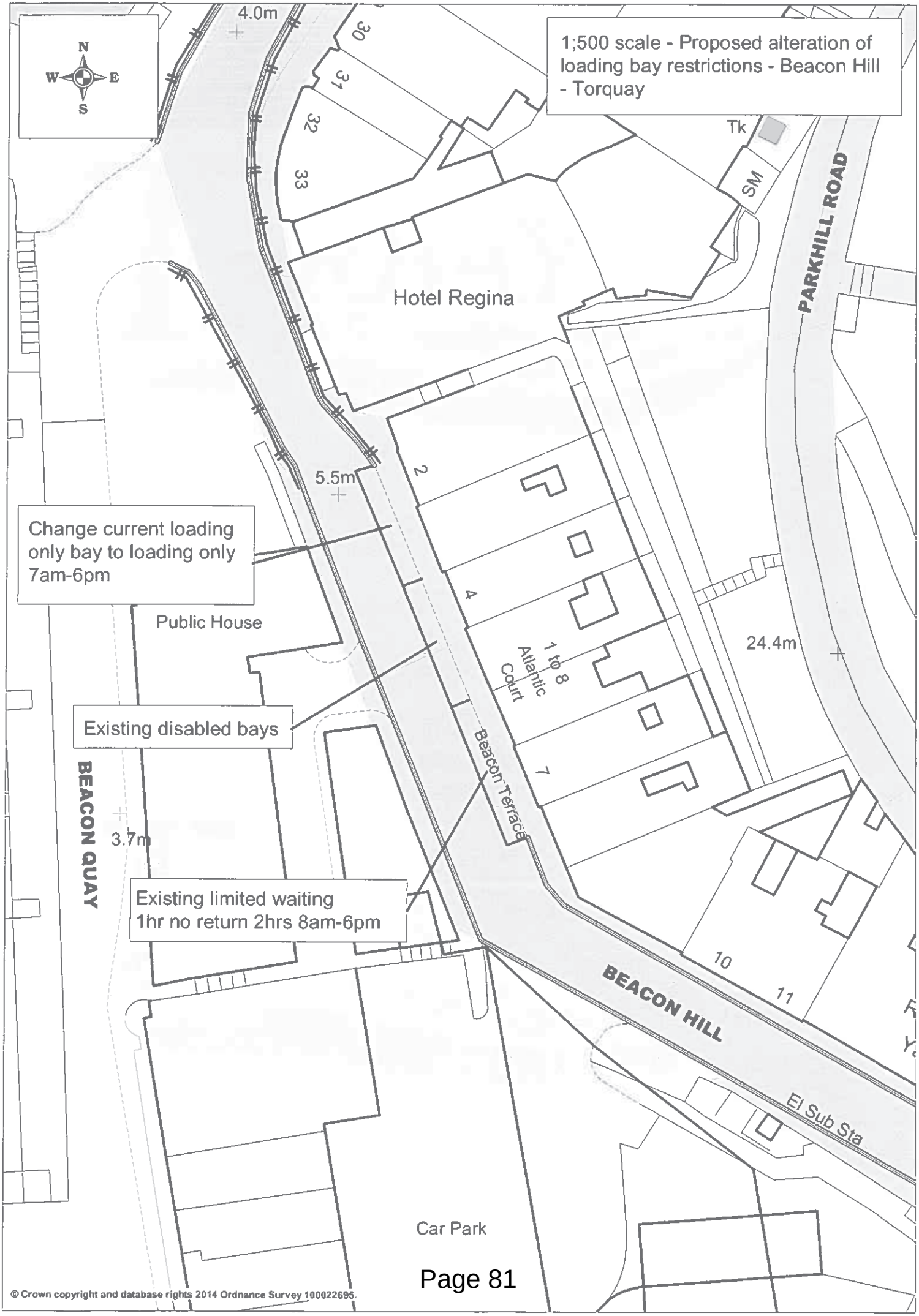
1;500 scale - Proposed alteration of loading bay restrictions - Beacon Hill - Torquay
N
W
E
S
4.0m
30
31
32
33
Tk
SM
PARKHILL ROAD
Hotel Regina
5.5m
2
4
1 to 8 Atlantic Court
7
24.4m
Change current loading only bay to loading only 7am-6pm
Public House
Existing disabled bays
BEACON QUAY
3.7m
Beacon Terrace
Existing limited waiting 1hr no return 2hrs 8am-6pm
10
11
BEACON HILL
El Sub Sta
Car Park
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1:1000 scale - relaxation of restrictions - Forest Road - Torquay
N
W
E
S
LOWER SHIRBURN ROAD
58.2m
53.9m
54.9m
54.3m
59.1m
36.3m
Southward
Works
Orchard Place
FOREST ROAD
El Sub Sta
Sunny Gardens
Upton St James C of E Primary School
Pelham Villas
KEY
Existing no waiting at any time.
Existing no waiting 8am- 6pm
Proposed new no waiting at any time
Proposed revocation of no waiting at any time
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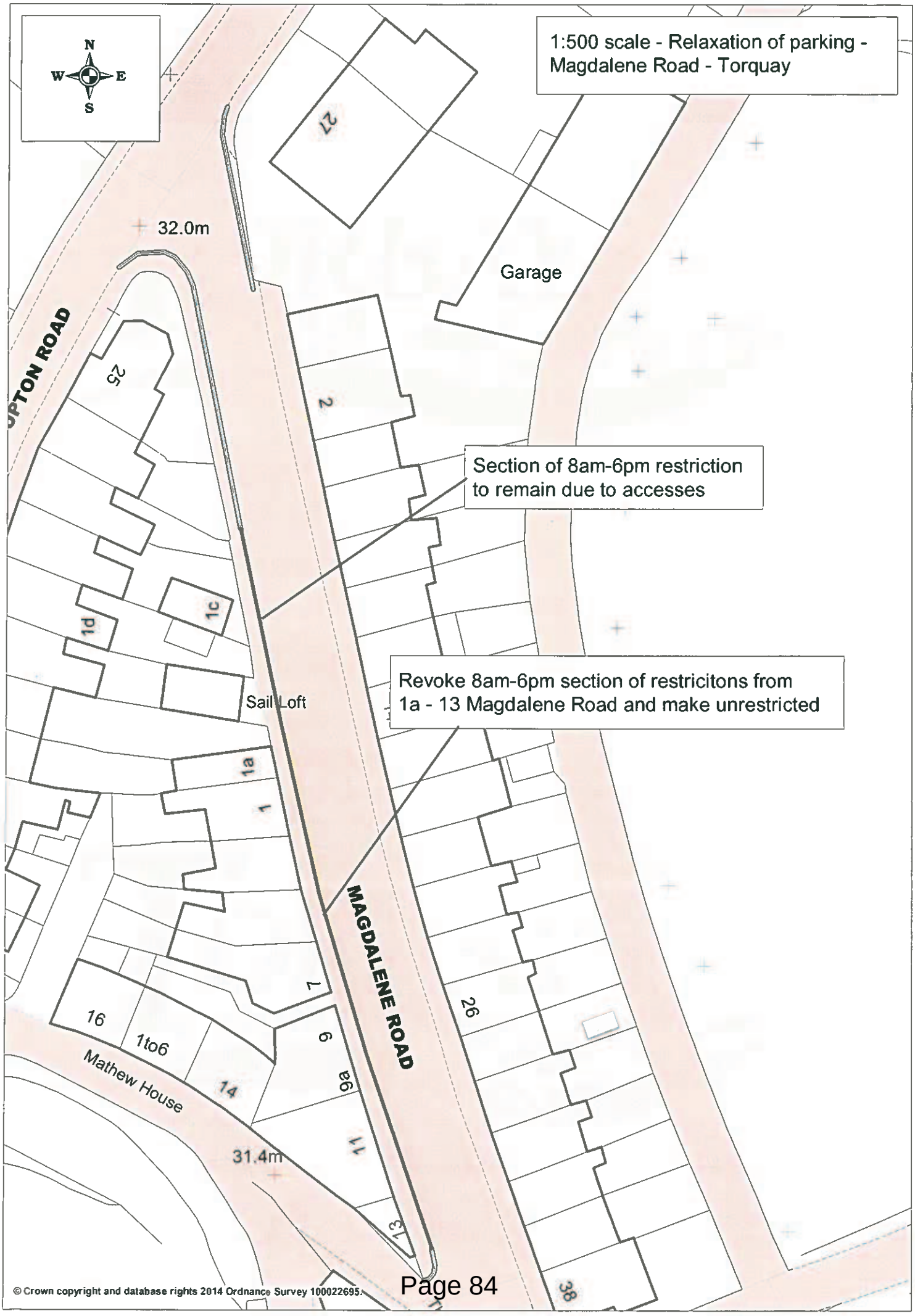
1:500 scale - Relaxation of parking - Magdalene Road - Torquay
N
W
E
S
27
32.0m
Garage
UPTON ROAD
25
2
Section of 8am-6pm restriction to remain due to accesses
1d
1c
Revoke 8am-6pm section of restricitons from 1a - 13 Magdalene Road and make unrestricted
Sail Loft
1a
1
MAGDALENE ROAD
7
16
1to6
6
9a
11
26
Mathew House
14
31.4m
13
38
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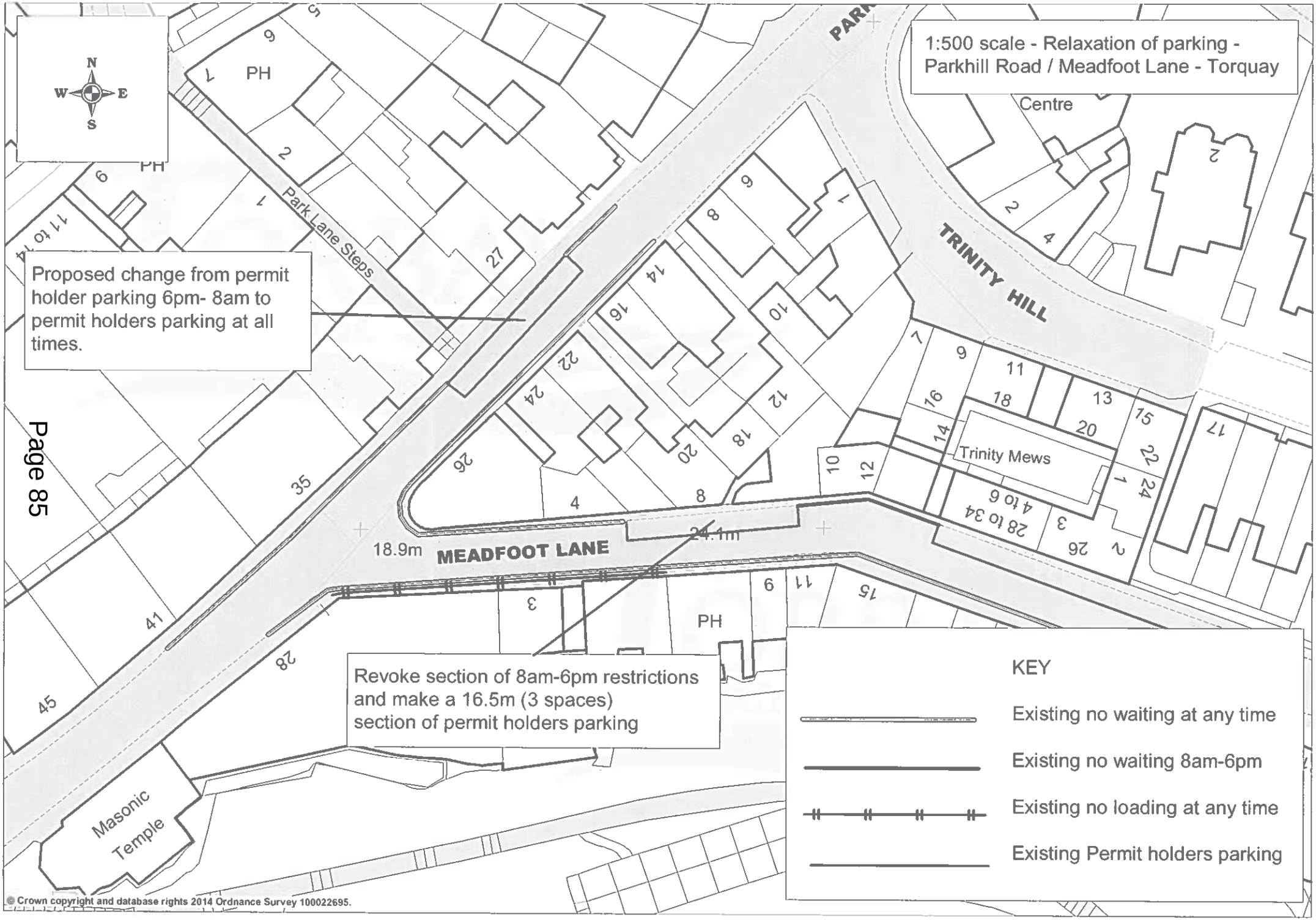
1:500 scale - Relaxation of parking - Parkhill Road / Meadfoot Lane - Torquay
Proposed change from permit holder parking 6pm- 8am to permit holders parking at all times.
Revoke section of 8am-6pm restrictions and make a 16.5m (3 spaces) section of permit holders parking
MEADFOOT LANE
TRINITY HILL
Park Lane Steps
Trinity Mews
Masonic Temple
PH
Centre
18.9m
24.1m
KEY
Existing no waiting at any time
Existing no waiting 8am-6pm
Existing no loading at any time
Existing Permit holders parking
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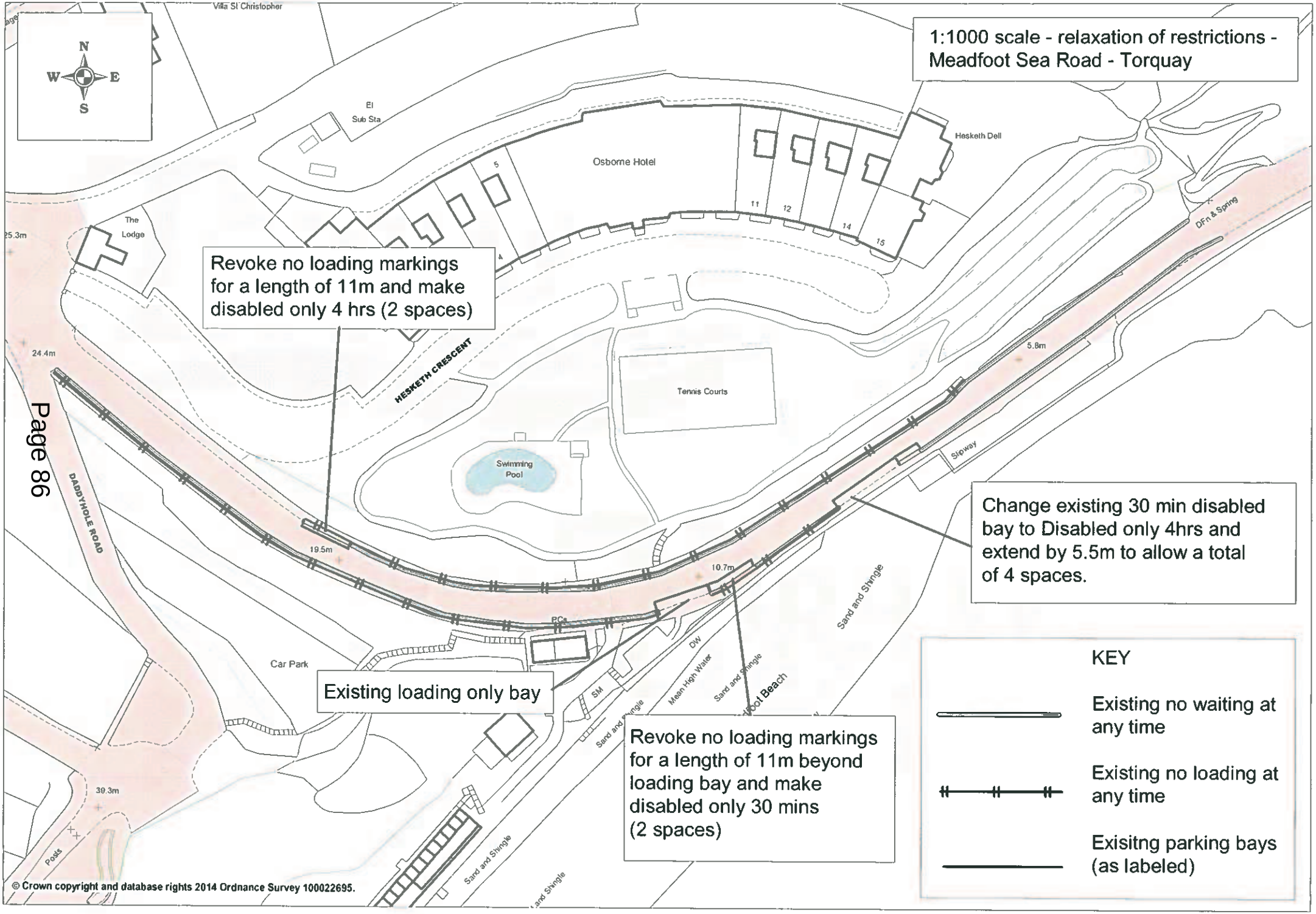
1:1000 scale - relaxation of restrictions - Meadfoot Sea Road - Torquay
Revoke no loading markings for a length of 11m and make disabled only 4 hrs (2 spaces)
Change existing 30 min disabled bay to Disabled only 4hrs and extend by 5.5m to allow a total of 4 spaces.
Existing loading only bay
Revoke no loading markings for a length of 11m beyond loading bay and make disabled only 30 mins (2 spaces)
KEY
Existing no waiting at any time
Existing no loading at any time
Exisitng parking bays (as labeled)
Osborne Hotel
Hesketh Dell
The Lodge
HESKETH CRESCENT
Tennis Courts
Swimming Pool
DADDYHOLE ROAD
Car Park
Slipway
Sand and Shingle
Mean High Water
Posts
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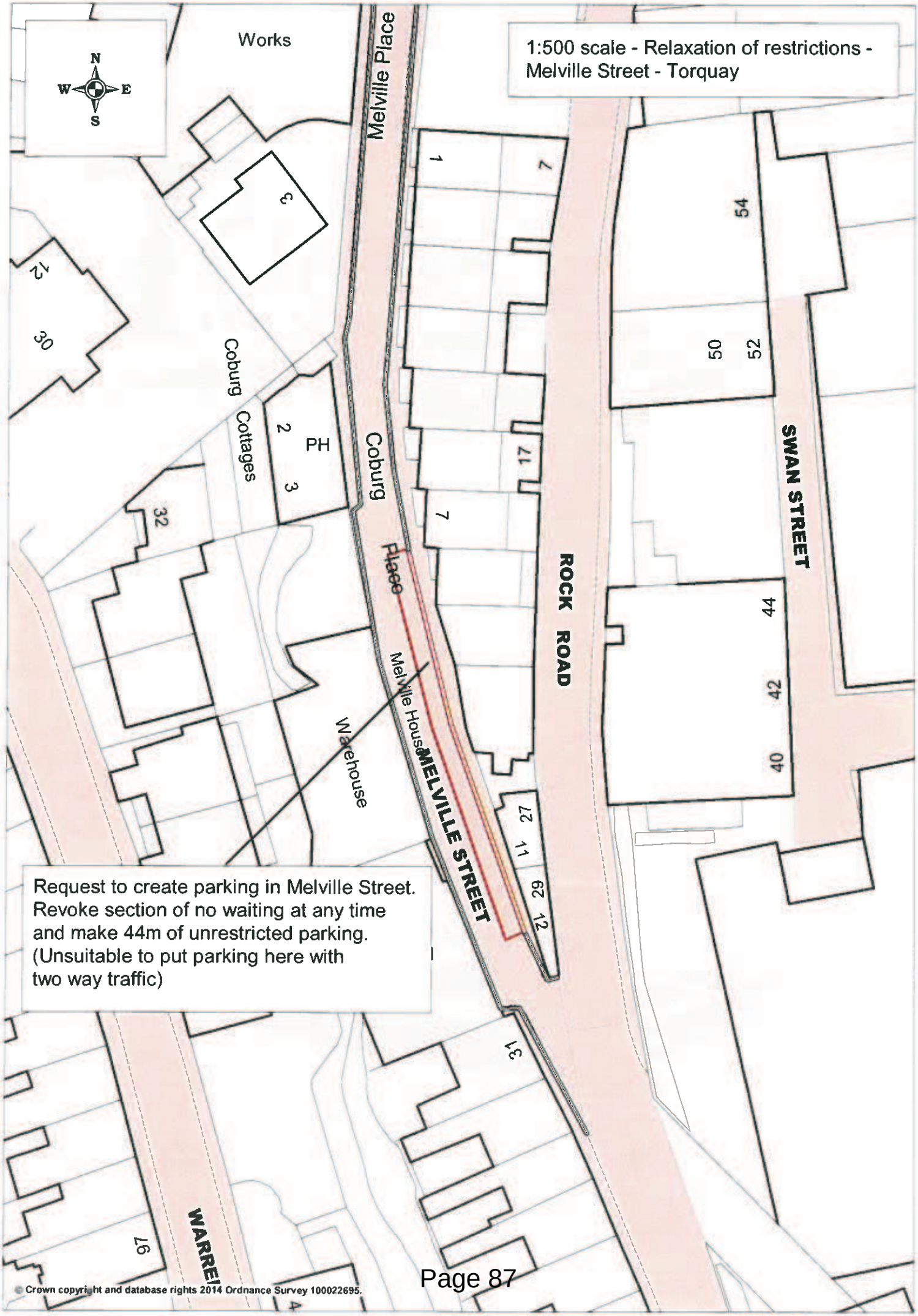
1:500 scale - Relaxation of restrictions - Melville Street - Torquay
Works
Melville Place
Coburg Cottages
Coburg Place
PH
ROCK ROAD
SWAN STREET
MELVILLE STREET
Melville House
Warehouse
WARREN
Request to create parking in Melville Street. Revoke section of no waiting at any time and make 44m of unrestricted parking. (Unsuitable to put parking here with two way traffic)
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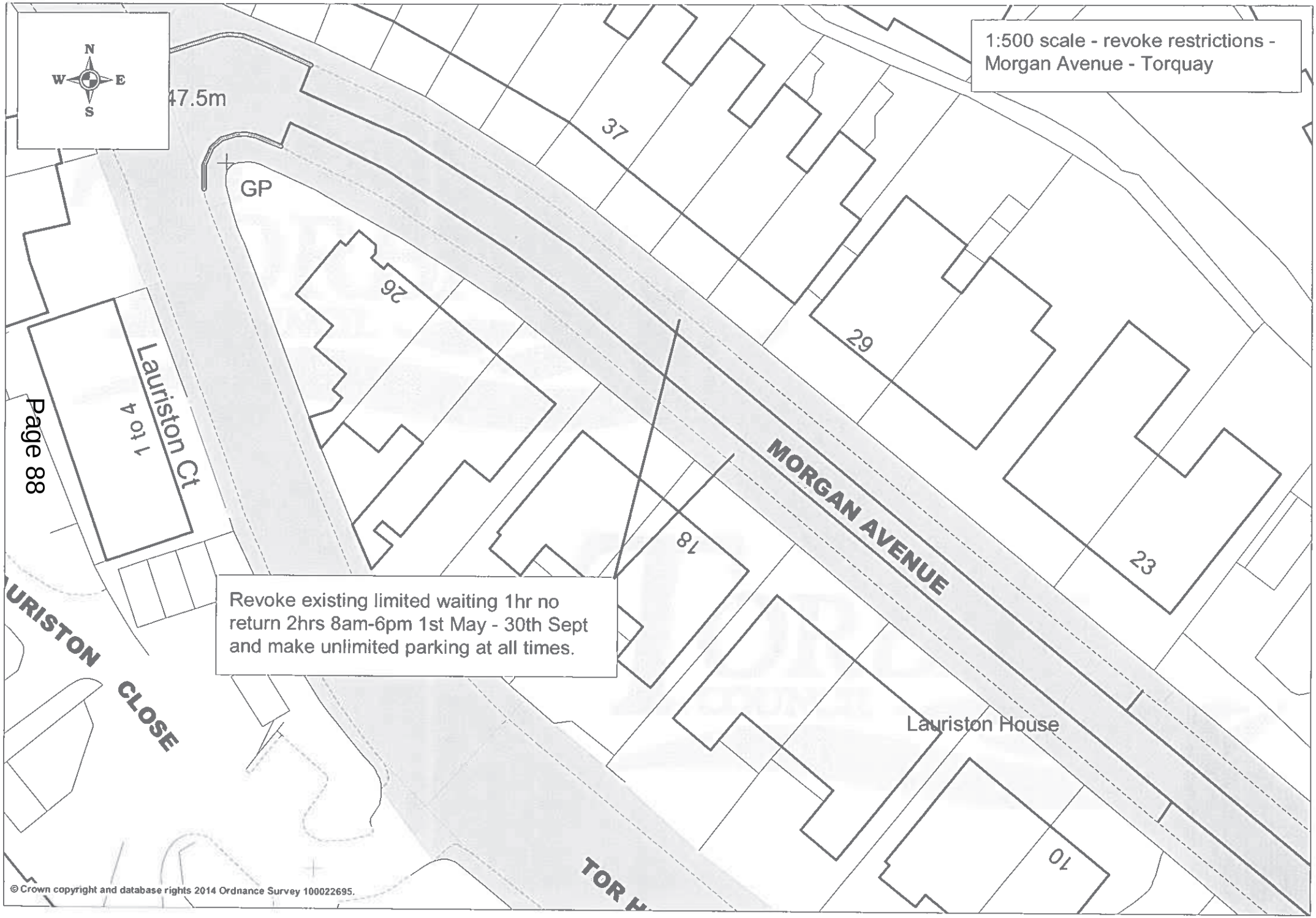
1:500 scale - revoke restrictions - Morgan Avenue - Torquay
N
W
E
S
47.5m
GP
37
29
26
23
18
10
Lauriston Ct
1 to 4
MORGAN AVENUE
Revoke existing limited waiting 1hr no return 2hrs 8am-6pm 1st May - 30th Sept and make unlimited parking at all times.
Lauriston House
CLOSE
TOR
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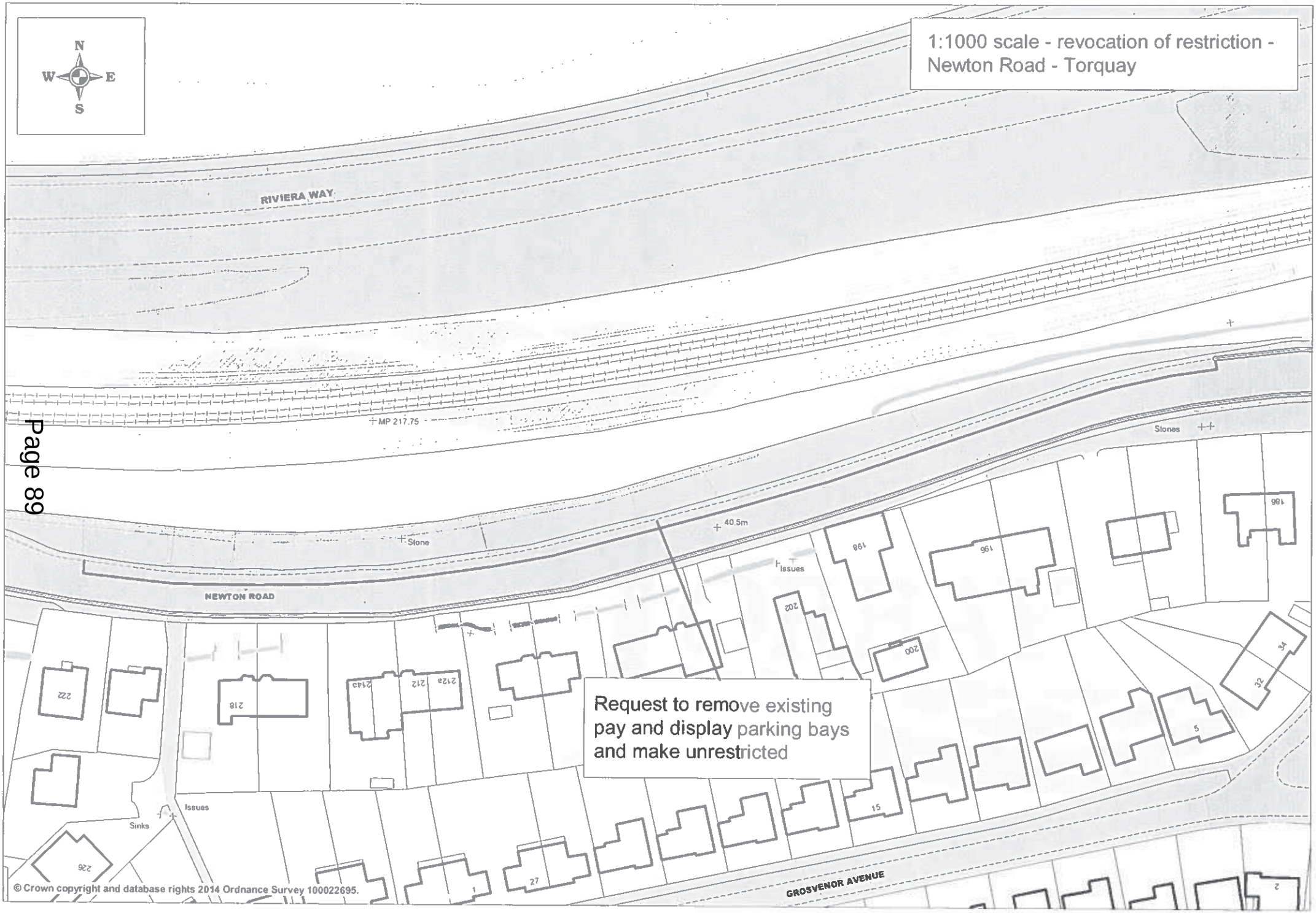
1:1000 scale - revocation of restriction - Newton Road - Torquay
N
W
E
S
RIVIERA WAY
MP 217.75
Stones
Stone
40.5m
Issues
NEWTON ROAD
Request to remove existing pay and display parking bays and make unrestricted
Issues
Sinks
GROSVENOR AVENUE
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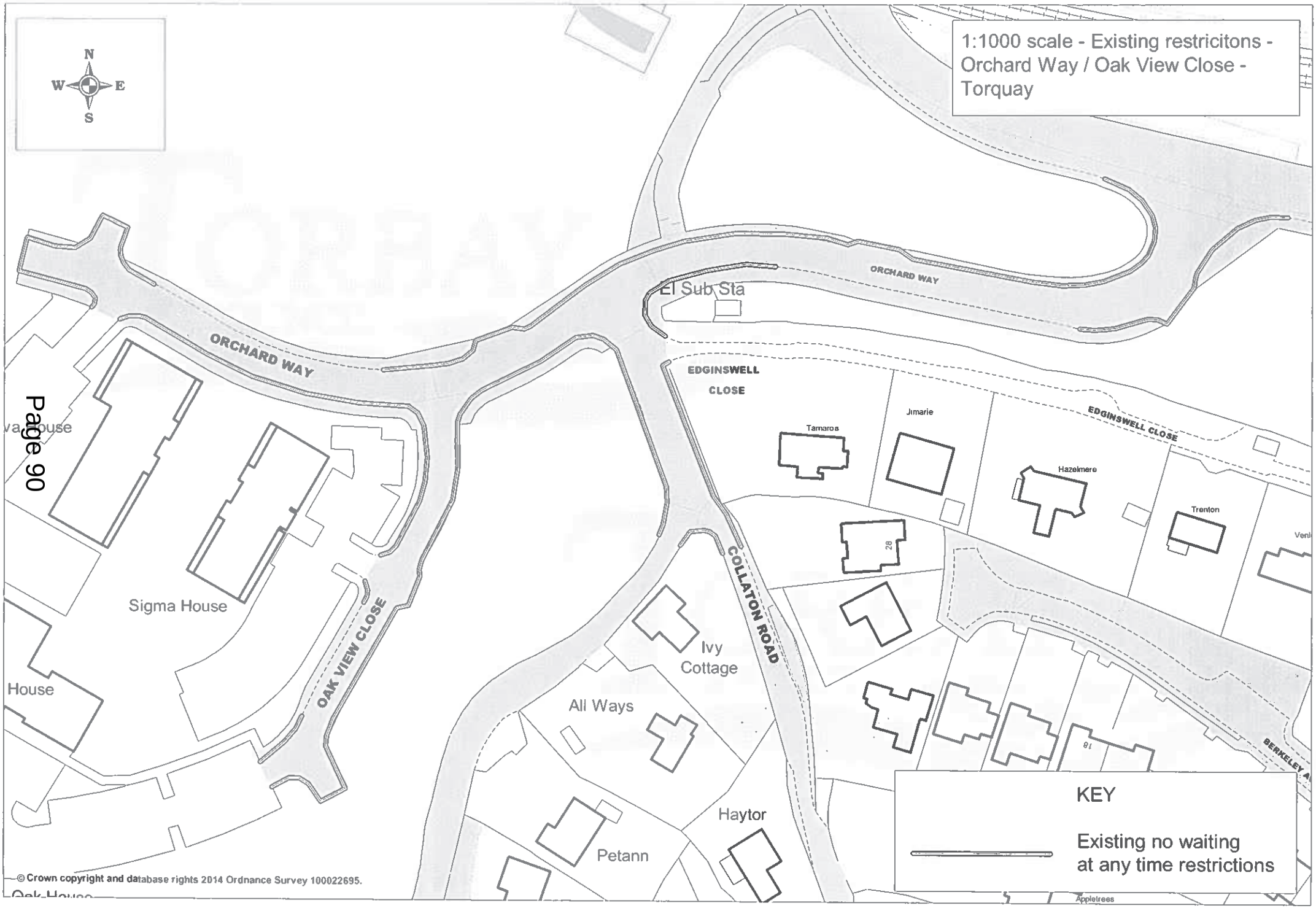
1:1000 scale - Existing restricitons - Orchard Way / Oak View Close - Torquay
N
W
E
S
ORCHARD WAY
El Sub Sta
ORCHARD WAY
EDGINSWELL CLOSE
EDGINSWELL CLOSE
Tamaros
Jimarie
Hazelmere
Trenton
28
COLLATON ROAD
OAK VIEW CLOSE
Sigma House
House
Ivy Cottage
All Ways
Haytor
Petann
Appletrees
KEY
Existing no waiting at any time restrictions
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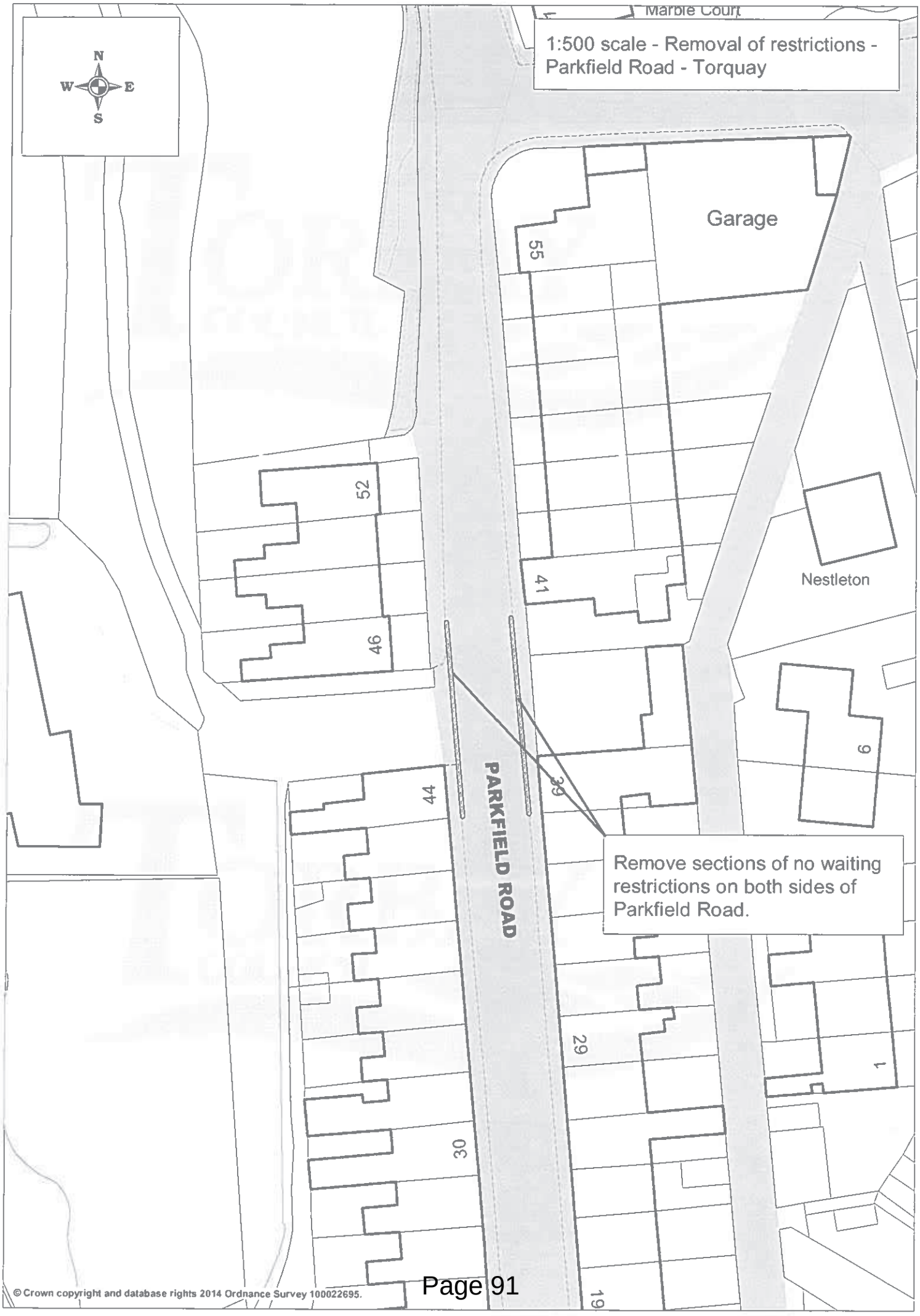

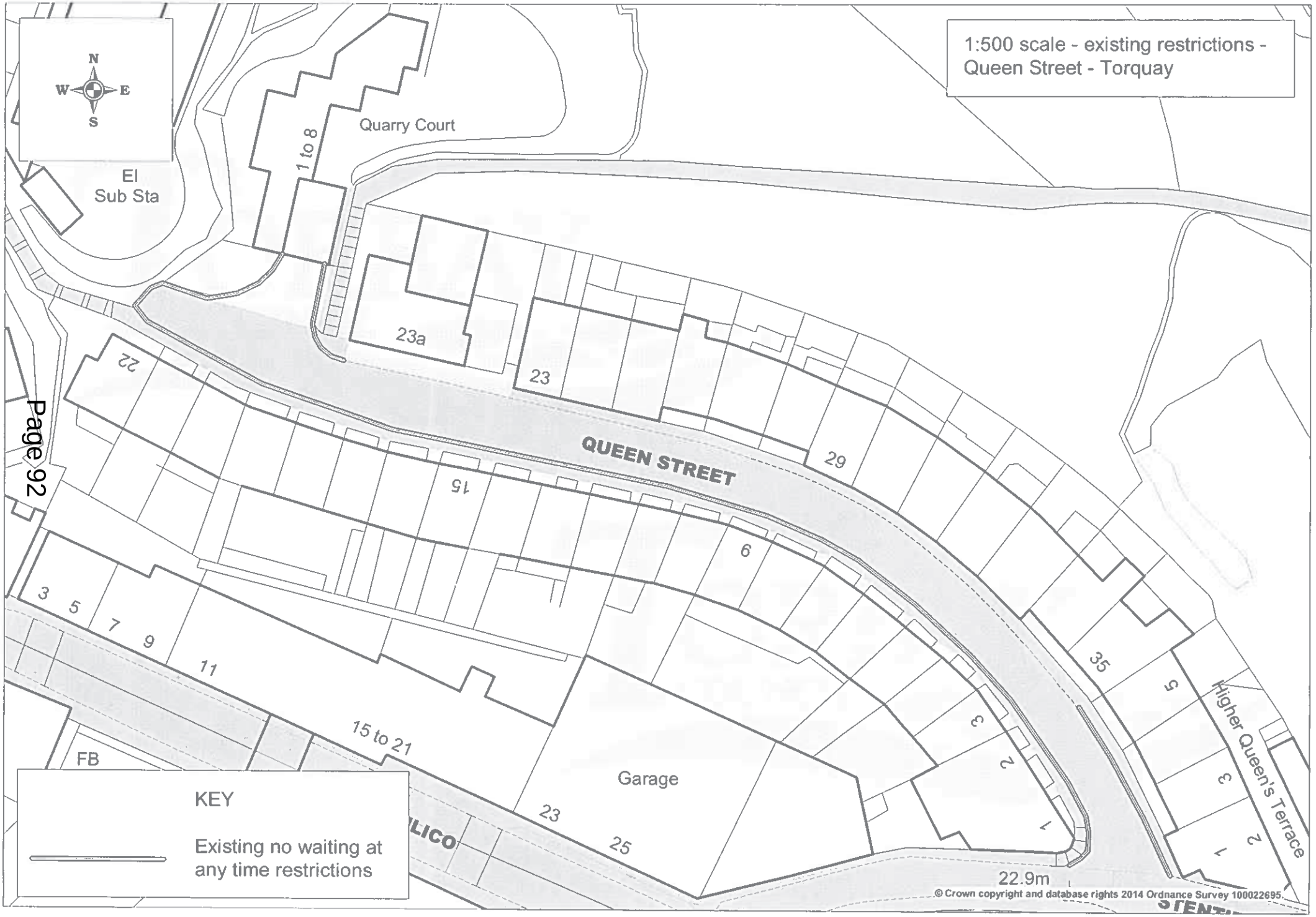
1:500 scale - existing restrictions -
Queen Street - Torquay
N
W
E
S
El
Sub Sta
Quarry Court
1 to 8
23a
23
29
22
15
6
QUEEN STREET
3
5
7
9
11
15 to 21
FB
Garage
23
25
35
5
3
2
1
3
2
1
Higher Queen's Terrace
22.9m
KEY
Existing no waiting at
any time restrictions
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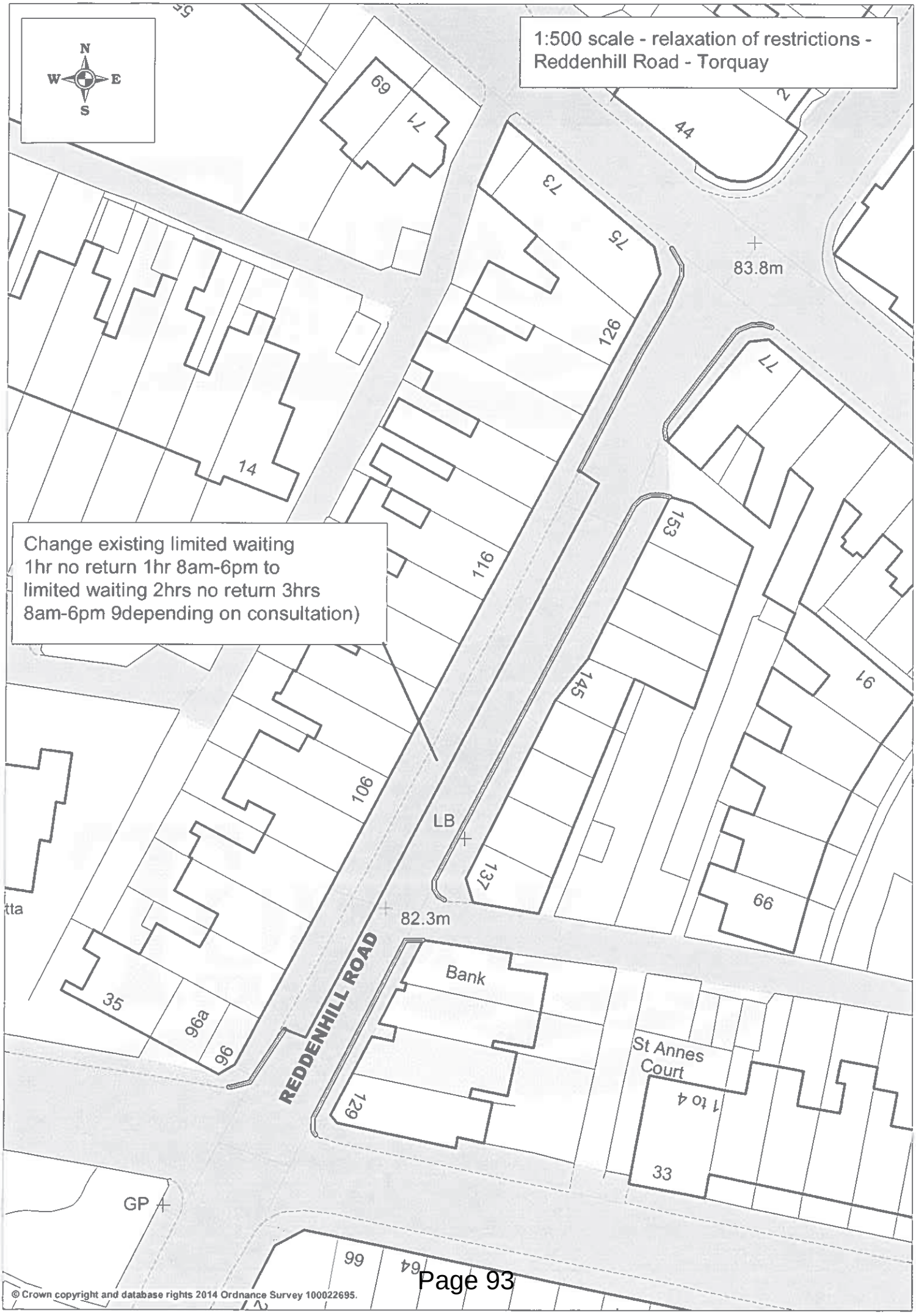

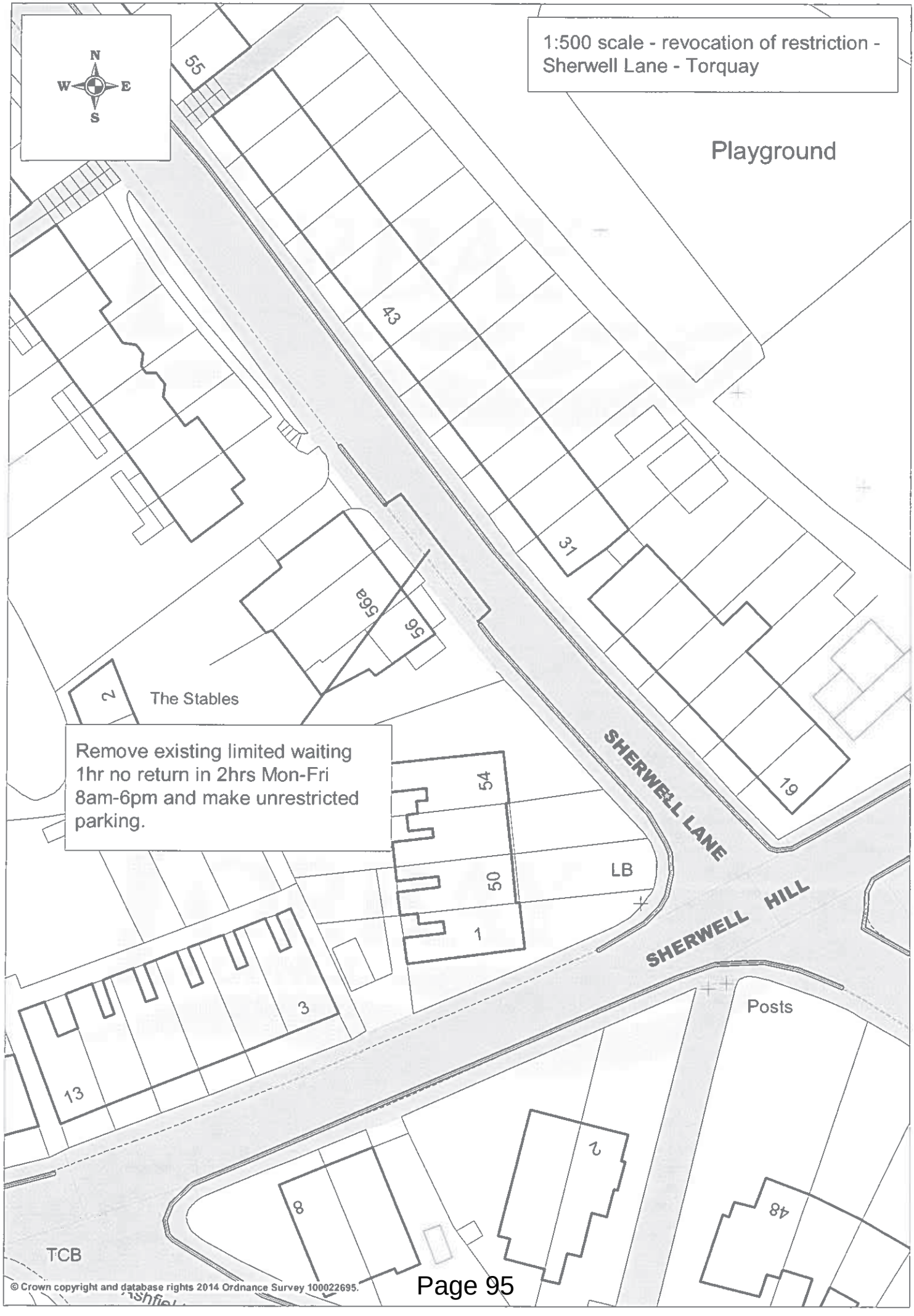
1:500 scale - revocation of restriction - Sherwell Lane - Torquay
N
W
E
S
Playground
55
43
31
56a
56
2
The Stables
Remove existing limited waiting 1hr no return in 2hrs Mon-Fri 8am-6pm and make unrestricted parking.
54
50
1
LB
19
SHERWELL LANE
SHERWELL HILL
3
13
Posts
2
8
48
TCB
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N
W
E
S
1:500 scale - Revocation of restrictions - St Lukes Road South - Torquay
Trevadloc
ST LU
Newcourt
1 to 11
Ellington Court
Unity
Court Prior Hotel
Existing 8am-6pm restricitons
Area of 8am-6pm no waiting restricitons requested for removal to allow further on street parking
Abbey Hall
ST LUKE'S ROAD SOUTH
Villa Rosa
El Sub Sta
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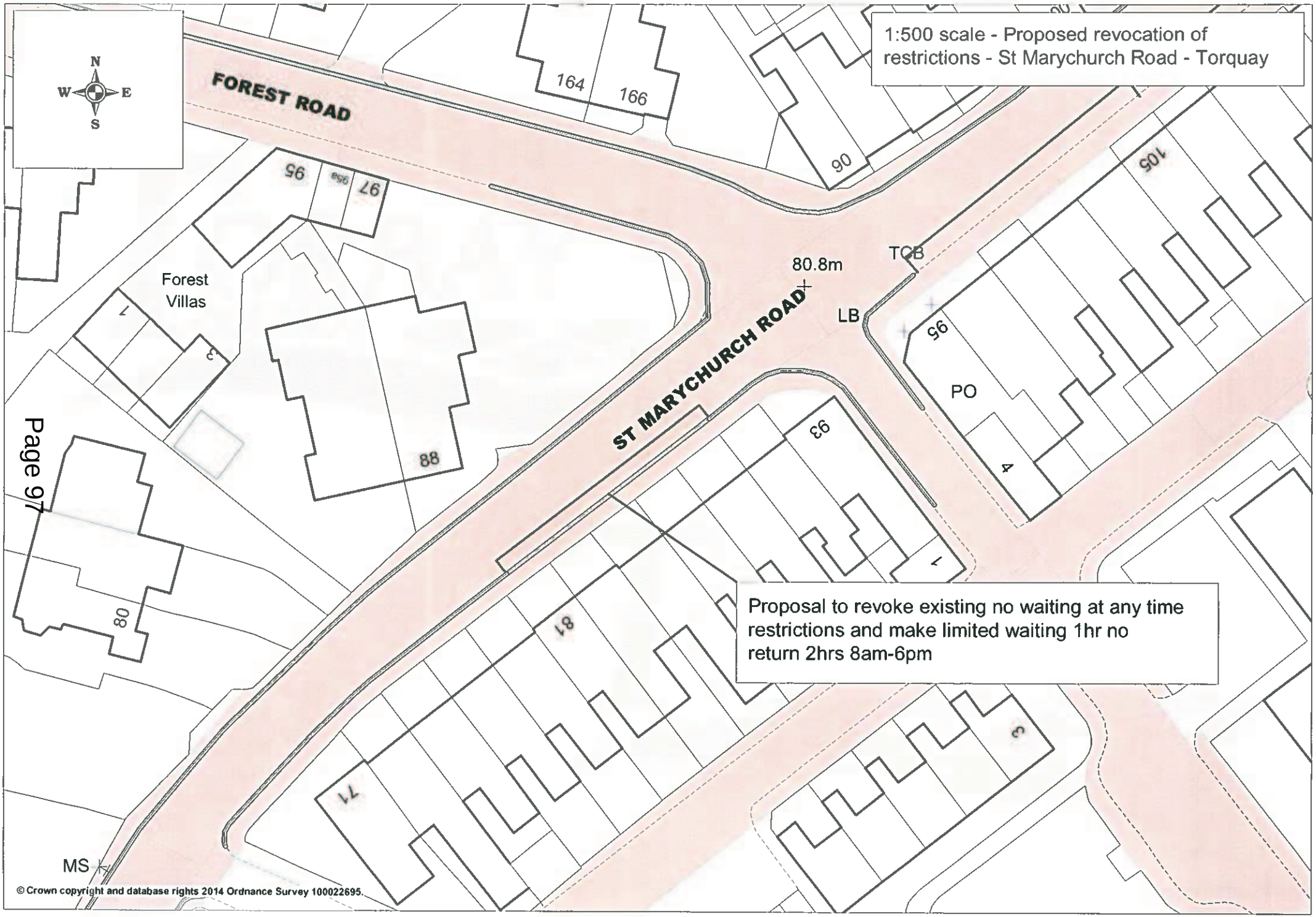
1:500 scale - Proposed revocation of restrictions - St Marychurch Road - Torquay
FOREST ROAD
ST MARYCHURCH ROAD
Forest Villas
80.8m
TCB
LB
PO
Proposal to revoke existing no waiting at any time restrictions and make limited waiting 1hr no return 2hrs 8am-6pm
MS
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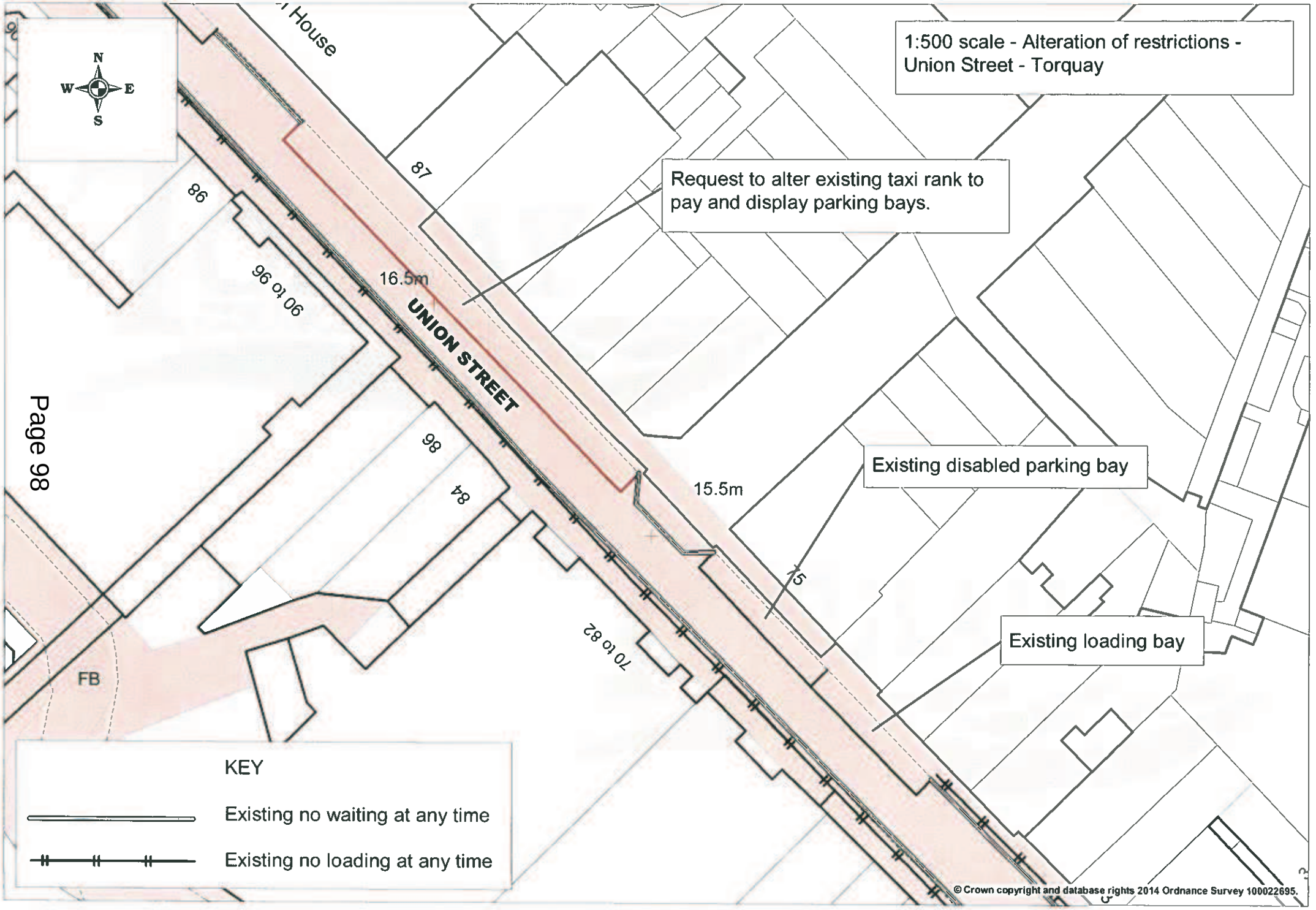
1:500 scale - Alteration of restrictions - Union Street - Torquay
Request to alter existing taxi rank to pay and display parking bays.
Existing disabled parking bay
Existing loading bay
UNION STREET
16.5m
15.5m
House
87
86
96 to 96
98
84
70 to 82
15
FB
N
W
E
S
KEY
Existing no waiting at any time
Existing no loading at any time
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Meeting: Transport Working Party **Date: 27th March 2014**

Wards Affected: All Wards

Report Title: Adoption of Transport Asset Management Plan

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

Supporting Officer Contact Details: Tim Northway, Principal Engineer (Network Management)

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1. **Purpose**

1.1 The maintenance of the nation's highway networks are currently being highlighted due to the all too obvious deterioration of carriageway surfaces and the increasing number of visual defects such as potholes. The Department for Transport (DfT) is responding to this issue by increasing the levels of investment in this critically important asset but wants to see that the increased funding is being spent in the most appropriate manner. The 'Chartered Institute of Public Finance' (CIPFA), 'Highways Asset Management Finance Information Group' (HAMFIG) and more recently the 'Highways Maintenance Efficiency Programme' (HMEP) have all been involved in developing tools and guidance for highway authorities to prove that the funding provided for highway maintenance is invested on the network in accordance with the principles of asset management. This report introduces the strategic version of Torbay Council's Plan that will be made available on its website to show how asset management techniques apply to this authority.

1.2 The financing of highway maintenance for local authorities is to be increased over the term of the next parliament. However, part of this additional funding may be allocated to those authorities that can prove that they have adopted and are using the principles of asset management for the planning of their maintenance schemes. Torbay Council has been basing its maintenance projects on these principles but now that improved toolkits such as 'Lifecycle Planning' are available, is now in a position to publish the strategic version of the asset management plan. If this is done in a timely fashion it will mean that Torbay Council will be able to bid for this additional pot of money with a better chance of eventual success. If there is no such plan in evidence this could jeopardise more of the highway network which is all in need of major investment.

1.3 The ring-fencing of the DfT funding was removed in the name of localism which means that capital funding previously assured for structural maintenance schemes

may be diverted from this task by more pressing needs for an authority. However, Members need to be aware of the long term effect of taking money away from highway maintenance and should therefore pay particular attention to the 'appendix A' of the Plan. This is not saying that such a decision may be wrong but it does show that there will be detrimental impacts to the highway network in a relatively short time.

2. Proposed Decision

2.1 That the strategic Transport Asset Management plan for the maintenance of the highway asset be adopted by the Council.

3. Action Needed

3.1 Members will be required to sign up to the principles of asset management and to approve the indicative three year programme of carriageway structural maintenance developed by the associated toolkit.

4. Summary

4.1 Torbay Council has always tried to use lower cost preventative carriageway treatments to extend the useful life of its highway asset to make the maximum use of the limited funding that has been available for highway asset management. This has delayed the deterioration of roads that have received this treatment but the lack of appropriate funding for other roads requiring more expensive structural repairs has created problems elsewhere.

4.2 The Lifecycle Planning Toolkit charts which are used within the plan show that even the anticipated additional funding will mean that the overall condition trend to the highway condition will still be a decline, however, the Council needs to show that it is willing to adopt the principles of asset management to ensure that it can attract as much central funding as is possible.

4.3 There is a current maintenance backlog of £11.5M for surfacing schemes. This figure can only increase without appropriate levels of funding. With the increasing expectations of road users to address the challenge of improving the highway condition the issue is being raised as a national concern which will require positive intervention in the fullness of time. The Council needs to be in the best possible position to benefit from any additional funding and the adoption of this plan is a positive step in this direction.

Supporting Information

5. Position

5.1 The use of asset management techniques in highway maintenance is being advocated by many advisers to the DfT. As the DfT is the major investor for highway maintenance they have a desire to ensure that the funding provided is to be spent in the most effective manner.

5.2 This strategic plan summarises the Council's recent history in dealing with the

highway asset and shows how the anticipated levels of funding will still show a gradual overall decline in the condition of the asset.

6. Possibilities and Options

6.1 That the adoption of this Plan gives the Council more opportunity to bid for additional funding to the benefit of all residents and visitors to this area.

7. Preferred Solution/Option

7.1 That the Plan be adopted.

8. Consultation

8.1 As a technical document it would not be appropriate to consult on this policy, however, the Plan should be made publically available on the Council's website.

9. Risks

9.1 By not adopting the plan, the Council will be expected to only receive a base level of funding for its highway maintenance based on its current length of highway network.

9.2 The collation of additional highway asset data is required to improve the authority's chances of defending third party claims and to identify other parts of the network in need of investment.

Appendices:
Appendix 1 - Transport Asset Management Plan – Strategic Version

Additional Information:
None.

Documents available in Members' Rooms:
None.

Background Papers:
HMEP, UK Roads Liaison Group – Highway Infrastructure Asset Management Guidance Document (2012)
HMEP, UK Roads Liaison Group – Highways, Maintaining a Vital Asset (2013)
HMEP – Lifecycle Planning Toolkit, User Guidance (2012)
CIPFA, HAMFIG - The Code of Practice on Transport Infrastructure Assets (2013 updated)
Audit Commission – Going the Distance (2010)
DfT – Action for Roads (2013)

TORBAY COUNCIL

TRANSPORT ASSET MANAGEMENT PLAN

STRATEGIC VERSION

Foreword by Portfolio Holder

I am very pleased to be able to introduce Torbay Council's first published Strategic Transport Asset Management Plan dealing with the Highway Asset which records our strategies and practices aimed at maintaining an efficient and effective network. The document indicates the manner in which our Highway Engineers have been obliged to prioritise and compare assets in order to best manage the network whilst struggling with tight budgets and lack of investment in this most important and valuable of all assets to the community.

It also gives further details of the framework within which Highway Maintenance is carried out and as such is an invaluable working document for use by elected members and officers of the Council. It should be read in conjunction with the previously published Highway Maintenance Plan.

Torbay's highway assets, which are used by all residents, businesses and visitors to the area, provide a vital contribution to the economic health of the community and reflect the quality of the environment. Ensuring the ongoing safety of all users of this network is a very high priority for this council.

I am sure that the information included will aid decision making in this complex area so that the interests and needs of the community are best served and the highway service is at the highest possible level.

Councillor Ray Hill, Portfolio Holder.

TORBAY COUNCIL
Transport Strategic Asset Management Plan

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Accompanying documents:

Highway Maintenance Plan (2009)

1. Introduction to Highway Asset Management

The introduction of a fully developed asset management plan is a task that will need to develop over a period of many years. However, it is essential that this initial plan is published to demonstrate that the operations associated with a plan's production are happening and to have a framework that can be developed progressively. This document in conjunction with other living documents such as the previously published Highway Maintenance Plan details the operational policies and procedures as adopted by Torbay Council's Streetscene Services.

The development process will be based on best practices already demonstrated and will incorporate the latest legislation and adopted procedures. However it will be continually reviewed and may affect current practices where these need to be improved to meet the term 'asset management approach'.

Improvement actions will be identified and detailed within the relevant appendices, which are where the main changes will be detailed.

1.1 Executive Summary:

Asset Management is essentially a tool to ensure that funding provided for highway maintenance is spent in the most cost effective manner. In simplistic terms, money spent on preventative treatments on roads that are in fair condition provides better overall coverage and value for money than treating roads that are already in a poor or very poor condition, where the only option becomes full depth reconstruction which is a process costing 20 times more than a preventative surface dressing. It is also when roads reach this very poor condition that the increased cost in reactive maintenance becomes prohibitive and obvious defects such as potholes, rutting and delaminating surfacing start to become safety hazards to road users.

Highway Authorities try to ensure that the money provided is spent in an efficient manner and that the overall condition of the network remains in at least a functional condition. The main dilemma facing Engineers or Asset Managers who are tasked with conducting this function is, whilst knowing that there is insufficient funding to treat the entire network in the manner that it requires, they are still obliged to ensure that efficiency and transparency in identifying sites is maintained. This highlights the simple fact that despite all the improvements and toolkits being provided for Asset Management there is still a large gap in the funding required, compared to the funding that is actually provided, to stabilise or improve the network.

In Torbay's case specifically, the 'Life Cycle Planning Toolkit' suggests that a major cash injection of £13m will be required before the principles of preventative treatments can be fully adopted. In fact, rather than a cash injection, since the removal of 'ring-fencing' from the capital highway maintenance grant (from the Department for Transport), a third of this money has been lost from the highway maintenance budget. Whilst the long term effect of losing this funding takes time to become clear, the fragile nature of Torbay's highway network is now only too obvious to residents and road users alike. Pothole numbers are increasing as are third party insurance claims and contractors are struggling to keep up with the increasing demands on urgent and emergency repairs.

The present level of funding is not sufficient to allow enough preventative maintenance to take place to keep the overall asset in a stable condition. In the current year, there will still be 30% allocated to surface dressing and micro-

asphalting treatments targeting ‘fair’ condition roads that are in danger of slipping into ‘poor’ condition if left untreated and although 60% will be used for resurfacing and reconstruction works, this is less that half of the sum that is actually needed to treat roads that are in real danger of being lost if recent adverse weather trends continue.

Torbay has always invested in preventative treatments hence its road network being less severely affected than some other highway authorities, but the continuing loss of the capital funding is restricting the ability to react in an appropriate manner and is directly contributing to the continuing deterioration of the highway network of which we are all aware.

Whilst the above statements are certainly emotive and thought producing, the facts are backed up in this Strategic version of the Transport Asset Management Plan, particularly when the information produced by the toolkits in Appendix ‘A’ are considered and the unchecked trend in the increasing ‘Depreciated Replacement Costs’ reported by the Council’s ‘Pavement Management System’.

Meanwhile, to place this in further context, an independent study commissioned by the ‘Highways Maintenance Efficiency Programme’ showed that Torbay Council’s Highways Service was run efficiently and that Torbay was the only authority in the study that managed to retain this accolade throughout the four year period covered.

1.2 Definition of Asset Management:

The following quote is contained within the County Surveyors Society Framework for Highway Asset Management:

Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.

The Torbay Council version recognises the following themes

Scope: The Asset Management Plan is primarily to optimise maintenance of the entire network. The asset encompasses all areas of adopted highway and public rights of way within the boundary of Torbay.

- Strategic approach – a systematic process that takes a long term view
- Whole of life - the whole of life / life cycle of an asset is considered
- Optimisation - maximising benefits by balancing competing demands
- Resource allocation - allocation of resources based on assessed needs
- Customer focus - explicit consideration of customer’s expectations

However, in adopting the principles of Asset Management it should be noted that the primary drivers in decision making processes depend on a detailed knowledge of the extent of the highway inventory and in particular its overall condition, but also that customer satisfaction must be considered within the end product.

1.3 Drivers

The two main drivers for the implementation of a Transport Asset Management Plan (TAMP) are:

- Making the best use of resources to maintain this important asset; and
- The introduction of Whole of Government Accounts

The TAMP will demonstrate that Torbay Council is making the best use of its assets.

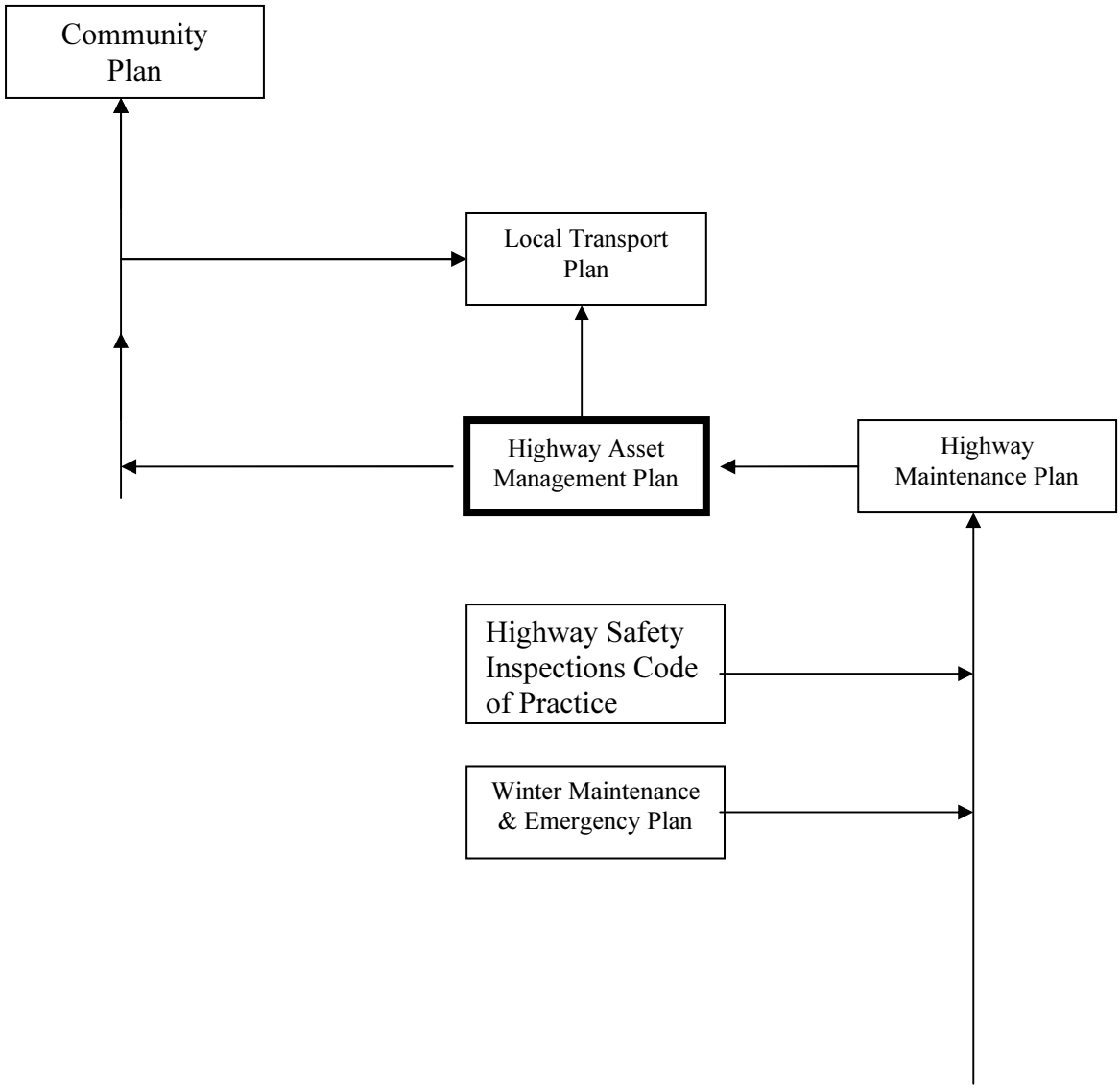
1.4 Key Stakeholders

The highway network as a whole is the Council's largest and most valuable asset with a current conservative gross replacement cost of £654,500,000. The proper management of this asset impacts directly on a broad range of stakeholders and users of the network including, amongst others:

- Elected Members – Who will be expected to sign up to an Infrastructure Asset Management Policy to look after the best interest of the highway users and to promote sustainable economic growth, produce a better environment and in the process improve the health and well-being of service users.
- Residents and Visitors – Who will expect the highway infrastructure to be maintained in an appropriate cost effective manner to meet local needs.
- Council Officers – Who strive to improve the condition of this valuable asset despite the present climate of national austerity and who have a public duty to keep the highway in a safe condition for all users.
- Utility Companies – Who wish to service the needs of their customers and by working with the highway authority endeavour to keep traffic flowing and avoid unnecessary damage to the highway infrastructure.
- Public Transport Companies – Who want to provide a punctual and sustainable service for their customers.
- Local Businesses – Who use the highway network for business commuting, deliveries and transport needs.

1.5 Relationship to other documents

With regards to the Highway Asset Management Plan, its relationship with the above strategy and policy documents is shown below:



2 INVENTORY AND CONDITION DATA

2.1 Introduction

Effective asset management requires knowledge of an asset including its condition and its use. This requires the collection and maintenance of asset data that can assist decision makers to assess, analyse and to report on performance and progress.

2.1.1 Types of Data

The following asset data details are required:

- Inventory: comprising details of the number, location, size, type, age and component make up of each asset.
- Condition: comprising measurement and observational rating of the condition of elements of the asset derived from either physical testing or visual inspection.
- Use: comprising details of the use of assets in the form of data such as traffic counts, heavy vehicle routes, etc.

Good data is the foundation on which asset management processes are built. The availability of appropriate data will allow a consistent management approach.

2.2 Asset Types

The highway network comprises a combination of many diverse and differing assets as listed within the Highway Maintenance Plan. The principles of asset management however apply to all of these components.

2.3 Current Status

A detailed highway inventory is an essential prerequisite of establishing a cost effective and adequate maintenance regime. An inventory survey was undertaken several years ago of the entire network but it is still anticipated that further data collection will be required for certain highway features. This information will be held on a specialised computer database which will allow maintenance personnel convenient access to information on any aspect of the network. This will be of use when preparing budgets or letting contracts for maintenance work.

2.3.1 Current Asset Data

The inventory data is contained in the Highway Maintenance Plan. However it includes the following:-
522.5 kilometres of roads
20 kilometres of green lanes
817 kilometres of footways
77 kilometres of public footpaths
460,000 sqm of grass verges and shrubberies
22,000 no. road gullies
Also many other assets including seats, shelters, bridges, retaining walls, signs and traffic signals. These assets are used or relied upon by all residents, businesses and visitors to the area on a daily basis.

2.3.2 Current Data Management Practices

There are a number of procedures in place for collecting and maintaining elements of data. However, there are gaps in some of the inventory data and a need to validate other data which already exists has been identified. Both of these issues need further consideration in the development of this TAMP. However, the recent purchase of an updated coring rig and access to training and accreditation of in house staff members, mean Torbay Council can become more self sufficient in specifying and obtaining survey data. This area of activity is a key function and one that will be expected to expand as Asset Management processes become established nationally.

2.4 Proposed Future status

2.4.1 Asset Data

It is recognised that it may not be cost effective to collect every piece of missing asset inventory data. However, trial surveys have been conducted using existing resources to fill some gaps. A particular example is the collection of types and locations of railings and guardrails. This information is now being gathered by using visual surveys and plotting locations by 'Global Positioning Satellite' technology (GPS). The information thenbeing transferred to a digital mapping layer on the Council's 'MapInfo' system. This system will provide a reliable base set of asset data on which need projections can be based. At the same time the UKPMS system is being updated and developed nationally with the intention that initially condition information will be able to be used to predict lifecycle stage of carriageways and footways. As Torbay Council possesses a full Pavement Management System suite this will be the cornerstone of the TAMP.

2.4.2 Data Management

All highway inventory additions must be recorded by an identified officer with a responsibility to assimilate the data set associated. Resources to undertake this task must be identified and allocated. The mechanism for data collection must be manageable and allow additional attributes to be added during the life of the TAMP.

2.4.3 Data Use

The collated data will support the following activities:

- Maintaining the inventory to demonstrate the extent of highway assets owned and maintained
- Routine Maintenance management; to enable us to demonstrate that inspections and repairs are undertaken in accordance with our policies.
- Customer Queries and Service requests; to enable us to track customer queries and to demonstrate that the appropriate actions have been taken.
- Performance Reporting; to enable National Indicators (NI) and local Best Value Performance Indicators (BVPI) to be collated and reported. This information being required for reporting to Department for Transport and for benchmarking purposes with peer group authorities within the south west region.

Data management will enable us to improve in the following areas.

- Our ability to predict future needs; enabling the creation of better coordinated and potentially more cost effective plans.
- Our ability to meet future government requirements for asset valuation.
- Our understanding of the risks associated with managing the road network and to make more informed decisions about the road network.

2.5 Condition data

2.5.1 Condition surveys

CARRIAGEWAY SCANNER SURVEYS

Currently condition surveys are required for reporting purposes to central government as used to generate performance indicators. However, the main purpose of this survey process is to drive the 'Pavement Management System' software, which in turn identifies lengths of highway that potentially require maintenance work. On classified roads 'A', 'B' and 'C' (and a few of the busier unclassified routes) the surveys are carried out in a vehicle operated by a recognised specialist contractor which is termed as a 'SCANNER' survey. The coverage of the classified highway carriageway network is approximately 80% of the total per annum, so it provides a good comparison year on year. However, the data collected by SCANNER surveys can be and is in fact altered by national rules and parameters to generate reports into a 'UKPMS' system, which then allows different authority's results to be compared in order to prove that the funding provided is being used in an effective manner. Unfortunately, by changing the survey calibration/intervention data in this way it can be difficult to trend condition data in a manner that enables a highway engineer to identify changes in condition versus expenditure which is an important part of the TAMP process. It is hoped that a steady state in reporting and surveying will eventually be achieved which will then make the asset management process more transparent and establish trends of expenditure versus condition.

CARRIAGEWAY COARSE VISUAL INSPECTION SURVEYING

In addition to the SCANNER surveys on the classified network, there are 'Coarse Visual Inspection' surveys (CVI) carried out on the unclassified network. The annual coverage of these surveys however, is only about 33% of the total network, thus meaning there is a 3 year gap between repeatable surveys, again making trending difficult to achieve,

As part of the TAMP process it is intended that localised surveys are to be conducted on all highways to ascertain the actual construction depths and material types that have been used. This is essential for long term planning, in particular where preventative maintenance treatments or in-situ recycling treatments are being considered. In turn the information held will also reduce the present dependence on historical knowledge of earlier maintenance schemes, or indeed obviate the need to make any assumptions concerning the expected residual life of the highway. Furthermore it is intended that condition surveys are to be carried out on all local roads by in house staff, in order that there is a starting point with 100% coverage of the highway network. By introducing our own repeatable survey we will be able to better monitor the effects of any decisions made on future changes in maintenance funding, whether this be positive or detrimental to the overall asset.

Notwithstanding the above, in order to initiate the Asset Management process it will be necessary to continue reporting on data obtained from third party commissioned Coarse Visual Inspections as UKPMS will be using this as part of its intended condition reporting mechanism. Fortunately Torbay Council continued to collect this data as part of its LTP reporting process, as at one time with the reduction in reportable performance indicators it was thought that these could be discontinued.

FOOTWAY DETAILED VISUAL SURVEYS

Although this section has been mainly relating to the carriageway network, similar measures are proposed for footways which currently only have 'Detailed Visual

Surveys' (DVI) carried out on the busier higher usage areas to validate a discontinued performance indicator BVPI 187. Current coverage of these footways is approximately 50% per annum; other local footways are not formally surveyed at all and rely solely on input from safety inspections. Other inspection and recording regimes are already in place for Highway Structures, which are to have their own dedicated management software introduced this year and Highway Street Lighting who operate a further version of the 'Mayrise' system. Two team members have received training for conducting Footway Network Surveys (FNS). They will be amongst the first fully accredited surveyors of this type nationally and survey results will be directly input into the UKPMS for recording against a new national performance indicator being developed for footways. The hardware and software associated with this process will also be evaluated to see if they can be utilised for some carriageway surveys in due course. However, the FNS surveys will mean that within four years all of the local footways that have not been reported on previously, will have had condition surveys carried out. This will enable us to make far more considered decisions as to which footways are to be prioritised for various types of treatment. This will reduce our current dependency on 'planned maintenance' assessments made during Safety Inspections or resulting from inordinate amounts of reactive maintenance being required on individual sections of footways.

A tabular summary of condition survey types is as follows:-

	SURVEY TYPE				
Road Class	**SCANNER**	**CVI**	**DVI**	**FNS**	**PI**
A	√				NI 168 CCI DRC
B	√				NI 169 CCI DRC
C	√1/2				
Unclassified	Selected sites	√1/3			HE 224b CCI DRC
Footway 1&2			√1/2	√1/4	HE 187
Footway 3&4				√1/4	New Footway

NI = National Indicator, CCI DRC=Carriageway Condition Index Depreciated Replacement Cost, HE=Highways and Engineering (Indicator)

The principal ability to be able to conduct readily repeatable surveys and to record asset condition to suitable parameters will make the TAMP reviews of much more use as a business tool, with the all important trending data being accessible to decision makers.

Specialist surveys of drainage assets using close circuit television cameras and testing of some of the highway safety barriers including post tension testing have also been commissioned and this type of exercise will need to be repeated as the plan develops.

The need for data collection has to be carefully judged and take into account staff and financial resources that are available. The drainage surveys were possible largely due to a one off cash injection being available from the Department for Transport to local authorities to encourage them to embrace the principles of asset management. Traditionally, Torbay Council has used its own staff resource to collect data such as the footway condition surveys (FNS) but in these more austere times may have to accept that the opportunities to expand this are limited. The footway exercise was conducted by a single in house surveyor and provided coverage of 24% of the network in a two year period. This shows the challenge of expanding the data requirements whilst reducing money and resources within local authorities.

As the FNS data has proved to be too much of a challenge for the resource provided, Torbay Council will now have to accept that complete network coverage is beyond our in house resources and await further advice from peers and the DfT to see how footway condition data is to be collected nationally. Pending this further advice the FNS surveys will have to be reactively targeted on footways where problems have been reported. The safety of pedestrians should not be affected as our Streetscene Inspectors will still conduct their all important safety inspections on the frequencies given in the Highway Maintenance Plan.

However, the Highway Maintenance Plan included areas where data is still required such as the location and condition of safety barriers. This exercise will be given priority over footway surveys as soon as staff resources are available.

3 Business Processes

3.1 Introduction

The potential benefits of implementing a robust asset management plan will be realised when all decisions relating to future and current works are related to the processes and procedures contained within the plan. Although it is felt that the broad application of this is undertaken with current service delivery the plan is required to demonstrate this to outside organisations.

The TAMP should lead to enhancement in the delivery of the highway service and show consequent benefits to all stakeholders through improvements in the efficiency or by financial savings.

This section describes key business processes influencing the outcomes of management decisions and discusses possible enhancements.

3.2 Customer Expectations

The historical process that was in place for collecting customer feedback was by the use of 'Viewpoint' surveys. There is now a further option afforded by Torbay's participation within a south west initiative within the 'National Highways and Transport Network' (NHT) where customer surveys have been conducted by MORI. The continuing participation in these latter surveys permits the trending of customer satisfaction or dissatisfaction. This process is carried out in Section 4 of this document.

The key to the use of this customer interaction is to ensure that data collected is used in a meaningful way to establish priorities and hence levels of service. The table in section 4.9 sets out this in more detail.

3.3 How Funding Need is Assessed

Current Practice

Funding needs are considered using condition assessment information and priorities are established to target performance indicators in particular. This information is available for the main assets such as carriageways and footways but some other areas need further work to be able to accurately predict demand.

Condition assessment information on other assets such as safety barriers, pedestrian railings and non illuminated signs will need to be developed further to enable better predictions for longer term planned maintenance operations.

A greater consideration of whole life costing for works programmes is needed to demonstrate that they meet best value principles.

Also a requirement for new funding that is to be increased year on year in line with demands generated by, amongst other factors;

- New adoptions and improvement schemes
- Increasing pressures from traffic growth
- Effects of major development projects
- Changes in regulations
- The effects of climate change

3.4 How Effectiveness of Spending is Assessed

Current Practice

The measurement of effectiveness of expenditure in a previous year relies on comparisons of local 'Performance Indicators' (PI's), National Indicators (NIs), 'Sideway—force Coefficient Routine Investigation Machine' (SCRIM) and condition surveys. However, by addressing these factors it is apparent that non classified roads are not so robustly surveyed or reported on and consequently are relatively overlooked. This is an area that is increasingly being mentioned in customer surveys and is one that the production and development of the TAMP should address. Torbay Council is awaiting the roll out of further UKPMS updates that will provide better access to depreciation data on the carriageway network and give a truer graphical representation of the residual value of the asset. Presently although the latest versions of the toolkits are in use and form the basis of the data provided in Appendix 'A' there are still assumptions required from Asset Managers. This has been recognised nationally and developments in UKPMS have been provided and evaluated as a result. Initially there will still be grey areas used in producing this information, such as suggesting a direct link between condition surveys and residual life of a carriageway, but as all UKPMS users will be reporting on a common baseline this will still produce useful comparisons.

The advances in UKPMS to estimate and indicate residual life of a carriageway are gradually becoming more available and depreciation models are in use this year. This now leads to the prospect of more useful information being made available for our own dedicated Pavement Management System. Other advances will then allow financial reporting to indicate the effects of progressing types of treatment schemes and permit better targeting of available funds. The reports that this system will generate will be invaluable for feedback to members and demonstrate the need to prioritise highway maintenance to get maximum value of this essential asset.

Interrogating the 'Depreciated Replacement Cost' (DRC) element of the UKPMS give us the following table:-

Year	Estimated Cost of Highway Maintenance
2007/08	£23,162,996
2008/09	£25,316,061
2009/10	£30,320,057
2010/11	£30,526,317
2011/12	£32,067,733
2012/13	£30,904,036

Please note that the DRC is the hypothetical figure that would be required to bring all of the highway network up to an as new condition. Realistically this is not attainable and would be a waste of financial resources.

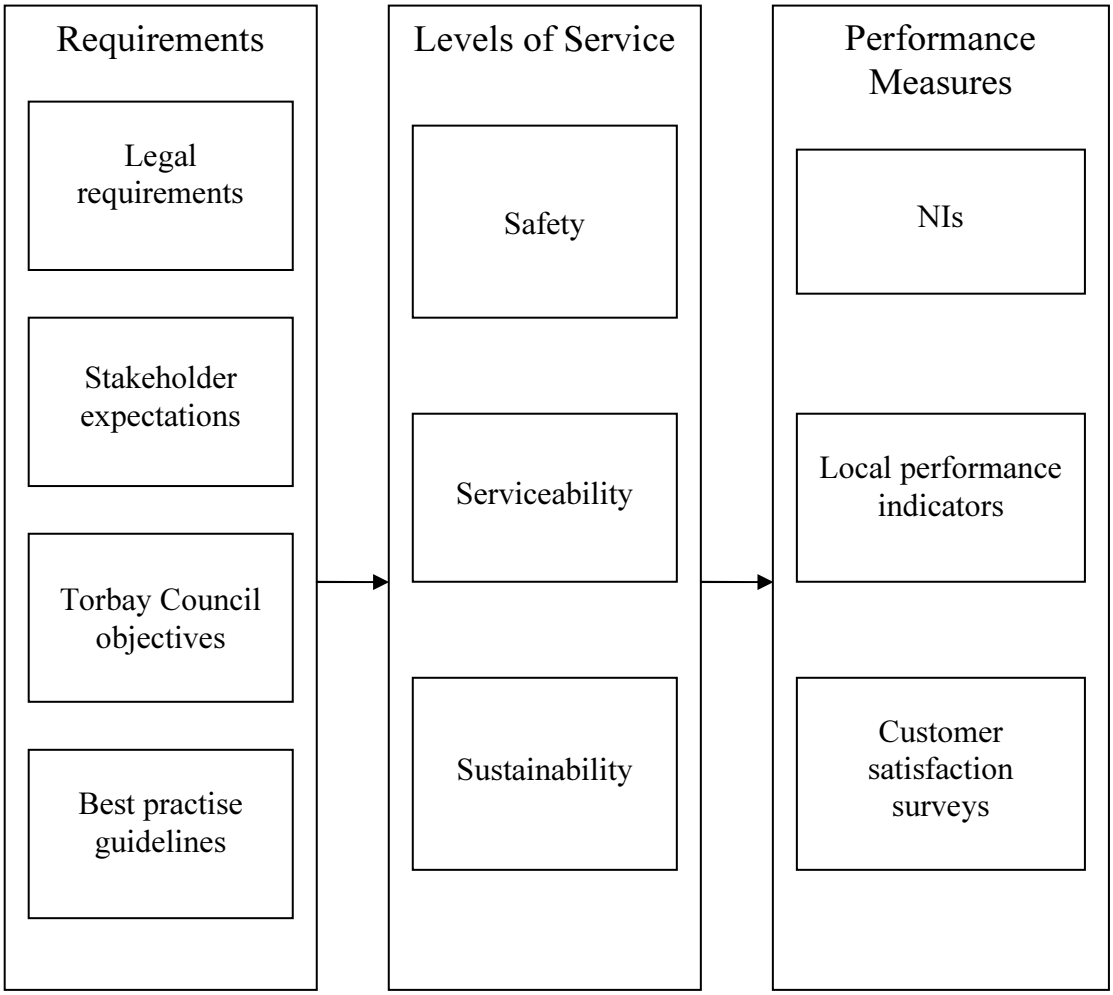
The table shows the magnitude of the outstanding maintenance works that the annual condition surveys have identified for Torbay in DRC terms. This is discussed in more detail in Section 9 'Performance Management'.

4 Levels of Service

4.1 Introduction

Levels of service are developed from both asset condition and demand aspirations. They can be described as “the defined service quality for a particular activity or service area against which performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental acceptability and cost”.

A simple model for developing Service Delivery Levels in Torbay is shown in the diagram below:



A key challenge for the TAMP is to demonstrate a clear balance and link between customer expectations and asset integrity.

4.2 Current Practice

The Council concentrates its resources in targeting reportable activities that can influence future funding. By doing this although it is in line with most other highway authorities nationally, there is a danger of failing to meet local expectations. The TAMP must reflect whole life costing of work programmes and Members must be made aware of the potential funding issues if reportable targets fall as a result.

4.3 Legislative Requirements

Statutory requirements and other important legislative framework documents influence the delivery and management of transport assets. The table below is divided into three elements of legislation but they all apply and must be considered as part of carrying out all of the day to day highway authority's statutory functions.

The legislation essentially sets out rules for all of a highway authority's various activities, including locations and sizes of traffic signs, duties and responsibilities, levels of setting fines, how to deal with public utility companies, coordinating streetwork activities, liaison with railway operators, reducing congestion, setting rights for service users and maintaining reasonable access at all times. This list of activities is by no means exhaustive but gives a flavour of what is covered.

Highway Legislation	Highways Act 1980 Road Traffic Regulation Act 1984 Rights of way Act 1990 New Roads and Street Works Act 1991 Transport Act 2000 Traffic Signs Regulations and General Directions 2002 Railways and Transport Act 2003 Countryside and Rights of Way Act 2003 Traffic Management Act 2004
Environmental Legislation	Noxious Weeds Act 1959 Environmental Protection Act 1990 Wildlife and Countryside Act 1981 Clean Neighbourhoods and Environment Act 2005
Relevant General Legislation	Health and Safety at Work Act Construction (Design and Management) Regulation 2007 Human Rights act 1988 Management of Health and Safety at Work Regulations 1992 Disability and Discrimination Act 1995 and 2005 Freedom of Information Act 2000 The Local Government Act 2003 Audit Commission Comprehensive Performance Assessment – The Harder Test 2007

4.4 Customer Expectations

It is also intended that customer feedback and satisfaction surveys should feature more prominently in any future decision making processes. Torbay Council has access to customer feedback surveys conducted in 2001 and 2004 but more recently has subscribed to a MORI survey that was an initiative from a consortium of highway authorities in the south west known as the 'South West Highway Service

Improvement Group' (SWHSIG). This survey is also developing nationally with a number of highway authorities taking part in annual surveys arranged by MORI on behalf of the National Highways & Transport (NHT) Network. The results of these surveys is discussed further in section 4.9.

4.5 Organisational Objectives

The following objectives were quoted in the Local Transport Plan 2 and still apply:

"To provide range of measures that can be used to provide the greatest outcomes and which provide value for money to improve the Torbay transport network, in keeping with the priorities of the Plan".

- Ensure good access to all key services and facilities from all parts of Torbay
- Ensure good access to Torbay from outside and provide easily accessible information on travel options to and within Torbay
- Improve air quality in Torbay
- Relieve congestion at existing hot spots, improving conditions for all road users
- Ensure that Torbay Council continues to meet all of its casualty reduction targets
- Ensure a high standard of management of Torbay's transport assets, by implementing a Transport Asset Management strategy, the Network Management Duty, and a Highway Maintenance Strategy
- Support economic and social development initiatives in Torbay through the provision of good access by all modes
- Maintain and enhance the quality of the urban environment and the public realm by minimising the impact of transport on Torbay's heritage

4.6 Best Practice Guidelines

Codes of Practice for assets including highways, structures and street lighting provide a template to use in peer group comparisons, and as an indicator of good practice, against which we can judge our own performance. Whilst not statutory requirements, the codes are likely to be used as a point of reference in any legal proceedings, and should therefore, be instrumental in influencing and shaping desired Levels of Service.
Other national documents that may influence eventual standards include:

- Design Manual for Road and Bridges
- Specification for Highway Works
- Manual for Streets
- 'Highways Maintenance Efficiency Programme' (HMEP) Pothole Review
- HMEP Highways Infrastructure Asset Management Guidance

4.7 Organisational Constraints

The development of Levels of Service must reflect organisational constraints. While it may be possible to influence and reduce some of these, many will remain as permanent restrictions. These will include:

- Inadequate or unpredictable financial resources – the desired level of service may not be achievable
- Resource constraints – if financial constraints are removed it still may not be possible to resource short term fixes

- Procurement constraints – again a consideration if finance is not a factor
- Political constraints – this may affect the availability of funding
- If whole life costings are to be rigidly implemented it may lead to the appearance that roads that 'seem to be OK' take precedence over some residential roads that are 'falling apart'.

4.8 Current Performance

Torbay Council's current levels of service have been compared within the south west as a whole through the benchmarking organisation, South West Highways Service Improvement Group. In addition pending the opportunity to trend customer satisfaction surveys that are produced through the National Highways and Transportation Group (NHT) a one off exercise invoking the use of the previous 'Best Value Performance Indicators' has been undertaken. The results of these are in Appendix A. However, as many of these indicators will not be collected in the future this is seen as an interim stop gap analysis exercise, although benchmarking between the South West Authorities will continue in an effort to establish best practise that can then be disseminated to other Group members.

Previous annual reports from the SWHSIG are available online from the group's website at:-

http://swhsig.econtrack.co.uk/Content.aspx?186

Highlights from the last published annual report 2011/12 were that Torbay Council:-

- 2nd in satisfaction with local bus services
- 1st in percentage of principal roads with skidding resistance above investigation level.
- 1st in percentage of street lights working as planned.
- 2nd in average no. of days required to respond to street lighting faults.
- 2nd in percentage of principal roads not requiring maintenance.
- 2nd in percentage of classified non principal roads not requiring maintenance.
- 3rd in percentage of unclassified roads not requiring maintenance.
- 3rd in response to attending to traffic signal failures.

4.9 National Highways and Transportation (NHT) Survey

NHT Survey Analysis

The table below is the historic data relating to NHT survey returns for Torbay. It is reproduced from the NHT website with the colour coding referring to Key Benchmark Indicators (KBI's) nationally. The green shaded figures are national averages, yellow shows figures within 5% of the national average and red are figures that are at more than 5% lower than average.
The KBI data shown relates mainly to all highway functions, but the most significant in asset management terms is KBI 23 – Condition of highways.

Indicator Ref.	Benchmarking Indicator	2008	2009	2010	2011	2012
KBI 01	Overall satisfaction with Highways & Transport (against local importance)	56.09	54.63	55.92	55.35	53.73
KBI 02	Overall satisfaction with Highways &	56.01	54.66	55.96	55.38	53.81

	Transport (against national importance)					
KBI 03	Ease of Access to Key Services (All People)	73.54	75.56	76.83	77.35	76.11
KBI 04	Ease of Access to Key Services (People with disabilities)	69.16	67.09	72.36	71.54	71.23
KBI 05	Ease of Access to Key Services (No car households)	68.17	76.81	77.38	76.07	73.31
KBI 06	Overall Satisfaction with Local Bus Services	60.90	61.21	66.00	65.28	64.05
KBI 07	Satisfaction with Local Bus Services (BVPI 104)	59.64	62.86	71.79	68.73	68.82
KBI 08	Public Transport Information (BVPI 103)	52.83	52.17	54.66	54.64	50.93
KBI 09	Taxi/mini cab Services	73.39	70.05	69.99	71.79	70.43
KBI 10	Community Transport	59.43	57.44	56.86	61.20	58.23
KBI 11	Pavements & Footpaths	53.98	55.34	55.02	56.56	53.10
KBI 12	Pavements & Footpaths (aspects)	53.43	56.13	55.22	55.56	54.50
KBI 13	Cycle Routes & Facilities	51.20	48.50	48.46	50.62	49.07
KBI 14	Cycle Routes & Facilities (aspects)	44.37	43.47	46.03	51.31	51.60
KBI 15	Rights of Way	58.21	57.09	58.57	55.99	55.33
KBI 16	Satisfaction – Rights of Way (aspects)	50.41	50.64	52.51	52.71	53.12
KBI 17	Traffic Levels & Congestion	38.48	34.97	39.20	40.01	42.91
KBI 18	Management of Roadworks	43.82	48.24	50.38	45.03	50.99
KBI 19	Traffic Management	52.08	53.04	54.04	53.93	55.36
KBI 20	Road Safety Locally	59.08	58.56	60.46	61.05	59.77
KBI 21	Road Safety Environment	51.61	52.91	54.60	57.26	55.55
KBI 22	Road Safety Education	46.23	46.53	47.61	51.39	50.55
KBI 23	Condition of Highways	42.64	41.59	37.37	34.20	31.87
KBI 24	Highway Maintenance	50.25	52.95	51.00	49.44	47.12
KBI 25	Street Lighting	68.99	68.08	70.85	69.47	61.22
KBI 26	Highway Enforcement/Obstructions	46.99	50.40	50.22	49.41	48.46

KBI 23 shows that there has been a massive 10.77% decrease in customer satisfaction associated with the condition of highways over the 5 years that the survey data has been collected. This level of satisfaction has not only now dropped below the 'average' nationally; it is also a significant decrease that needs to be addressed. Conversely the red shaded data referring to KBI 17 measuring traffic levels and congestion seems to be mainly addressed to travelling to and from Torbay rather than congestion in towns. This has been assessed from feedback in free-text boxes within the survey forms. Similarly the KBI 18 'management of roadworks' can probably be put down to the major traffic management scheme at Tweenaway Cross and earlier gas main renewal works within Torbay.

At the time of writing this plan, there was research being undertaken at Leeds University comparing customer satisfaction levels against recorded service measurement (such as condition indicators) and the associated costs of the service. The completed analysis 'Customer Quality Cost' (CQC) was then produced in order that an authority can potentially identify any areas where too much investment was being made, on for instance a service area that the customer does not perceive to be important and then re-allocate some of this into areas of higher public expectation.

The highlight that the report produced was that Torbay was identified as being 'efficient' as a highway authority for all four years of the study period.

5 Life Cycle Plans

5.1 Introduction

The purpose of a life cycle plan is to document how a particular asset is managed and to identify current and future needs in terms of predicted works and anticipated funding availability.

Life cycle plans consider the condition of the asset and assess its future performance by applying agreed risk and investment policies. From this information it is possible to develop the works programmes and strategies that are necessary to achieve the specified levels of service.

Life cycle plans present a record, from creation to disposal, of available asset information and cover three main work activities used in the management of a highway network:

- Operations and Maintenance: Activities undertaken to ensure the efficient operation and serviceability of the asset.
- Renewal: Provision for progressive replacement of individual assets that have reached the end of their useful life and can not be sustained by routine maintenance alone.
- Development: Improvement of systems that currently perform below set target service standards or that need upgrading to meet future demand.

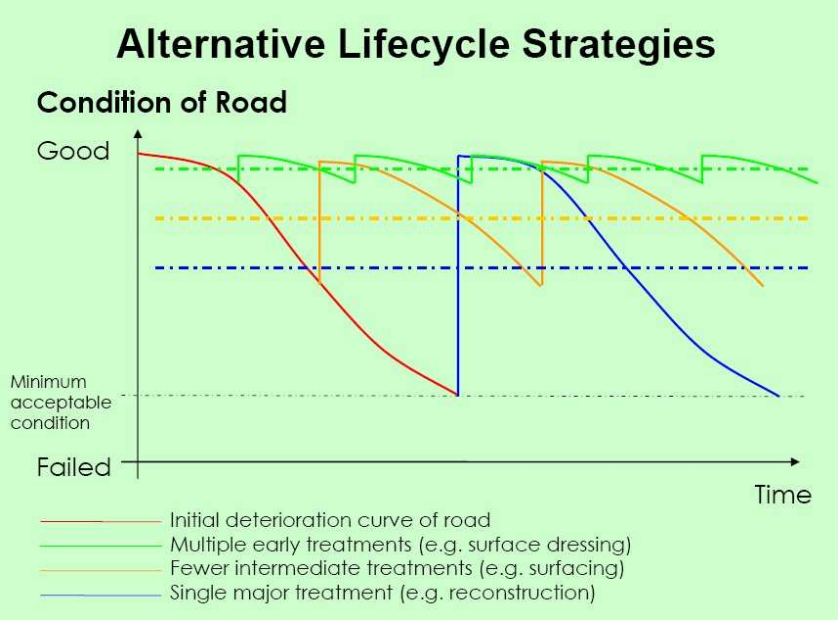
Lifecycle plans for each significant asset group are to be further developed as the plan's usage becomes established.

The identification and assessment of options is a critical part of asset management. Often individuals using their experience and judgements carry out this assessment using data from the Pavement Management System and historical knowledge. It is envisaged that Lifecycle Plans can be used as a more accurate tool to collect this knowledge for future reference and enhancement.

Future asset funding requirements, calculated from consideration of the life cycle, are determined by reference to several sources including:

- Asset condition and age data with reference to predictive deterioration models based on asset lives and historical rates of deterioration.
- Projects identified in the forward work programme.
- Long term financial strategy projections.
- Historical cost trends.
- Major changes in market costs relating to highway materials and equipment.
- Changes to Performance Indicators and methods of measuring condition data.

A basic diagram of the lifecycle process is demonstrated by the following diagram:-



The above diagram shows the various options available to extend the useful life of a carriageway. The condition axis also effectively represents the cost associated with the various treatment options.

The red line shows how the condition of a road will deteriorate with time if left unchecked.

The green line shows a series of ‘preventative’ treatments being applied at regular intervals and is the most cost effective option as long as the condition is suitable for this application.

The next option shown in yellow is a ‘planned’ maintenance involving a typical inlay or overlay surfacing treatment. Whilst the application of this type of treatment can be delayed beyond that of a ‘preventative’ alternative the cost is up to 10 times as expensive.

The blue line shows the effect of waiting until the carriageway has effectively failed before carrying out any treatment. This is far more expensive to remedy and in the current financial climate is all but unaffordable. It represents a full reconstruction treatment costing more than twice that of a planned surfacing option.

The challenge for asset management must remain as prioritising the most cost effective treatment and applying them at the correct intervals.

Lifecycle plans have been developed which indicate optimal treatment times for different assets.

Some early lifecycle plans have been prepared for the following assets:

- Carriageways
- Bridges
- Other highway structures
- Drainage
- Traffic signals
- Safety fencing
- Earthworks / embankments

- Footways / cycleways
- Street lighting
- Signs
- Road markings / studs
- Verge and landscaped areas

Plans for each of the above assets are produced using a common framework by considering the following:

- Creation and acquisition
- Routine maintenance
- Renewal or replacement
- Upgrading
- Disposal
- Non asset options including demand management and amendment of standards and targets

The plans are to be periodically reviewed in the light of developing practices.

However, in order for all highway authorities to be able to report and compare their networks on a similar basis, the 'Transport Infrastructure Assets' code of practice developed by CIPFA and the 'Highways Asset Management Financial Information Group' (HAMFIG) has recommended the use of tools being developed within the UKPMS. This is a 'Pavement Management System' (PMS) that all highway authorities already utilise for Performance Indicator data purposes.

This is slightly at odds to original guidance where each authority was expected to use age related data and a thorough knowledge of road construction depths rather than condition data, in order to determine where each of its carriageways sits on the life cycle graphs shown previously in this section. Although inspirationally it is intended that eventually this type of information will be gained, initially the condition data and some default width values will be used as a referenced start point for future meaningful asset management plans.

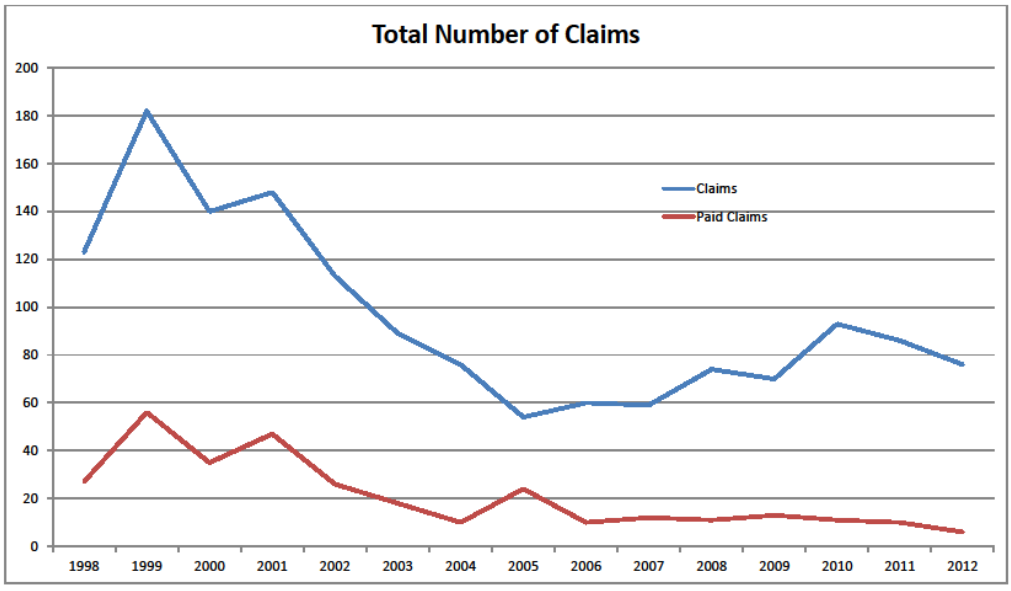
The CIPFA/HAMFIG Code was published in 2010 and refers to developments being introduced to UKPMS that were not released until May 2013. The developed toolkit within UKPMS is now being used to allow a full audited run of highway data to report on network valuations using both 'Gross Replacement Costs' and 'Depreciated Replacement Cost'. The difference between these two figures will represent the maintenance backlog that each authority will have to address. The tools will then be used to permit a national audit of highway authorities as part of the 'Whole Government Accounting' process.

6 Financial Summary

6.1 Introduction

The maintaining of a highway asset involves both proactive planned preventative treatments and reactive maintenance such as patching to keep it safe for users. This latter area involves Torbay Council conducting a rigorous regime of safety inspections to locate and identify various types of defects that could be a hazard for highway users. Details of the safety inspections are given in the Highway Maintenance Plan but this is backed up with a further document which is the 'Highway Safety Inspections Code of Practise' which identifies defects and intervention levels. The inspections are recorded and used to defend against third party claims using the 'special defence' contained in Section 58 of the Highways Act 1980.

However, defects identified during the course of the safety inspections are required to be repaired within deadlines stipulated in the code of practice for this defence to be successfully applied. The use of hand held data capture devices and the 'Mayrise' software package which records details and dates of defects and inspections is an excellent defence mechanism and has effectively brought down the costs of insurance claims against the authority. See the trend graphs below which shows a sustained reduction in claims paid out despite a significant increase in potholes being reported.



A well maintained highway asset would be expected to demonstrate a significantly higher proportion of spend against proactive maintenance than that attributed to reactive measures. Unfortunately with the recent spell of prolonged cold winters and associated freeze/thaw damage to any cracks in a carriageway surface has resulted is a rising propensity of pothole formation and record numbers of these now require treatment. The problems are particularly pronounced on the local unclassified road networks where the need to prioritise inadequate overall funding has lead to these being treated as poor relations to the classified primary network. It is becoming

increasing necessary to address the root cause of the deterioration of the unclassified network and in recent years more investment has been made on lower cost preventative treatments on these roads than was previously the case. Unfortunately though, the benefits of this type of investment are being masked by further deterioration caused by the severe winters. However, it is proposed to continue concentrating on getting the maximum coverage of the local network by making full use of preventative measures but this may be at the cost of seeing some condition deterioration in classified roads. This is discussed further in Appendix A.

However the need to continue to invest in preventative maintenance has been compromised to some degree in it now being necessary to conduct expensive intervention works on a number of roads that are now considered to be potentially dangerous. This will require almost £350,000 in the financial year 2014/15, this compares with £565,000 on preventative maintenance and only £300,000 on planned surfacing works.

In the March 2006 Local Transport Plan there was a section indicating the desired level of funding to achieve a standstill position with regard to highway condition trends. The figure quoted in this document was £6,037,000. It was claimed that this figure would by the end of 2011 prevent further deterioration in the network.

Actual funding provisions:-

	Capital Received (£)	Indicative Allocation (£)
2006/07	1,100,000	1,241,400
2007/08	880,000	1,241,400
2008/09	964,000	1,241,400
2009/10	1,035,000	1,241,400
2010/11	1,120,000	1,241,400
Total	5,099,000	6,207,000

In actual fact the various changes made in the UKPMS survey parameters and as a result of targeting available funding on classified roads, a significant indicative improvement in these areas was recorded. However, at the same time customer dissatisfaction with local unclassified roads was seen as being a particular issue of concern. This has been mirrored by our experiences of benchmarking this authority within the South West Highways Improvement Group (SWHSIG) where measured performance tended to be high, whereas the NHT Customer Satisfaction surveys carried out by MORI in the last two years rated this authority as being particularly poor. This suggested that more attention was required on local roads to address this imbalance.

Any cuts in the indicative maintenance budget oblige the authority to target resources on the measurable performance indicators to avoid any other financial penalties resulting. This potentially means neglecting still further the unclassified local roads. It is also expected that the standstill situation regarding recorded network condition will no longer be sustainable and that the backlog of maintenance schemes will become even more of an issue.

Key Maintenance Performance Indicators – Torbay (SCANNER based)

	BVPI 223 NI 168	BVPI 224A NI 169	BVPI 224B HE 224B	BVPI 187 HE 187	SA2 EN HE7
	Condition of principal roads	Condition – classified non principal	Condition – unclassified non principal	Condition of surface footway	Principal roads – skid resistance above investigatory
2005/06	8.00	22.00	10.59	12.01	74.80
2006/07	7.00	14.00	12.00	19.00	71.60
2007/08	4.00	7.00	5.00	27.01	88.52
2008/09	4.00	9.00	4.00	18.13	82.42
2009/10	9.00	13.00	6.00	9.00	82.69
2010/11	4.00	13.00	11.00	8.00	87.74
2011/12	4.00	12.00	12.00	N/A	92.03
2012/13	2.00	6.00	12.00	22.00	90.75
LTP2 Targets	20.00	30.00	10.00	10.00	95.00

Using information from the date that SCANNER data became standard the above performance indicators have been recorded. This shows that carriageway condition appears to have significantly improved whereas footways and skid resistance fall short of expectations. However, the target figures were set using different parameters than those that now exist within UKPMS and certainly do not reflect customer aspirations.

The simplest measure that can be read from the above data is the difference in condition data between 2007/08 & 2008/09 which represents the result of the £880,000 allotted in 07/08 and the period when SCANNER parameters remained stable, is as shown below. This period was subjected to a detailed analysis exercise to produce the following.

NI 168 - The principal roads condition depreciated from 3.95 % to 4.38 %
NI 169 - Classified non principal deteriorated from 7.35 % to 9.18 %
Whereas the unclassified non principal roads, that were measured differently, using Coarse Visual Surveys (CVI), mysteriously improved from 5% to 4%. (BVPI 224b)

Discounting the latter figure £880,000 appears to be significantly less than the absolute minimum required to wholly arrest deterioration.

Unfortunately the condition survey data for 2009/10 and 2010/11 have shown wild fluctuations that are not readily explainable, so it has not been practical to update this later data.

Prediction from Asset Management Plan

The above data is based on historic data whereas this later section is based on a more scientific exercise carried by interrogating our Pavement Management System. This gave the following results:-

With the Indicative funding estimate the trends for the 2 remaining National Indicators are:-

NI 168 to be 7% by 2013/14 (up from its current 2.00%)
NI 169 to be 15% by 2013/14 (up from its current 6.00%)

In addition to the above deterioration of overall classified road condition, the potential side effects on the authority would also be of concern. There would be increasing demands made on the revenue budget to carry out reactive works together with higher numbers of third party accident claims to defend. The local road network would be expected to deteriorate further and by being obliged to address failed sections of the highway network, less funding would be available to address preventative maintenance schemes. This latter measure would mean that the RCI would no longer be linear and that deterioration would increase progressively. Also customer satisfaction levels would fall even further and road safety may also suffer. Appendix A shows the Lifecycle Planning Toolkit's 10 year predictions on different expenditure profiles to bring the above statements into perspective.

7 Risk Management

7.1.1 Introduction

Managing risk is an integral part of managing our transport assets. All activities from management, identification and prioritisation of works to the establishment of budgets have risks associated with them. These risks need managing. The assessment of comparative risk is therefore a key asset management tool. It can be used at a tactical level within the asset management process, to assist with option appraisal and selection, via assessment of the comparative risks of:

- Providing differing levels of service;
- Funding works on different assets; or
- Funding network improvements as opposed to maintenance works.

7.1.2 Identifying risks

Tactical Risks

These risks can affect the Council's ability to deliver annual programmes to specified budgets, for example – weather, changes in customer perception, local political pressures, the consequences of changes in levels of service. The management of the affects of these factors will be part of the asset management planning process that should be identified during the TAMP's annual review. The most likely outcome of this process will be to vary the level of service or consider the effects of not being able to carry out all of the planned works. These tactical risks could adversely impact on medium term plans, typically being 3 – 10 years.

Operational Risks

These risks are those encountered on a day to day basis as the Council manages and operates the network, e.g. service delivery, repair failure etc. These risks will be identified and managed by the appropriate service delivery teams, as part of the day to day management of the network.

7.1.3 Assessing risks

Once risks are identified, an assessment of their likelihood and impact is undertaken as defined in the key below. Each risk identified should be monitored by an appropriate officer who can assess the appropriate action. This needs to be done in a consistent manner to give a balanced view of the risk levels associated with the different service options.

7.1.4 Dealing with risks

The mechanisms by which risks can be dealt with are:

- **Prevention** – Act to prevent the risk occurring or having an impact on a project;
- **Reduction** – Reduce the likelihood of the risk occurring or limit its impact;
- **Transference** – Pass the risk to a third party (e.g. use of insurance or penalty clauses);
- **Contingency** – Plan of action to come into force when a risk materialises;
- **Acceptance** – Accept the possibility that the risk may occur (believing that either the risk will not occur, or that countermeasures are too expensive).

One or more of these mechanisms should be identified in the action and controls column in the Risk Log, together with details of what action is to be taken.

7.1.5 Using the risk assessment matrix

When assessing a risk, the assessor shall have a knowledge of the actions or controls that are either in place or available, and can be guided by this information. Values should be assessed for the 'likelihood' of occurrence (A) and the severity of the 'impact' (B). By multiplying these factors together you get the rating score, which gives an indication of how important the risk is.

LIKELIHOOD (A)	Very Likely 5	5	10	15	20	25
	Likely 4	4	8	12	16	20
	Feasible 3	3	6	9	12	15
	Slight 2	2	4	6	8	10
	Very unlikely 1	1	2	3	4	5
		Insignificant 1	Minor 2	Significant 3	Major 4	Critical 5
		IMPACT (B)				

Likelihood of occurrence (A)		Severity of impact (B)	
1	Very unlikely (hasn't occurred before)	1	Insignificant (have no effect)
2	Slight (rarely occurs)	2	Minor (little effect)
3	Feasible (possible, but not common)	3	Significant (may pose a problem)
4	Likely (has before, will again)	4	Major (will pose a problem)
5	Very likely (occurs frequently)	5	Critical (immediate action required)

From the above a risk can be simply rated as described below:-

- Green risks (low) - are the least urgent risks; this does not mean that they can be discounted, as all 'green' risks have the potential to become 'amber' or even 'red' risks. These risks should be monitored and reviewed annually as part of the ongoing TAMP process.
- Amber risks (medium) – are potentially the red risks of the future. They have a higher likelihood and impact assessment potential and therefore monitoring should be more frequent. This ongoing monitoring should ensure that your mitigating actions are working.
- Red risks (high) – are high maintenance. All red risks need careful repeated monitoring if the objective or benefit is to be realised.

7.1.6 Recording and reporting risks

A Risk Log or Register will be maintained as an appendix to the TAMP. The TAMP management process will consider all recorded risks and encourage the development of appropriate Action Plans, These will describe how these risks are to be managed and identify control measures.

Action Plans will be periodically reviewed and revised as required to monitor changes in risks and to ensure that the control measures are still suitable. If new actions are to be adopted to better control the risk, this should be recorded in the risk log. As the risk management process is dynamic and constantly evolving, the periodic reviews shall be set at appropriate intervals, typically between 3 months and a year.

A full overview of the register will be an integral part of the TAMP's annual review process.

7.1.7 Key risks

Whilst the TAMP will identify appropriate responses to deal with risk and levels of service issues, several risks that can affect the recommended actions are as follows:-

Risk	Summary Description
Financial	Availability of financing
Economic	Changes in budget provision
Political	Changes in political powers and policies
Legislative	Changes in legislation
Legal	Delays associated with procuring and awarding contracts
Professional/Managerial	Policy decisions inappropriate
Environmental	Environmental impacts and hazards/climate change
Technological	Engineering or design failure
Social	Major disruption
Customer/Citizen	No customer gain
Physical	Unforeseen difficulties
Partnership/Contractual	Higher operation and maintenance costs
Competitive	Delays due to competition
Construction	Faulty construction, cost escalation and delays
Safety	Poor maintenance decisions
Personnel	Inability to recruit staff and no appropriate skills in workplace

There is a short list of risks that have previously been assessed as part of the creation of this plan reproduced in an Appendix C. The list is not exhaustive and as this is a live document reviewed annually it is expected that it will grow significantly.

8 Forward Work Programme

8.1.1 Introduction

As the highway authority, Torbay Council complies with all current legislation including the 'Traffic Management Act' (TMA) concerning the expeditious movement of traffic, and the 'New Roads and Streetworks Act' (NRSWA) where there is a duty to co-ordinate works on the highway. There are regular meetings held with representatives from all of the utility companies and scheme proposal lists are discussed at these to allow the effective planning and coordination of works on the highway network.

In addition to these third party proposals, the Network Management team's 'Pavement Management System' (PMS) identifies an overall condition report of the entire highway network and also indicates carriageways and footways where intervention or maintenance works are required. This information is considered together with potential schemes that have been identified from either the 'Mayrise' suite as being potentially too expensive to continue to apply reactive maintenance measures to, as well as planned works recorded by the Highway Inspectors or as a result of customer reports.

Developments in the PMS and the national UKPMS are suggesting a correlation between condition data and the residual life of a carriageway. Torbay Council has already been interrogating the PMS in differing ways to endeavour to rationalise different types of treatments based on the condition reports with some promising results. This type of activity combined with in house condition surveys and local investigations will in theory provide us with a robust justification for our future work programmes.

The resultant list of candidate schemes is then broken down into sites where different forms of maintenance may be appropriate for, such as preventative treatments or further structural or resurfacing options. All sites are visited and assessed to determine the appropriate treatment and where necessary further investigation measures will be conducted such as trial holes or coring.

The lists represent the known backlog of schemes and the sites are monitored, reviewed and prioritised on a regular basis to create work programmes dependant on the sum of maintenance money that is anticipated. These lists are reviewed on at least an annual basis.

It is anticipated that the UKPMS developments will result in major changes to the early identification of candidate schemes and that this will strongly influence the works programme in future years for this plan. Early indications suggest that financial modelling and deterioration rate trending will enable far more detailed analysis of the effect of funding decisions on producing future scheme programmes.

Appendix A illustrates graphically the output from the latest Lifecycle Planning Toolkit giving 10 year trending the overall impact on the highway asset as a whole. Based on a number of different expenditure profiles.

8.1.2 Scheme Backlog

Physical Scheme Backlog (Discounting schemes issued 2013/14)

Presently there is a substantial backlog of schemes of all categories of treatment that are waiting for funding. The current lists based on visual and condition surveys are as follows:-

Preventative Maintenance Sites – Surface Dressing
60 individual roads, representing 23.5km of carriageway – estimate £345,000 (£14.68K per km)

Preventative Maintenance Sites – Micro-asphalt
199 individual roads, representing 55.5km of carriageway – estimate £2.0M (£36.04K per km)

Planned Maintenance Sites – Thin Overlay
151 individual roads, representing 19.5km of carriageway – estimate £3.8M (£194.87K per km)

Planned Maintenance Sites – Resurfacing and Reconstruction
60 individual roads, representing 10km of carriageway – estimate £4.8M (£480K per km)

At the time of writing the above categories of treatments required are considered to be accurate. However, as time passes the various identified roads can deteriorate beyond the point where the current indicative treatments are possible and then become more costly to repair. As well as this other roads that are not in immediate need of treatments will be added to the backlog.

The prioritisation of such sites against the available funding is the whole crux of the asset management challenge.

9 Performance Monitoring

9.1.1 Introduction

Asset Management is structured to support a process of continuous improvement in line with adequate funding provision. The performance monitoring and reporting regime will be used to review the plan and its processes. The review activities will include:-

- Ongoing Performance Review – looking at the results, the factors contributing to performance, and options for dealing with poor performance
- Annual Review – the TAMP will be reviewed and updated every year

9.1.2 Application

Traditionally performance monitoring has been reliant on having a repeatable series of data to enable the production of trending reports. Presently the only such data available that has remained relatively stable has been the various performance indicators that are used for audit reporting. The direct comparison with condition data against expenditure used may produce a rough guide but this does not really consider the overall rate of deterioration of an asset. The collection of relevant condition data using a simple repeatable survey, together with the determination of construction materials and depths used in the network should make future monitoring more readily achievable and reportable. This will be the key ingredient with the UKPMS developments that will make the TAMP a viable tool for decision making.

9.1.3 Review

The initial reviews will need to be conducted using the performance indicator data and using assumed construction types. As the PMS is updated with the newly acquired data and directions received on types of reporting that will be required for asset management, the review process will develop accordingly.

13.1.4 Pavement Management System Indications

Using the most recent additions to the PMS system which compares carriageway condition data to a 'Depreciated Replacement Cost' (DRC) produces the following breakdown:-

	Maintenance Investment (£)	**Depreciated Replacement Cost (£)**	**Net Change (£) Year on Year**
2007/2008	1,225,000	23,162,996	356,822 improve
2008/2009	885,000	25,316,061	2,153,065 deteriorate
2009/2010	969,000	30,320,057	5,003,996 deteriorate
2010/2011	783,500	30,526,317	206,260 deteriorate
2011/2012	1,169,400	32,067,733	1,541,416 deteriorate
2012/2013	615,600	30,904,036	1,163,697 improve ?
6yr total	**5,647,500**		**7,741,040 deterioration**

The above simplistic table indicates clearly the impact of an inadequate level of maintenance funding, as well as the immediate impact of two severe winters. It also shows how a conscious effort to increase the proportion of preventative maintenance used over the last two years is apparently slowing depreciation. However, the main message is that as already argued in the LTP2 submission the level of funding required to reach a standstill position has not been met. LTP2 demonstrated that typically £2M would be required annually to achieve this.

The other message from the table, as evidenced by the indicative DRC's is that it would require an investment of £31M to return all carriageways to an 'as new' condition. However it is estimated that approximately half of this sum would be required to return them to all 'good'.

Members should be aware that the Capital investment made by the Department for Transport is nationally recognised of being on the low side. Consequently it is necessary to concentrate on 'preventative' maintenance sites at the cost of having to defer some 'reactive' sites to a time when funding levels may increase. However, this is only delaying the inevitable and we already have a list of sites awaiting treatment that will require some £10M to address.

Some of these deferred sites are in high profile areas, such as Torwood Street, Torquay, Torbay Road, Paignton and Burton Street, Brixham. The recently reduced level of funding can only exacerbate this problem and public satisfaction of highway maintenance as a whole is reducing. The previous level of funding enabled the inclusion of a small programme of worse first type roads, but if we adhere rigorously to the principles of 'Asset Management', we should now only use low cost preventative treatments on carriageways that are suitable for such treatments and temporarily ignore the backlog of other sites.

This is not a desirable situation, but it is a realistic one, in that reducing already inadequate highway maintenance funding at such a time, will quickly increase the number of sites awaiting treatment and then require more substantial funding to rectify at a future date.

10 Improvement Action Plan

10.1.1 Introduction

This initial version of the TAMP is an introductory document. Improvement Actions will be developed over the coming years by obtaining missing data and using all available condition and feedback data that can be trended.
As things currently stand the Council have a list of schemes that need various forms of treatment, an overall condition rating based on surveys of up to three years age and an indication of what funding is to be made available for the next financial year. Therefore whilst it would be easy to state that we are to concentrate on lower cost preventative maintenance measures, in reality we still need to address reactive schemes at extremely short notice.
There are plans to improve the situation for Asset Managers and the DfT are intending to provide a higher level of funding to local authorities and to keep this at a steady state over the period of the next parliament. Whilst early indications are that the increased amount will still be insufficient this is still a welcome development for practitioners.
However the introduction of this document and its sister document Highway Maintenance Plan should assist engineers in presenting decisions and outcomes to elected members. This is the primary benefit of the asset management approach and is an opportunity welcomed by this authority.

10.1.2 Action Plan

The Council's priorities for maintaining this asset with the current levels of funding will be:-

- Prioritise the A & B road network that carries the higher levels of traffic
- Use preventative maintenance treatments on roads that are still in a condition to benefit from these.
- Maintain modern estate roads in accordance with lifecycle planning guidance with timed preventative intervention at the optimum times.
- Use additional DfT funding on preventative treatments of older estate roads to reduce further pothole proliferation and to seal vulnerable unbound road formations.
- Target worst first responses at shorter lengths of affected carriageways.

The Action Plan statement for the year following the adoption of this TAMP is therefore to continue to make the best use of the capital funding that was provided by the Department for Transport whilst appreciating that it is not yet acceptable to abandon some of the highway network that remains in need of major surface intervention works. This will mean that targeted sections of roads will receive structural maintenance treatments rather than the more desirable whole lengths treated previously.

This means that although there will still be an element of responding to 'worst first' situations on the classified road network that preventative maintenance levels will still be the preferred option on the rest of the network. The capital allocation will cover only 50% of the roads that are identified as being in need of immediate investment. This situation will be reviewed as the year progresses but it is anticipated that any additional grants for funding in response to pothole proliferation or repair to recent flood damage will be prioritised on preventative treatments on local roads. By continuing with this option the local road network can be sustained at an acceptable

condition pending the time that appropriate levels of investment are made to this national asset when circumstances permit.

Overall given the current financial situation practitioners in the field of highway maintenance have been obliged to accept that they are presiding over a deteriorating asset, but the toolkits that have now been adopted show that this situation requires a real determination by politicians to take up the mantle and allow engineers to tackle the backlog of maintenance schemes in a planned manner.

Meanwhile the 2014/15 version of Appendix ‘A’ associated with this plan sets out the latest situation and allows the reader to see the decisions that are all too necessary at the current time.

Asset Management Plan – Appendix A

Introduction

This appendix to the Torbay Asset Management Plan is to be reviewed on an annual basis to take account of advances in the associated 'Codes of Practice' and industry guidance. It relies on toolkits that were developed on behalf of the Department for Transport to enable a more evidence based approach to this process.

A series of charts and tables produced by running local highway condition data and construction costs in the toolkit have been included as visual aids to allow members and decision makers to be better aware of the financial issues that are present in the field of highway maintenance. The 'Carriageway Lifecycle Planning Toolkit' in its current form was released in May 2013 and assists in the strategic planning of carriageway maintenance over a minimum of 10 year cycles.

This toolkit enables highway engineers to demonstrate the predicted impact that financial restrictions will create to a highway network. It backs up what our customers have been saying in their various public satisfaction surveys that roads are deteriorating at an ever increasing rate, which is further evidenced by the presence of rapidly forming potholes and the very poor condition of some local estate roads.

The Network Management team hold an ever growing list of roads that are waiting for planned maintenance works with the backlog now totalling more than £10million. This list has been derived from a number of sources including condition surveys, walked safety inspections and third party reports or complaints and is reviewed periodically and validated whilst preparing design briefs for works programmes. It also has to take account of any planned work by the public utility companies and problems created by weather and accident damage. Whilst the list is a valuable local tactical aid it is not intended to replace decisions that are driven by the Council's 'Pavement Management System' (PMS) and all sites on the list are constantly reprioritised to allow the maximum use of the limited funds that are available.

The overriding principle that applies to our decisions on dealing with the works backlog is that wherever possible preventative low cost treatments will be applied in preference to the more expensive reactive resurfacing schemes that so much of our network already requires. We have retained and extended the use of surface dressing treatments onto both local and strategic roads in recent years. Whilst the fragility of the network has meant that there are some roads with maximum weight restrictions due to adjacent weak structures and poor surfaces on some of the more heavily trafficked routes, we have not yet reached the stage where we are only treating the 'worst first' roads or resorted to abandoning roads in their entirety.

The Council is obliged to consider the adoption of Asset Management techniques and to sign up to both a Policy and a Strategy for its full implementation. The Policy is included in the Transportation Working Party documents that are to be presented and the 'Strategy' will be developed before being considered by Full Council.

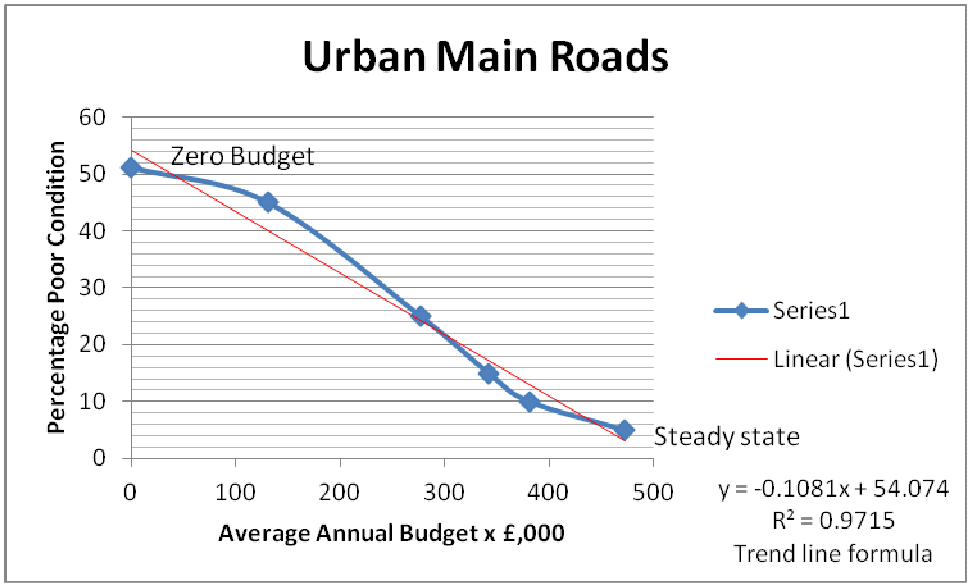
Carriageway Lifecycle Planning Toolkit

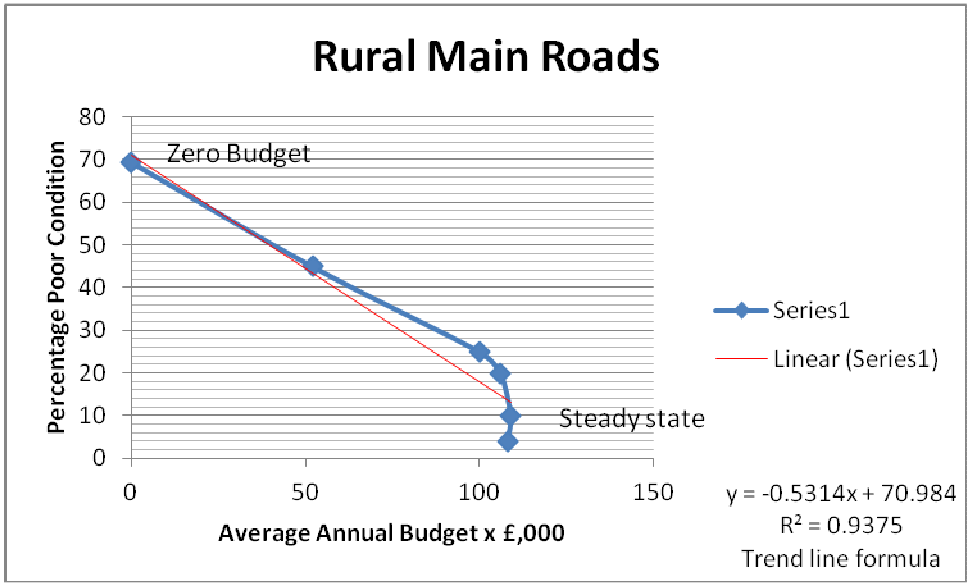
This tool is a predictive spreadsheet that was developed by the 'Highways Maintenance Efficiency Programme' (HMEP). The HMEP initiative aims to maximise returns from investment and deliver efficiencies in highway maintenance services.

The spreadsheet in its current form uses default carriageway deterioration models that are also used in the 'United Kingdom Pavement Management System' (UKPMS) to derive the 'Deteriorated Replacement Costs' (DRC) that are used for 'Whole Government Accounting' (WGA) returns. The model associated with these calculations is at an early stage and will be further validated with experience.

The Torbay scenarios have been run using the latest surveyed condition data and historic costs associated with different planned maintenance treatments. The outputs are for each of 5 different types of Asset Groups in 5 condition bands ranging from Very Good (as new) to Very Poor (in need of urgent attention). By running a series of iterations it has been attempted to indicate the level of average annual budget that would be required to achieve or maintain various percentage performance targets.

The headline result of this exercise is that in order to maintain the highway network in its current overall condition will require an investment of £39million over the next 10 years. Even more worrying is that if the current inadequate level of investment is maintained (£7million over 10 years), the network will have more than half of its length in Poor or Very Poor condition.


Urban Main Roads
Percentage Poor Condition
60
50
40
30
20
10
0
Zero Budget
Steady state
0
100
200
300
400
500
Average Annual Budget x £,000
Series1
Linear (Series1)
y = -0.1081x + 54.074
R² = 0.9715
Trend line formula


Rural Main Roads
Percentage Poor Condition
80
70
60
50
40
30
20
10
0
Zero Budget
Steady state
0
50
100
150
Average Annual Budget x £,000
Series1
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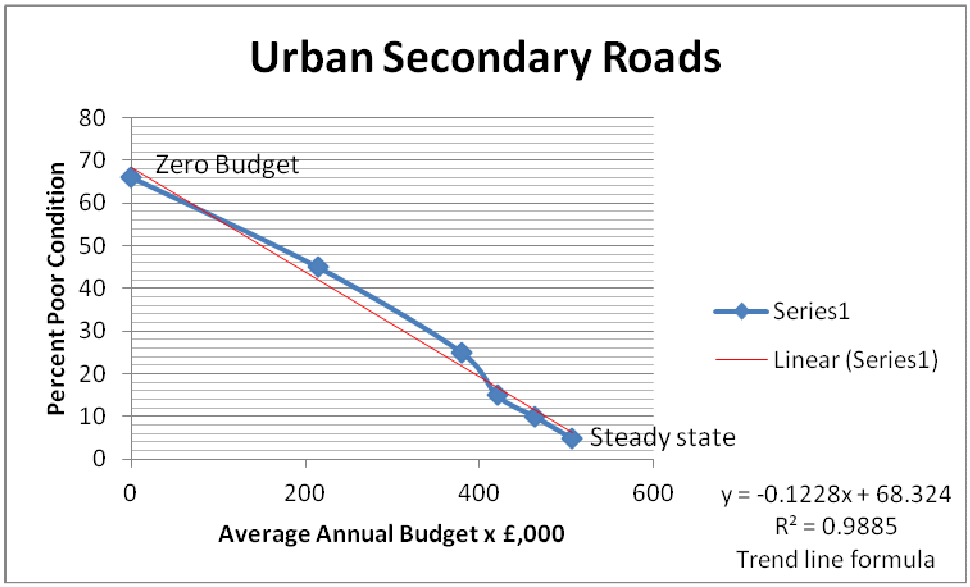
R² = 0.9375
Trend line formula


Urban Secondary Roads
Percent Poor Condition
80
70
60
50
40
30
20
10
0
Zero Budget
Steady state
0
200
400
600
Average Annual Budget x £,000
Series1
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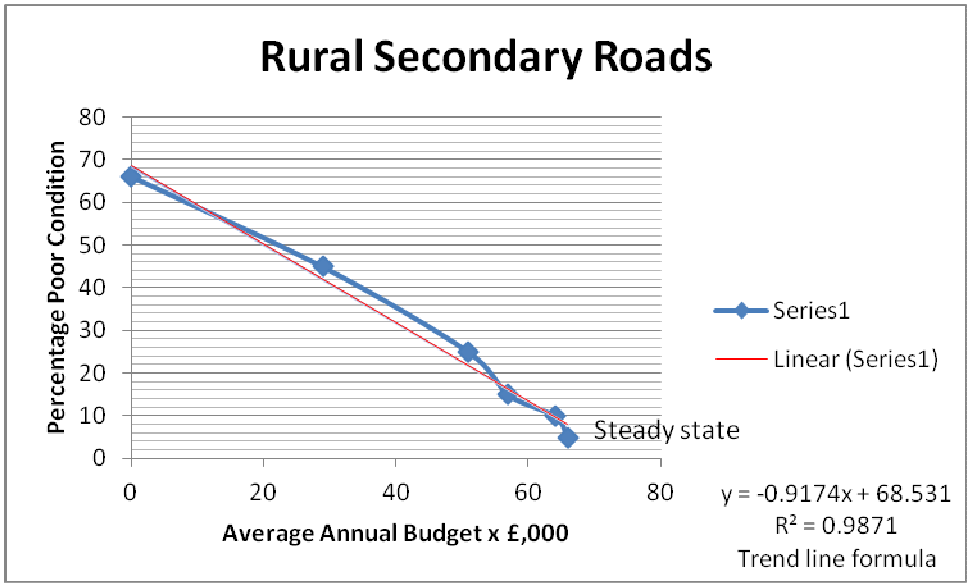
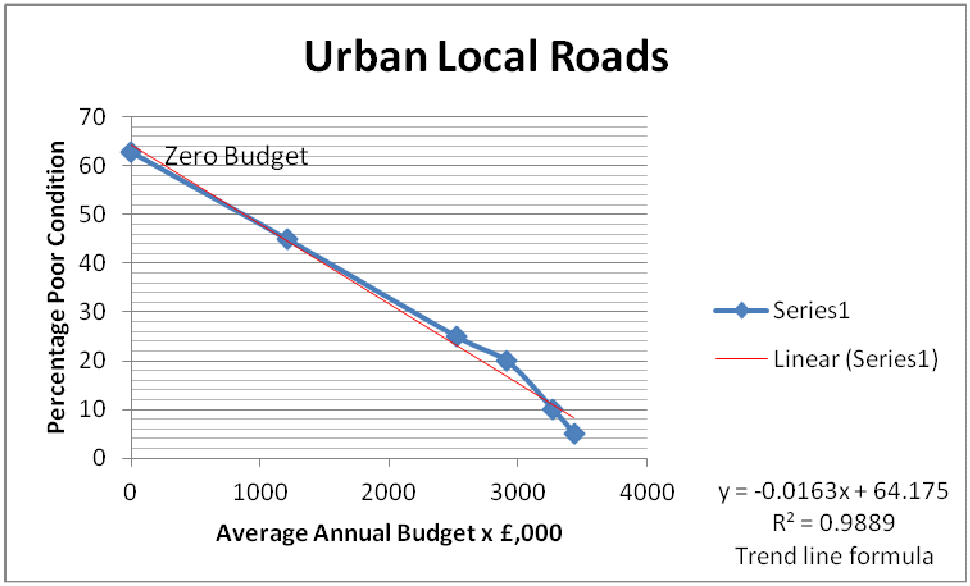
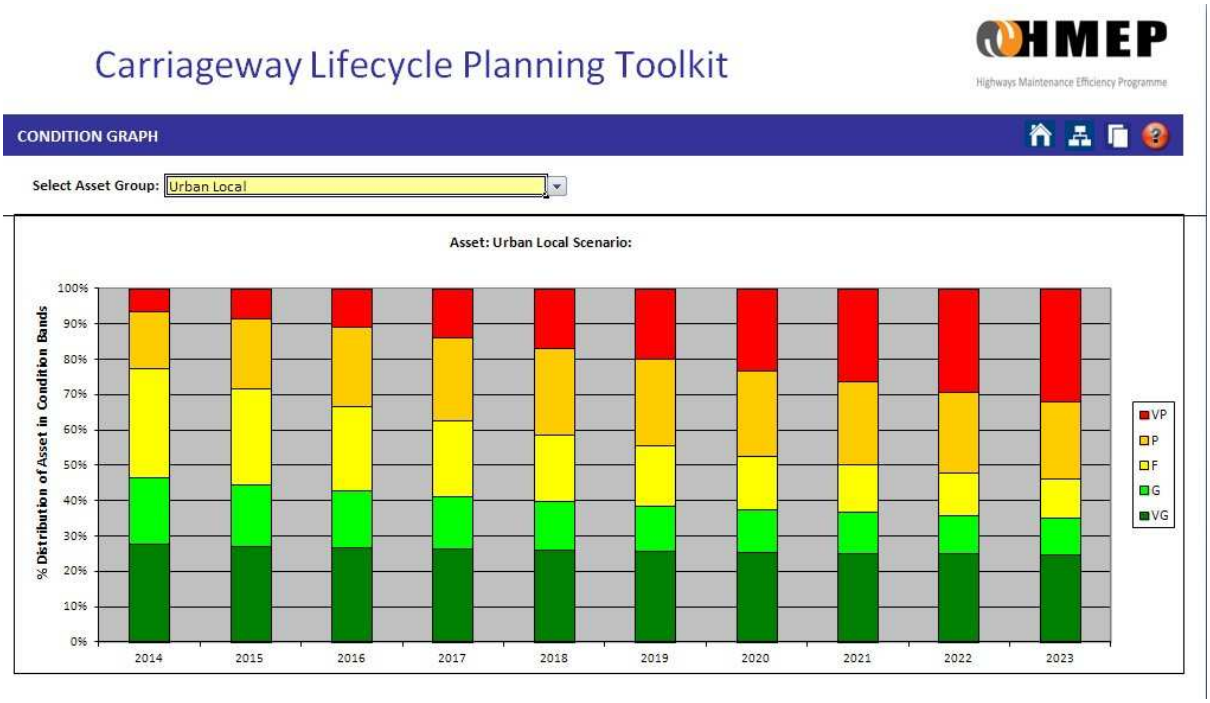
R² = 0.9885
Trend line formula





The series of graphs above indicate trends identified by using the new Life Cycle Planning toolkit provided by HMEP. The graphs enable the reader to see the average annual budget required to attain an overall highway condition. The lines are based on a 10 year planning cycle, therefore the graphs are showing what the percentage of poor or very poor condition roads will be present at the end of the 10 year period.

For direct comparison purposes the total actual capital budgets for the last two year have been less than £700,000 for all categories of road combined. If this budget is to continue at this level it is predicted that there would be more than 50% of our Urban Local Roads in a poor or very poor condition by 2024.

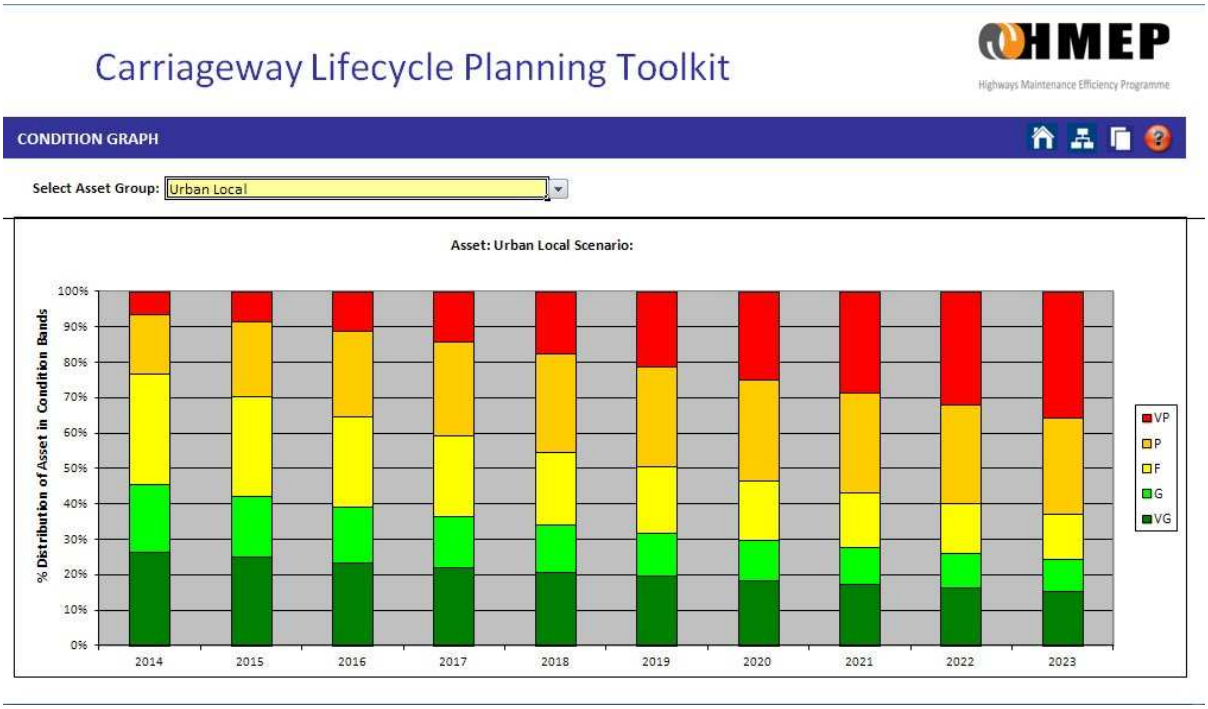


The above graph is part of the toolkit output associated with maintaining the present level of investment. The Urban Local Roads have been chosen to show the deterioration model as they represent 85% of the carriageway network length.

The colours on the graphs are:-

Red -	Very Poor Condition
Amber-	Poor Condition
Yellow -	Fair Condition
Green -	Good Condition
Dark green	Very Good Condition

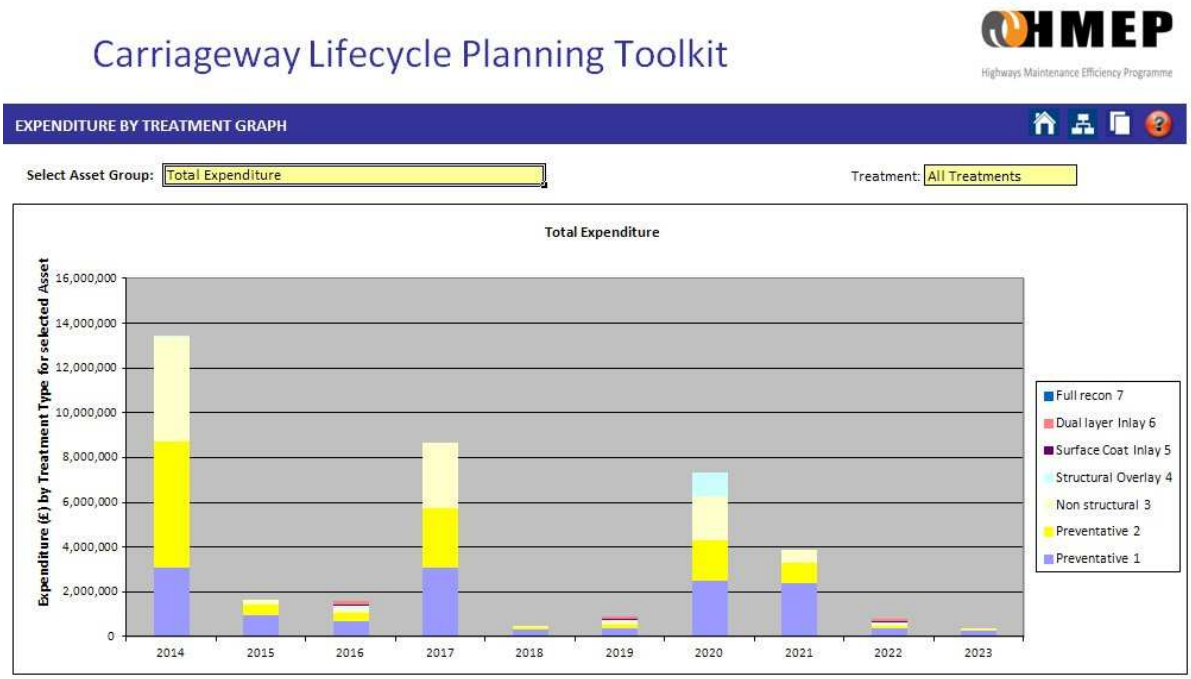
For direct comparison purposes, zero investment produces a very similar graph over the same 10 year period. This is shown below.



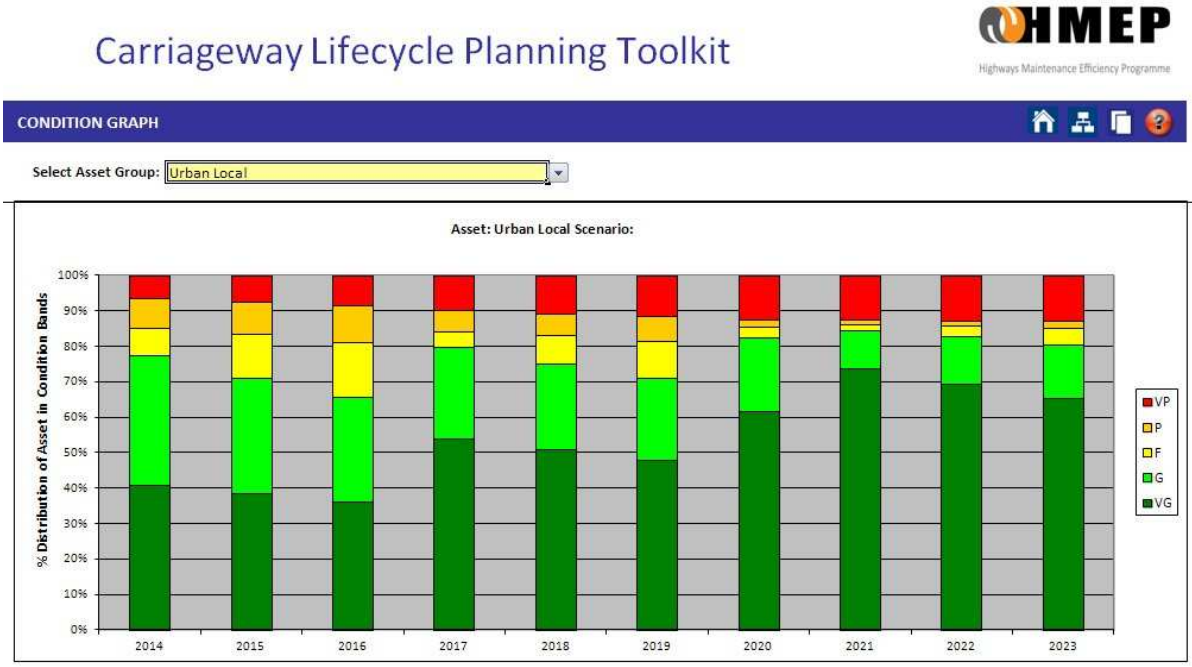
The differences between these two graphs are barely discernable but at the end of the 10 year period more than 60% of the local road network will be poor with 36% being very poor.

To avoid these scenarios, another iteration of the toolkit based on maintaining the current proportions of poor and very poor performance standards produced the £39million budget over the 10 year period. Whilst this option could be fine tuned further to produce indicative works programmes the required expenditure profile is shown on the following graphs.

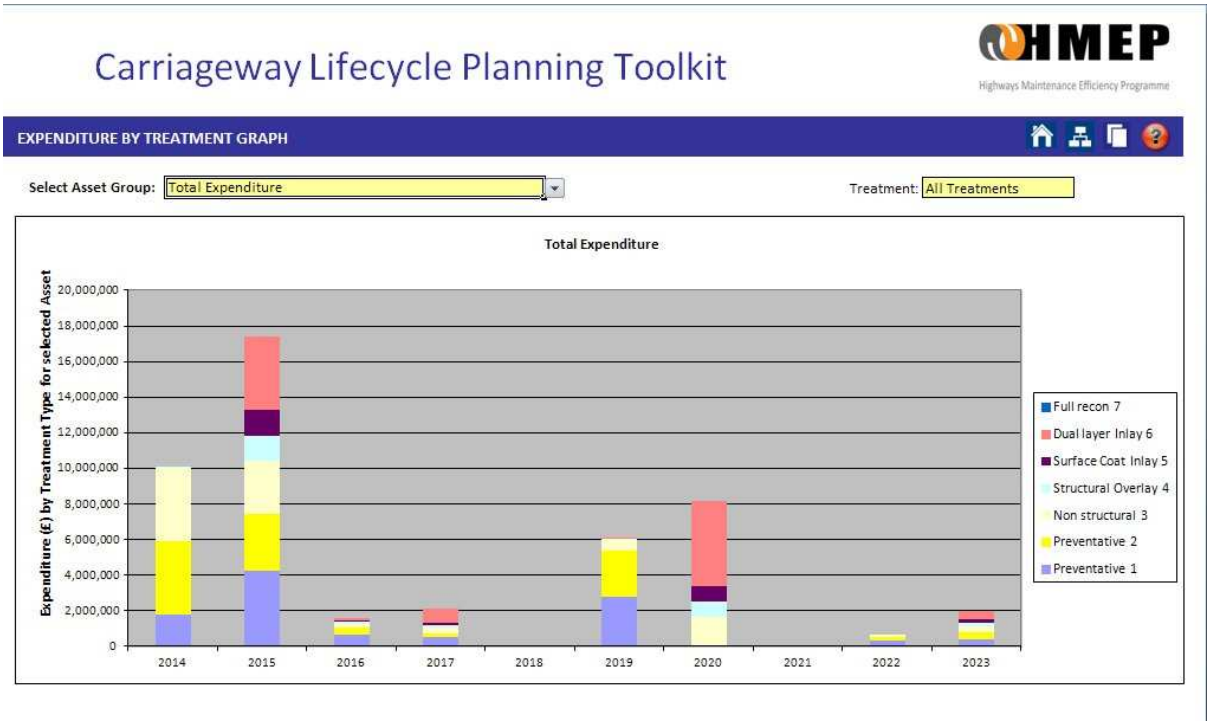
The bulk of the budgets would be targeted on the three lower cost preventative treatments (surface dressing, micro-asphalting and thin overlays). Admittedly the output options will need to be adjusted to reduce or remove the expenditure spikes from the scenario and some additional expenditure on the poor condition roads to stop them reaching the very poor category is desired, but the graph clearly indicates the scale of preventative maintenance that is required to reduce the maintenance backlog.



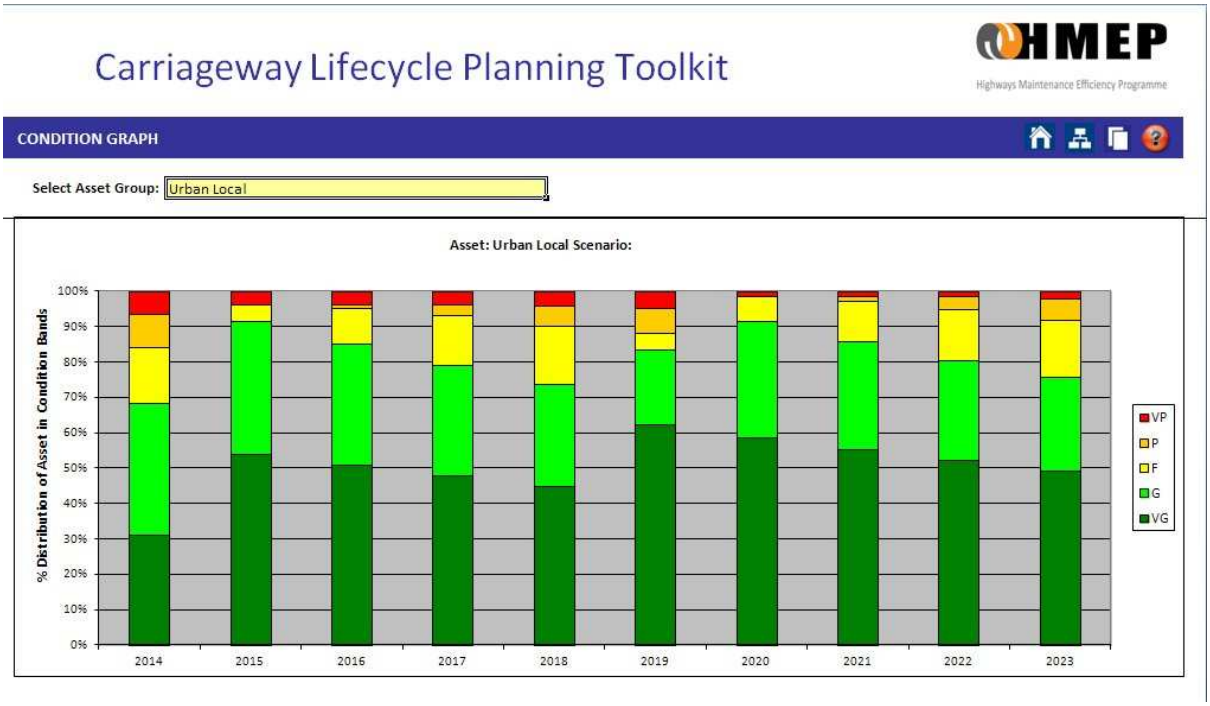
The above expenditure profile assumes a £13.5million investment in preventative maintenance in the first year with more expensive treatments being delayed. This has been the lowest cost standstill proposal produced from this toolkit (total budget £39M). The associated Urban Local Road condition graph is shown below.



This graph shows the outcome of concentrating resources predominantly on a preventative maintenance regime. It therefore shows the absolute minimum investment required to maintain this vital asset. However, it would probably not be acceptable to allow the proportion of very poor roads to increase in the manner shown, but it does establish a realistic base line for other scenarios to compare against.



The above scenario involves a combination of preventative treatments with the addition of planned intervention on sites requiring resurfacing and reconstruction. The total cost of this scenario over the 10 year period would be in excess of £48million.



The condition graph associated with the £48million version is shown above. This scale of investment over the 10 year period would theoretically produce a return to annual expenditure of less than £2million to maintain the roads in this condition.

Appendix B

National Highways and Transportation (NHT) – Customer Satisfaction Survey

Torbay Council has been participating in the NHT survey since its inception in 2008. Whilst we are not taking part in the 2013 survey on cost grounds, it is intended to return on at least a bi-annual basis to enable public satisfaction trends to be monitored. The survey is arranged and analysed by 'Measures 2 Improve' and Ipsos MORI and was originally developed with input from the 'South West Highways Service Improvement Group'. The survey involves comprehensive questionnaires being sent to random recipients in each authority area and asks respondents to rate their perceived performance.

Executive Summary – 2012 Survey

This was the fifth NHT Public Satisfaction Survey and the level of participation remains high in spite of the challenging economic climate and the pressures on budgets. The table below gives some overall national statistics on participation, sample size and response rates, comparing the figures over the five years of the survey.

Survey Statistics	**2008**	**2009**	**2010**	**2011**	**2012**
No of Authorities	33	76	95	70	75
Total Surveys Issued	148,500	371,026	479,300	325,200	377,500
Total Responses Received	27,682	69,310	81,614	60,626	60,624
Average Sample Size	4,500	4,882	5,045	5,028	5,026
Average No of Responses	839	912	859	886	808
Average Response Rate*	19.0%	18.7%	17.0%	17.6%	16%

Torbay Council's own survey scores were predominantly in the average to within 5% of average throughout the surveys with the notable exception of traffic levels and congestion being more than 5% below average. Further analysis of free text responses show that the congestion question and the lack of public satisfaction were mostly related to congestion on routes in and out of Torbay and frequent mention of need for the South Devon Link Road has been a feature throughout the survey's history.

A comparison of the overall levels of public importance and satisfaction from the 2012 survey is made in the table below; this quantifies the gap between importance and satisfaction for each of the
Key Highways and Transport issues raised in the Survey.

2012 Performance Gap		**Importance**	**Satisfaction**	**Gap**
01.	Pavements	70.17	53.38	**-16.78**
02.	Cycle Routes	52.14	53.19	**+1.04**
03.	Local Buses	65.64	61.43	**-4.21**
04.	Taxi Services	47.22	67.76	**+20.53**
05.	Community Transport	48.96	58.64	**+9.68**
06.	Responsive Transport	44.29	54.17	**+9.89**
07.	Safer Roads	72.30	61.07	**-11.24**
08.	Reducing Traffic	63.26	49.34	**-13.92**
09.	Street Lighting	62.97	68.12	**+5.15**
10.	Highway Condition	71.51	35.98	**-35.35**
11.	Rights of Way	57.18	59.05	**+1.88**
12.	Traffic Pollution	62.58	53.27	**-9.31**

This comparison shows there are large gaps between expected and actual performance both positive and negative. The biggest gap by far in 2012 is for Highway Condition, at minus 35%. This is a repeat of the 2011 results, although the performance gap is slightly smaller. There are also significant negative gaps for 'Pavements', 'Safer Roads' and 'Reducing Traffic'. While 'Taxi Services',
'Community and Responsive Transport' show satisfaction levels strongly exceeding expectations.
Within the context of the Asset Management Plan, the key statistics are whilst nationally 71.51% of respondents nationally feel that 'Highway Condition' is the most important factor, only 35.98% of people are happy with the condition.

In Torbay for 2012 the figures were 72.00% importance and 31.87% satisfied with our performance, thus an even larger performance gap of -40.13% has been obtained. This shows that the expectations of our customers are higher than most other areas and indicates the high level of dissatisfaction with our present level of service delivery.

The table below shows the highway maintenance specific survey trends for Torbay Council. Whilst the yellow banding shows where Torbay is within 5% of the survey average figures, the public satisfaction for the 'Condition of Highways' is only 31.87% satisfied. This figure is shown as reducing from its 2008 level of 44.80% to its now current low of 30.35% in 2012. Whilst this figure is lower than that of the Key issues on the previous table the trend is undeniable and the results were obtained from different sections of the survey.

Highways Maintenance - Torbay Council Results

Question	2008	2009	2010	2011	2012
HMBI 01-Condition of road surfaces	44.80	45.24	37.25	32.95	30.35
HMBI 02-Cleanliness of roads	50.66	55.95	55.16	54.62	52.87
HMBI 03-Condition of road markings	59.74	63.29	59.82	59.24	57.88
HMBI 04-Condition and cleanliness of road signs	61.20	61.46	60.11	59.65	58.67
HMBI 05-Speed of repair to street lights	60.30	62.20	62.55	60.77	60.73
HMBI 06-Speed of repair to damaged roads/pavements	33.53	37.77	30.97	27.51	27.08
HMBI 07-Quality of repair to damaged roads/Pavement	No question in survey			32.53	33.16
HMBI 08-Maintenance of highway verges/trees/shrub	43.23	50.44	50.62	49.25	41.39
HMBI 09-Weed killing on pavements and roads	44.11	50.95	51.41	51.27	42.95
HMBI 10-Keeping drains clear and working	46.16	50.37	53.36	54.28	49.57
HMBI 11- Deals with Potholes and damaged roads	No question in survey				30.27
HMBI 12-Deals with obstructions on pavements	44.07	49.72	48.15	45.91	41.17
HMBI 13-Keeps roads clear of obstructions	55.68	59.28	57.04	58.40	55.74
HMBI 14-Deals with illegally parked cars	40.09	43.70	43.14	41.40	42.26
HMBI 15-Undertakes cold weather gritting	64.02	60.65	50.53	52.45	55.47
HMBI 16-Cuts back overgrown hedges	44.77	49.70	51.27	46.04	45.11
HMBI 17-Deals with mud on the road	50.68	52.27	52.65	52.90	53.58
HMBI 18-Deals with abandoned cars	46.64	47.75	49.05	51.84	52.89

The statement below is from an industry publication ‘Highways’ of July 2013. This article has been reproduced below as it clearly shows the national scale of this problem and suggests the potential consequence of continuing to ignore the under-funding issues.

LGA warns UK’s roads are at mercy of the weather

Another severe winter could lead to parts of Britain’s local road network becoming unusable, the Local Government Association (LGA) has warned.

As well as frustrating motorists the nation’s crumbling carriageways are also undermining economic recovery and costing small businesses £5 billion a year. Without extra Government funding to pay for desperately needed resurfacing more severe weather could bring parts of the country to its knees.

Last year council highways teams fixed 2.2 million potholes, 500,000 more than the year before. However, despite these efforts the backlog of repairs is growing longer, now estimated at £10.5 billion with one-in-five roads classed as being in ‘poor condition’.

Alongside decades of underinvestment from Government, the key factor is recent freezing weather and flooding which has caused an estimated £1 billion damage. Further severe weather could now lead to a tipping point in many areas where roads will become so damaged they will have to close.

The LGA, which represents more than 370 councils across England and Wales, is calling on Government to provide greater capital funding for road maintenance to turn around the spiralling decline.

The average English council was about £6.2 million short of what it needed to properly maintain its roads last year, up from £5.3 million in 2011. Compounding matters is the growing cost of compensation to drivers whose vehicles get damaged by potholes. Councils paid out £32 million, 50% more than 2011.

Cllr Peter Box, chair of the LGA’s economy and transport board, said: ***“Despite their best efforts many councils are trapped in a false economy of reactive repairs while managing a spiralling compensation bill, all the time praying it doesn’t flood or freeze. Government cutting funding for roads is a very high risk strategy as the longer you keep simply patching up a deteriorating surface the more vulnerable it becomes to severe weather. Unless something changes we risk swathes of Britain’s road network becoming dangerously strewn with potholes or collapsing completely.”***

The above statement evidences what we already know and represents the dilemma facing professionals in the field of highway maintenance. The move towards Whole Government Accounting and the adoption of asset management principles in this discipline is now allowing engineers to demonstrate and quantify the financial shortfalls in maintenance. In time it will allow more focussed decisions in remedying the situation when funding does become available.

Appendix C

South West Highway Improvement Group (SWHSIG)

Torbay Council has always been represented in the above organisation which traditionally benchmarks the members various performance indicators and tries to identify associated areas of best practice. This previously meant collating many of the available performance indicators (know as 'Best Value Performance Indicators' (BVPI's)) but more latterly National Indicators (NI's).
Therefore a simple comparison between Torbay Council and the average of 10 other Unitary Authorities in the Southwest using the group's data produces the results below:-

Percentage Deficient Carriageway by Road Category

	Principal		Classified non-principal		Unclassified	
	Torbay	Average	Torbay	Average	Torbay	Average
2009/10	9%	6%	13%	9%	6%	8%
2010/11	4%	5%	13%	9%	8%	10%
2011/12	4%	5%	12%	8%	12%	12%
2012/13	2%	NA	6%	NA	12%	NA

With the exception of classified non-principal roads (which we only have a small number of and most of which are rural lanes) and an abnormal result in principal roads for the year 2009/10, the measured condition of the carriageway network has always been better than average. However, this is not replicated in the customer satisfaction surveys indicating again that our customers have a higher service expectation than elsewhere.

This is a rather simplistic example and research involving Leeds University on behalf of the Highways Maintenance Efficiency Programme (HMEP) has recently been completed. Torbay Council supplied comprehensive data towards the research programme and the outcome results suggest that at least in the field of carriageway pavement management we have been providing this service in an efficient manner.

This independent study showed that Torbay Council's service efficiency was in the highest group throughout the whole of the study period. This indicates that our current strategy of concentrating on sites where preventative treatments are still possible, whilst identifying and treating pothole cluster sites on local roads with any additional DfT funding is an efficient and effective use of this money. The summary table from the 'Cost, Quality, Customer Satisfaction' (CQC) analysis is provided below:-

The following authorities are within the top 25% performance in the years highlighted blue:

Authority	2009	2010	2011	2012
Cheshire East				
Derbyshire				
Durham				
Hampshire				
Herefordshire				
Kingston upon Hull				
Leicestershire				
Lincolnshire				
Medway				
Northamptonshire				
Sunderland				
Swindon				
Torbay				

Agenda Item 9

Meeting: Transport Working Party **Date: 27th March 2014**

Wards Affected: Cockington with Chelston

Report Title: Roundhill Road, Torquay – Provision of loading bay

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

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

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1. **Purpose**

1.1 This report is in response to a request made by the local post office, for the implementation of a loading bay fronting property no. 18 Roundhill Road.

2. **Proposed Decision**

2.1 It is recommended that members approve the proposals outlined under option 5.3, to implement the proposed changes to the existing Traffic Regulation Order.

3. **Action Needed**

3.1 That members approve the proposals outlined under option 5.3 in this Issues Paper for the implementation of a loading bay fronting property no. 18 Roundhill Road.

4. **Summary**

4.1 This report is in response to a request made by the local post office, for the implementation of a loading bay fronting property no. 18 Roundhill Road, as deliveries to the local shops are being delayed / disrupted due to problems with vehicles being able to park for unlimited periods of time outside the shops.

Supporting Information

5. **Position**

5.1 This report is in response to a request made by the local post office, for the implementation of a loading bay fronting property no. 18.

5.2 The proposed amendments were advertised, both on street and in the local media (e.g. Herald Express), during the period 30th January – 20th February 2014. Unfortunately there was an error in the advert published in the Herald Express, where the direction of measurement was quoted as being 'West' rather than 'East'. However the advert displayed, both on street and upon the Council web site at www.torbay.gov.uk/proposedtros.htm was correct. A corrected version was

advertised, during the period 6th – 26th March 2014.

5.3 It is proposed to implement an 11m loading bay, operational only between the hours of 8am – 6pm, maximum stay 20mins, as per **APPENDIX 1**.

5.4 Funding for the implementation of the proposed restrictions will be provided from the existing Highways budget.

5.5 Correspondence received, both in favour of and against the proposal, is attached as per **APPENDIX 2**.

6. **Possibilities and Options**

The Working Party is requested to consider whether they wish to support the implementation of revisions to the existing traffic regulation order as detailed above in 5.3.

6.1 Implement the proposed Traffic Regulation Order, as per 5.3 above. Any objections will be referred to a future meeting of the Transport Working Party.

6.2 Uphold the objection and do not implement the proposed Traffic Regulation Order, as per 5.3 above.

7. **Preferred Solution/Option**

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

8. **Consultation**

Consultation has previously been undertaken with the local ward members and the proposed amendments will be advertised both on site and in the local media, allowing interested parties to pass comment.

9. **Risks**

If the changes to the existing Traffic Regulation Orders are not approved due to objections, there will be a risk of deliveries to the local shops being delayed / disrupted due to problems with vehicles being able to park.

Appendices:

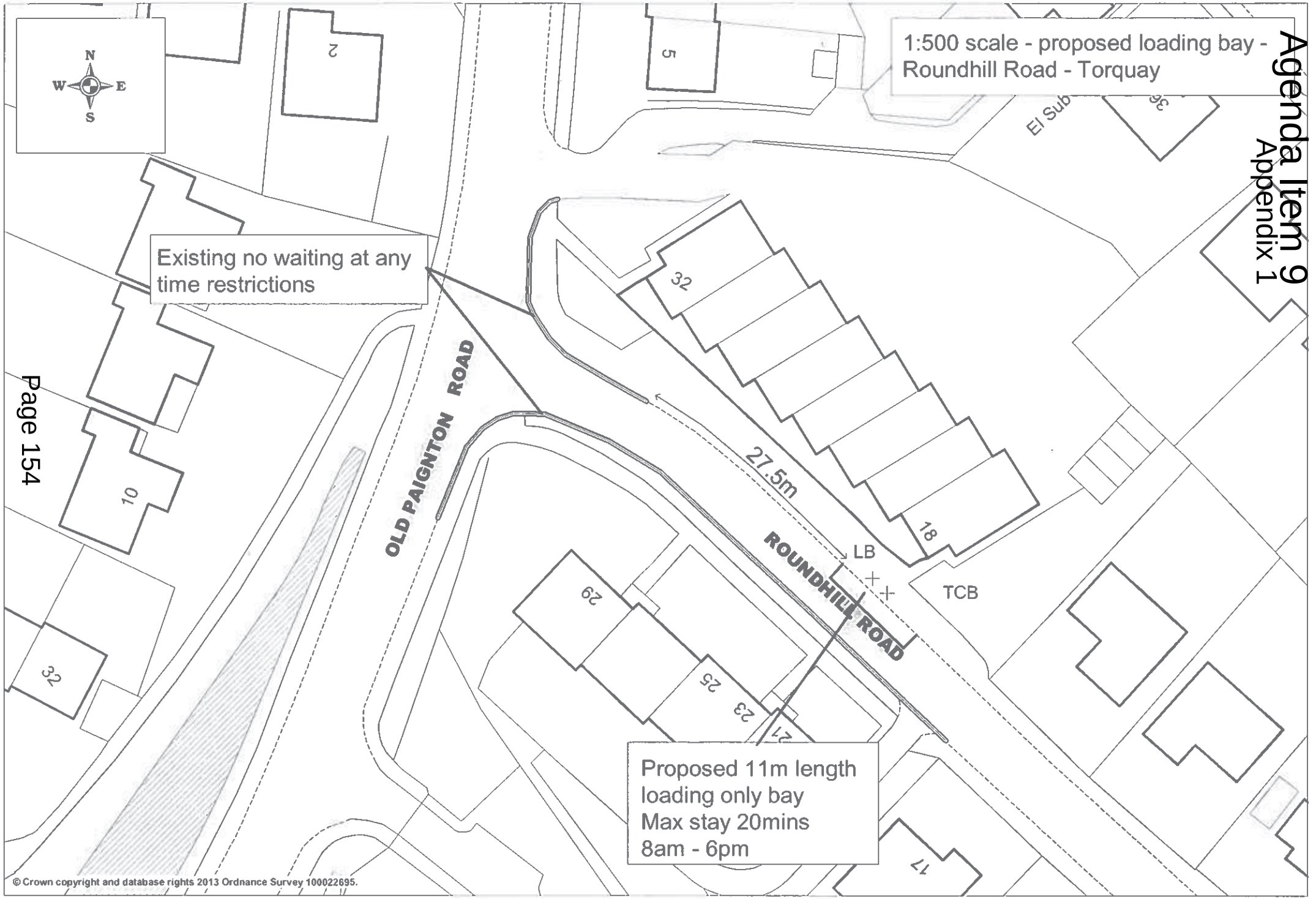
Appendix 1 – Shows the proposals to implement parking restrictions.

Appendix 2 – Correspondence received both for and against the proposal

Additional Information:
None

Documents available in Members' Rooms:
None

Background Papers:
None


1:500 scale - proposed loading bay -
Roundhill Road - Torquay
Existing no waiting at any time restrictions
OLD PAIGNTON ROAD
ROUNDHILL ROAD
27.5m
LB
TCB
Proposed 11m length loading only bay
Max stay 20mins
8am - 6pm
N
W
E
S
2
5
El Sub
36
32
18
10
32
29
25
23
21
17
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Meeting: Transport Working Party **Date: 27th March 2014**

Wards Affected: St Michaels

Report Title: Hayes Road, Paignton – Parking Restrictions

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

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

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1. Purpose

1.1 This report is in response to a request made by Torbay Local Link, the operator of the local bus service, with regard to delays which are affecting their service due to parked vehicles reducing the width of the available carriageway.

1.2 Therefore it is felt that amendments to the existing parking restrictions are required to control vehicle parking in this area.

2. Proposed Decision

2.1 It is recommended that members approve the proposals outlined under option 6.1 in this Issues Paper, to implement the proposed changes to the existing Traffic Regulation Order.

3. Action Needed

3.1 That members approve the proposals outlined under option 6.1 in this Issues Paper for the advertising and implementation of revisions to the existing Traffic Regulation Order, should no objections be forthcoming. Any objections will be referred to the Director of Place in consultation with the Executive Lead for Transport.

4. Summary

4.1 To free up road space and reduce possible delays for Torbay Local Link, the operator of the local bus service, it is proposed to carry out the following amendments to the existing traffic regulation order to control vehicle parking in this area:

- Remove the existing 3 car parking bay (fronting the school) on Hayes Road and replace with ‘No waiting at any time’ restrictions.

- Cut back the existing 'No waiting at any time' restrictions (opposite the school) by 4m and extend the existing parking bay by 4m.

- Cut back the existing bus bay (fronting property no's 24 – 26) from 19m to 13m and extend the existing parking bay by 6m. The public transport officer will have to consult with the local residents with regard to the re-sitting of the bus stop flag and pole.

4.2 It should be noted that the budget for these works will be provided by the Public Transport section of Residents and Visitors Services.

Supporting Information

5. Position

5.1 This report is in response to a request made by Torbay Local Link, the operator of the local bus service, with regard to delays which are affecting their service due to parked vehicles reducing the width of the available road width.

5.2 Therefore it is felt that amendments to the existing parking restrictions are required to control vehicle parking in this area.

5.3 It is proposed to carry out the following amendments to the existing traffic regulation order:

- Remove the existing 3 car parking bay (fronting the school) on Hayes Road and replace with 'No waiting at any time' restrictions.

- Cut back the existing 'No waiting at any time' restrictions (opposite the school) by 4m and extend the existing parking bay by 4m.

- Cut back the existing bus bay (fronting property no's 24 – 26) from 19m to 13m and extend the existing parking bay by 6m. The public transport officer will have to consult with the local residents with regard to the re-sitting of the bus stop flag and pole.

5.4 Funding for the implementation of the proposed restrictions will be provided by the Public Transport section of Residents and Visitors Services.

6. Possibilities and Options

The Working Party are requested to consider whether they wish to support the implementation of revisions to the existing traffic regulation order as detailed above in 5.3.

6.1 Advertise and implement, should no objections be forthcoming, the proposed Traffic Regulation Order, as per 5.3 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 ward members, representatives of the local community and Torbay Local Link, the operators of the local bus service. The proposed amendments will be advertised both on site and in the local media, allowing interested parties to pass comment.

9. Risks

If the changes to the existing Traffic Regulation Orders are not approved due to objections, there will be a risk of parking causing further delays to the bus service and other road users due to the possibility of the carriageway width being restricted.

Appendices:

Appendix 1 – Shows the proposals to implement parking restrictions.

Additional Information:

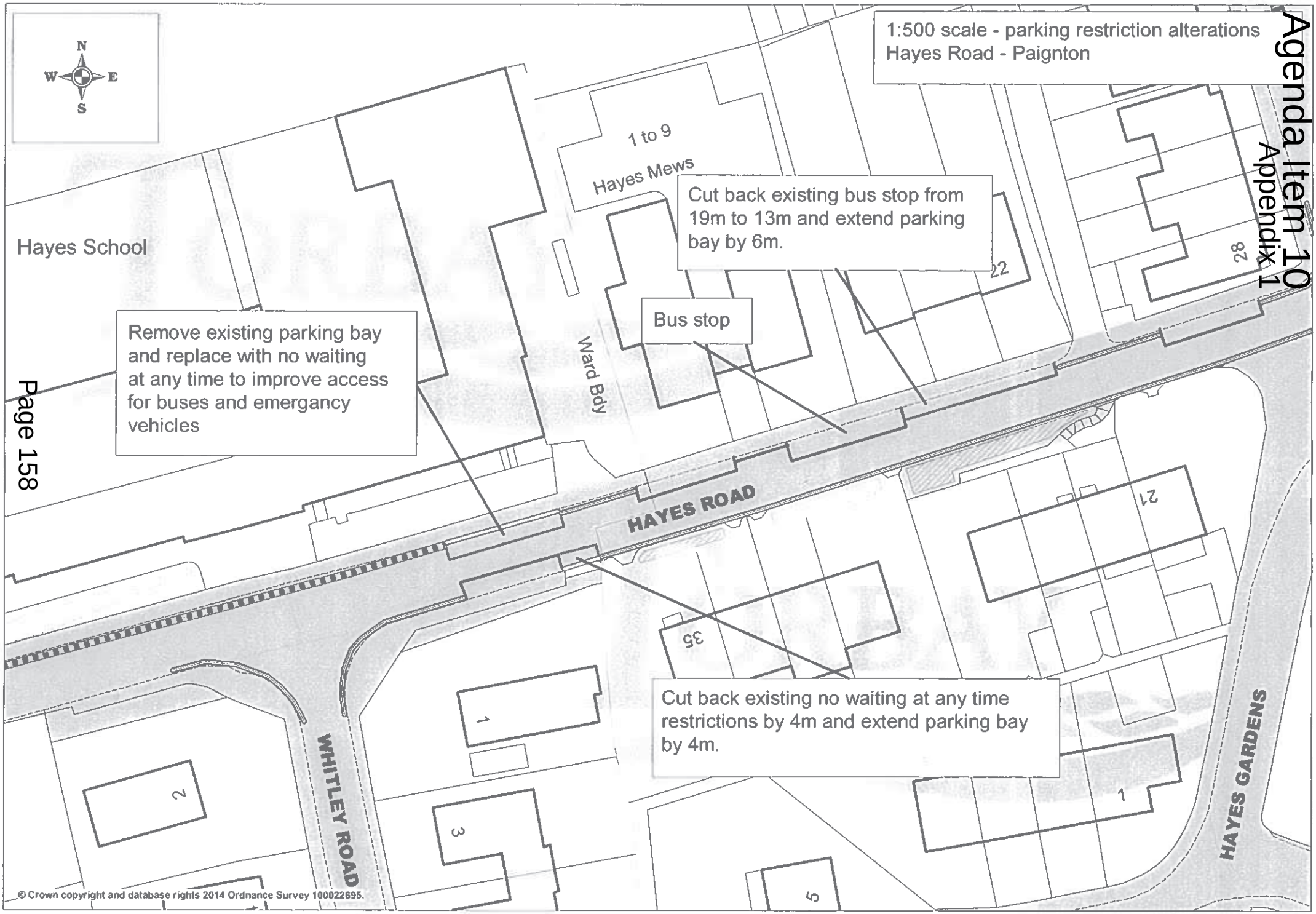
None

Documents available in Members' Rooms:

None

Background Papers:

None


1:500 scale - parking restriction alterations
Hayes Road - Paignton
N
W
E
S
1 to 9
Hayes Mews
Hayes School
Cut back existing bus stop from 19m to 13m and extend parking bay by 6m.
Bus stop
Remove existing parking bay and replace with no waiting at any time to improve access for buses and emergancy vehicles
Ward Bdy
HAYES ROAD
22
28
21
35
Cut back existing no waiting at any time restrictions by 4m and extend parking bay by 4m.
1
2
3
5
WHITLEY ROAD
HAYES GARDENS
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