



Wednesday, 9 December 2015

TRANSPORT WORKING PARTY

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

Thursday, 17 December 2015

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 Excell (Chairman)

Councillor Brooks

Councillor Darling (S)

Councillor Doggett

Councillor Mills

Councillor Morey

Councillor King (Vice-Chair)

A prosperous and healthy Torbay

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

Ian Jones, Town Hall, Castle Circus, Torquay, TQ1 3DR
(01803) 207835

Email: governance.support@torbay.gov.uk
www.torbay.gov.uk

TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes of Last Meeting** (Pages 3 - 14)
To confirm as a correct record the Action Notes of the meeting of the Transport Working Party held on 13th August 2015 and to receive any feedback.
3. **Urgent Items**
4. **Torre Reversal - Objections to Advertised Order** (Pages 15 - 64)
Due to a conflict of interest, Cllr Excell will leave the room during this item and Cllr King will Chair the meeting.
5. **Transport Asset Management Plan** (Pages 65 - 79)
6. **Potential review of Torbay Ring Road Signing and TRO's** (Pages 80 - 84)
7. **Western Corridor and South Devon Link Road - Verbal Updates on Schemes**
8. **LTP Implementation Plan - Verbal Update**
9. **Edginswell Station - Verbal update**
10. **Any Other Business**
11. **Date of Next Meeting**
The next meeting of the Transport Working Party will be held in June 2016 – exact date to be confirmed in due course.



Minutes of the Transport Working Party

13 August 2015

-: Present :-

Councillor Anne Brooks, Councillor Steve Darling, Councillor Ian Doggett, Councillor Robert Excell (Chairman), Councillor Derek Mills, Councillor Mike Morey and Councillor Mark King (Vice-Chair)

(Also in attendance: Ian Jones, Pat Steward, David Whiteway, Fran Hughes, Shirley Hopkinson, Councillor Nicole Amil, Councillor Vic Ellery, Councillor Richard Haddock, Councillor Terry Manning, Mayor Gordon Oliver, Councillor Julien Parrott and Councillor Jackie Stockman)

198. Apologies for absence

None

199. Appointment of Chairperson

Cllr Excell opened the meeting advising that he is the Executive Lead for Community Services which incorporates Highways and would address the first item to elect a Chair and Vice-Chair of the Working Party. The Chairperson would then chair the remainder of the meeting.

Cllr Excell requested nominations for Chair. Cllr King proposed Cllr Excell as Chair and was seconded by Cllr Mills. Cllr Morey proposed himself and was seconded by Cllr Darling. Voting followed with 3 votes for Cllr Excell and 2 for Cllr Morey. Cllr Excell was accepted as Chairman.

Cllr Excell requested nominations for Vice-Chair. Cllr Mills proposed Cllr King and was seconded by Cllr Brooks. All agreed and Cllr King was accepted as Vice-Chair.

200. Any Other Business

Cllr Excell advised that AOB would be brought forward to the start of the meeting to allow members of the public to speak and ensure that they did not need to attend the whole meeting.

Cllr Haddock addressed the meeting and gave Mrs Curtis' apologies. Unfortunately there was a mix up with the location of the meeting and she attended Brixham Town Hall. The petition that she had intended to present to the Working Party has

now been emailed in and currently has 98 signatures. The subject of the petition is to request double yellow lines at the junction of Mathill Road.

Cllr Haddock handed round a number of photos which highlight the issues that are being experienced at the junction and has been contentious for many years. The area is blocked from 7.30am – 7.30pm due to visitors to the nursing home at the junction and is also a bus route.

Cllr Haddock also requested that the roundabout is also looked at as it is difficult to see the roundabout.

Cllr Ellery advised that all five Brixham Councillors were in attendance at the meeting to support the petition and request. He advised that the primary school in the vicinity has been extended and is due to take in an extra 70 children from September which will result in an increase of traffic. There are regular near misses amounting to three a week. Cllr Ellery stated that he is concerned about the visibility from the roundabout to Longcroft Avenue which does not have a clear view due to parked cars. There is also an issue of cars not stopping at the roundabout when they approach from Horsepool Street. This is now a major issue, escalating over the last 6 years.

Cllr Ellery is concerned that the increase of traffic from September will compound the problem and feels that it is wise to consider the issue urgently and cannot wait until the next meeting in December.

Cllr Excell observed that the double yellow lines would need claws on them to prevent disabled drivers from parking on them.

Cllr King queried if there is adequate enforcement in the area.

IJ confirmed that there is adequate enforcement within the area. IJ advised that there is currently no budget for double yellow lines unless it is part of a capital scheme, funds were requested as part of a planning application, or part of the Road Safety Priorities. Numerous requests for double yellow lines are received and these have to be prioritised according to their implications and budget provision.

IJ advised there is not a collision issue in the vicinity of the roundabout and that it was originally constructed to a larger size to allow large vehicles to be able to make a U-turn if they were unable to access the roads off the roundabout.

Cllr Haddock suggested that the roundabout could be raised without kerbstones to allow this to continue especially as at the moment the roundabout is flat and the white paint has been scrubbed out by vehicles.

Cllr Morey explained further the precise location of the issue which includes a blind spot for traffic where the road bears left. Cllr Morey queried the cost of a traffic order. IJ confirmed that the average cost of an order is £1500 - £2000. Cllr Morey asked if there would be a possibility of Section 106 money to fund the works as there had been two major building enlargements in the vicinity. Pat Steward advised that generally when requesting money under Section 106 these are

normally targeted at specific projects. £5,600 was requested from St Marys towards highway safety but this may be for a specific project.

Cllr Stockman felt that there will be further parking issues created and queried if bollards and narrowing of the road to create priorities would be a better option.

Cllr Mills queried how much it would cost to add a bump to the roundabout as a short term measure. IJ advised that the cost would not be high but funding would still be an issue.

IJ advised that the Road Safety Initiatives priorities, on the Agenda, are based on evidence of collisions and that it is up to the Working Party if they accept these or if they decide if other issues are more important. There is however a fixed amount of funding for the priorities.

Cllr Manning stated that Mathill Road is full with cars parked along it and it is impossible to see what is coming out of the junctions and with the extension to the school there will be more cars using this area. Cllr Excell considered that there is a need there and that funding could be looked at through Section 106's and that this could be considered for the list of priorities.

Cllr Mills proposed that it is included within the priorities list. Cllr Doggett seconded this and agreed Cllr Excell's earlier point that the double yellow lines would need claws on them to prevent Blue Badge holders from parking on them. Cllr King felt that the issue should be proactive and not reactive, taking action to save lives.

Cllr Morey felt that if Section 106 funding is available for this then that should be used instead of funding from the road safety Initiatives. Cllr Excell agreed with this.

Cllr Haddock advised that there is a development due to start in the area of the Police Station and all the traffic for this development would be using the roundabout and suggested that Section 106 money from this development be used. Cllr Ellery agreed that there should be claws on the double yellow lines.

Cllr Morey advised that Development Management Committee have requested £40k Section 106 funding from the Wall Park Development for Century Road and Gillard Road. Pat Steward to look at this and see if any of this funding can be used.

Recommendation:

That Mathill Road is considered to be added to the Road Safety Initiatives priorities as part of this Agenda

Proposed by: Cllr Mills

Seconded by: Cllr Doggett

In favour: All

Cllr Parrott advised that he had two issues that he would like to be considered by the Working Party. These are concerning issues between Quinta Road and Windsor Road and the Ellacombe CPZ.

Cllr Parrott advised that a 2 year old child had recently been hit by a car in Windsor Road and that due to car parking issues this is a dangerous area. The part of Windsor Road where the issue lies is the lower part where it turns into Ellacombe Church Road and requested that the issue is looked at before another accident takes place.

Cllr Parrott highlighted that Quinta Road is used as a race track in the evenings with cars parked on both sides of the road being damaged and requested that traffic calming is installed. Cllr Parrott requested that this is added to the priority list to be considered for next year.

Cllr Parrott advised that issues are being experienced since the addition of Cavern Road to the Ellacombe CPZ with displaced parking in Hoxton Road, Warberry Road West and the top of Princes Road. Representatives from the roads would like to know what to do with regards to being considered for a CPZ next year.

IJ advised that both of these issues can be dealt with as Service Enquiries to Highways. Speed readings have previously been taken on Quinta Road and this can be added back onto the list for further readings to be taken.

Cllr Darling queried why half an hour had been spent at the start of the meeting on Any Other Business and asked if this is what happened at meetings now. Cllr Excell advised that it was brought forward to prevent the Brixham attendees from having to sit through the whole meeting.

201. Minutes of Last Meeting

The previous minutes were agreed as a true and accurate record.

202. Windy Corner Junction Improvement

IJ reminded the Working Party of the history of the Windy Corner Junction Improvement Scheme which has previously been considered by them. The existing recommendation was agreed in 2012, with the options originally being consulted on in 2006. Option 1 was the preferred option from this consultation, however once this was taken forward and advertised it received around 200 objections and had to be looked at again. The Galmpton Residents Association suggested their own proposal for consideration and a further consultation was held in 2011. The Working Party then recommended Option 2 with amendments in 2012.

This scheme wasn't progressed at that time due to funding issues, but was included in the funding bid for the Western Corridor. Funding is now in place with completion of the scheme required by March 2018. Consultants have been asked to look at the options for the scheme again. The results show that the original widening is still the best option. The scheme proposed by Galmpton Residents Association could also deliver similar benefits, however would require land take and service diversions and is unlikely to be deliverable. It is recommended that the option approved in 2012 should be taken forward and implemented.

Cllr Mills asked how the alternative Option 2 differed and suggested that Option 1 could be used as a future bolt-on to Option 2. IJ confirmed that the difference was in the location of the bus stop in an attempt to move it closer to its original position and a change to the Bascombe Road access. IJ confirmed that the options have been considered by the consultants and that in the future the additional lanes can be included within a future improvement of the junction. He advised that if Option 4 is considered then any future scheme would require widening into the Common in the same way.

Cllr Haddock advised that this had been brought up by the Community Partnership who would like a slip lane, together with a footpath and a low wall along the full length of the Common. Cllr Haddock felt that “yellow boxes” should be included at the junctions shown in Appendix 3 to keep the junctions free for emerging traffic.

Cllr Morey advised that the Brixham Community Partnership and Chamber of Trade don't remember any consultation taking place in Brixham however he understands the need to work to the 2018 deadline, but was concerned that Brixham residents have not had the opportunity to give their view and may have good suggestions. Cllr Morey advised that they are happy to arrange a consultation to take place.

IJ advised that the 2018 deadline is due to fixed term funding and it is considered that Option 2 will suit all. It is still possible that there could be objections to the Common 'land take' resulting in a potential Inquiry taking place. Cllr Morey queried if it would be too late if a consultation takes place and is then brought back to the Working Party in December. IJ advised that he is unable to answer this as there is a risk of objections which would slow the procedure down. Cllr Morey suggested that the decision could then be considered under delegated powers. IJ recommended that any consultation should be on the basis of an approved option only.

Cllr Haddock advised that when the previous consultation took place at Churston Grammar School, two thirds of the attendees were from Brixham, with three objectors from Galmpton.

Cllr Stockman queried how much funding was available for the scheme. She also advised that Patrick Carney attended the Community Partnership meeting and advised that 80% agreed to the scheme. When pushed he confirmed that a total of 42 people attended and 80% of this agreed. Cllr Stockman advised that she has received numerous emails relating to issues on Long Road and how these issues are going to be alleviated. She felt that if a decision is made too quick then something could be missed.

IJ confirmed that there is £200k - £300k of funding available for the scheme as this is what was allocated with the Western Corridor scheme, which involves a number of improvements being made between Windy Corner and Churscombe Cross. Funding was requested from the Local Transport Board and the amount allocated is what was requested, however they are expected to underspend where possible.

Cllr Morey queried if consideration had been given to the requirements of cyclists and pedestrians. IJ advised that facilities are included at the Windy Corner end.

Cllr Morey queried if a roundabout option had been considered. IJ confirmed that this was one of the layouts modelled and was found to be not as beneficial as traffic signals. Cllr Haddock advised that there is an old bunker under the junction which needs to be taken into consideration when works are taking place.

Recommendations:

That Option 2 Alternate version as shown in Appendix 3 is adopted, with the addition of yellow hatched boxes on the junctions and crossings.

Proposed by: Cllr Mills

Seconded by: Cllr King

In favour: 3 in favour, 1 abstained

That options for a future long term strategy for the junction are developed for further consultation and inclusion within subsequent funding bids.

In favour: All

Cllrs Ellery, Stockman, Manning left the meeting

203. Road Safety Initiative 2015/2016

IJ advised that the Road Casualty Reduction Report is usually presented to the Working Party in June, however due to the meeting being delayed this has already been published and is available on the Council's website, link below.

www.torbay.gov.uk/roadcasualtyreductionreport2014.doc

IJ advised that the Road Safety Initiatives report provides Members with an update on the road safety initiatives and Safer Routes Schemes completed to date together with those previously approved schemes which have not been completed. Appendix 4 shows the schemes that are recommended to be implemented over the next year.

The proposed schemes are:-

- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham
- 20mph zones outside schools

Cllr Mills queried if it was worth progressing with the scheme for Riviera Way due to the current works on the South Devon Link Road or if it would be better to wait for the road to be completed. IJ confirmed that it was proposed to leave this scheme until later in the year to enable any new concerns to be reviewed. Cllr Mills felt that the new road would need to be in use for a good year before any review is carried out. Cllr Mills suggest that this scheme is removed and that Mathill Road, Brixham replaces it.

Cllr Darling requested clarification on the 20mph zones around schools and felt that the zones should be at all times and not at school times. Cllr Morey queried if there was a cost difference between the two and whether it would cause confusion for drivers. Cllr Excell considered that the zones should be in place 24/7 as you don't know who is using school premises throughout the day. IJ advised that there are a number of issues in connection with 20mph zones and that the Police do not enforce them. They are expected to be self enforcing. The zones that are variable will have flashing lights to indicate to drivers when the zone is in force. Traffic Regulation Orders are required for those that are permanent. Cllr Doggett pointed out that if you are hit at a 20mph you are more likely to survive than if hit at a higher speed and would like to see the zone as permanent. Cllr Excell advised that the slower speeds will be beneficial as more people start driving electric cars as these cannot be heard, even at higher speeds.

Cllr Brooks felt that variable zones would be better as the flashing lights used with these would make the motorist more likely to notice the zone. IJ advised that the costs are variable as more apparatus are required with the variable, speed limit, however there is a cost for Traffic Regulation Orders and signs for the permanent restrictions.

Cllr Darling also wished to state that he felt that 20mph limits should be considered within the wider community and not just outside of schools. The request was noted by the Chairman.

Cllr Haddock queried if the flashing lights at Tweenaway are manual or automatic. IJ confirmed that these are automatic. Cllr Haddock advised that he regularly passes these at 4am and they are on. IJ advised that there is currently an issue with the supply of some of the equipment which is currently with the manufacturer.

Cllr Doggett proposed that the Mathill Road issue is added to the list and Cllr Morey seconded it.

Recommendation:

That the schemes shown in Appendix 4 are implemented with the addition of Mathill Road to help to reduce the number of vehicle collisions and related casualties across the bay area, in the following order

- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham
- Mathill Road, Brixham
- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- 20mph zones outside schools

Proposed by: Cllr Mills

Seconded by: Cllr Doggett

In favour: Four in favour

- Mathill Road, Brixham
- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham

- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- 20mph zones outside schools

Proposed by: Cllr Morey

Seconded by: Cllr King

In favour: Three in favour

Following voting, it was agreed that the priority order of the schemes will be :

- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham
- Mathill Road, Brixham
- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- 20mph zones outside schools

Mayor Gordon Oliver joined the meeting.

204. Minor Congestion Relief Schemes 2015/16 and 2016/17

IJ advised that the previous allocation of funding for the Bolton Cross scheme was used to purchase the Thresher's site and prepare it for the improvements to the junction to be carried out. This has however been delayed for a number of reasons related to the marketing of the site and there is now pressure to move this scheme forward under the Congestion Relief Programme. The scheme provides an extra lane on the Market Street side of the junction removing one phase of traffic lights to improve the traffic flow and improve the air quality. It is also intended to look at schemes for the following year as there is expected to be a reduced allocation for 2016/17. The improvements proposed for 2016/17 are for CCTV to be installed at Manor Corner, improved signal systems at Seaway Road and the installation of additional Free Text signs.

Recommendation:

That the junction improvement at Bolton Cross is implemented as the Minor Congestion Relief Scheme for 2015/16 and that the further recommendations in Option 1 are progressed in the 2016/17 financial years.

Proposed by: Cllr Morey

Seconded by: Cllr Darling

In favour: All

205. Grand Hotel Roundabout, Torbay Road, Torquay

IJ advised that he had been requested by the Mayor to look at the possibility of changing signalised junctions to roundabouts. Following this the junction at the Grand Hotel was looked at in more detail by a consultant which included modelling of the junction as it is and with a roundabout, accommodating growth. As there is also a signalised pedestrian crossing it was also decided to look at pedestrian and cycling links through the junction and to the railway. It is proposed to progress a detailed scheme in readiness to include within future bids for funding.

Cllr Doggett stated that the crossing is well used, together with the crossing at The Kings Drive. IJ advised that they intend to look at the bigger picture in more details. Pat Steward advised that they are happy to include this in bids for the next round of LTB funding.

Cllr Darling queried if further consultation would be carried out and if clarification could be given on user groups that would be included in the consultation. IJ confirmed that Focus Groups and Stakeholders would be consulted, however he is also open to suggestions of others who should be consulted. Cllr Darling requested that IJ circulates separately, details of who is included in the Focus Groups to enable suggestions to be made.

Recommendation:

That Highways continue to carry out further detailed design work, in readiness to progress the scheme to construction, as and when suitable funding becomes available and that the scheme is included within bids for future funding opportunities.

Proposed by: Cllr Mills

Seconded by: Cllr King

In favour: All

206. Policy for Replacement of Signalised Junctions

IJ advised that he was asked to review signalised junctions and a desktop study was carried out looking at each junction and if there was any advantage in changing to a roundabout at the end of the residual life of the equipment, in a similar way to the Cadewell Lane junction roundabout which was changed 16 years ago.

IJ highlighted that there are a number of issues to consider when looking at the junctions including visibility, junction layout and the balance of the traffic flow. It was also decided to look at pedestrian crossings in a similar way to see if would be appropriate to change these depending on the speed of the road, visibility and vulnerability of users.

The junctions considered to be suitable to be considered for change are:

- Hele Road/Broomhill Way
- Torbay Road/Rathmore Road, Torquay (Grand Hotel)
- Esplanade Road/Garfield Road, Paignton
- Brixham Road/Borough Road, Paignton

The signalised crossings considered to be suitable to be changed are:

- Belgrave Road/Church Street, Torquay
- Torquay Road/St Pauls Road, Paignton
- Esplanade Road/Lower Polsham Road, Paignton
- Middle Street, Brixham

- Pimlico, Torquay
- Lymington Road, Torquay
- Lymington Road/Wrights Lane, Torquay
- Hele Road/Truro Avenue, Torquay

Cllr Haddock suggested that the lights from White Rock should be looked at as there are so many of them and it is confusing as you come over the brow of the hill as to which one you should be looking at. Cllr Mills considered that the Western Corridor needs looking at due to the amount of traffic lights along it and that there is ample room for roundabouts to be installed.

Mayor Oliver thanked IJ for putting together the report to establish in principle the long term strategy to reduce the cost of replacing signals where suitable and welcomes suggestions. There have been a lot of complaints about the ring Road due to synchronisation and timing which also needs to be reviewed. Mayor Oliver also felt it a good idea to look at replacing signalised pedestrian crossings where possible.

Pat Steward was aware that there are synchronisation issues at the new development, however with measures already taken traffic is moving 3 minutes quicker on average through this section of road. Pat Steward queried if there was a clause on the Western Corridor improvements where if the lights are changed to roundabouts that funding would have to be paid back. IJ advised that he is not aware of any.

Cllr Haddock queried what will happen to the section of the Western Corridor from White Rock to Windy Corner, if this would change. IJ advised that there are no plans to widen this section of road at the present time.

Recommendation:

- 1. That the junctions identified in the report are considered for replacement with an alternative arrangement such as a roundabout, as future funding initiatives or when the existing signal apparatus has reached the end of its residual life.**
- 2. That signalised crossings identified in the report are considered in the same manner for replacement with lower maintenance crossing options such as zebra crossings.**

Proposed by: Cllr King

Seconded by: Cllr Mills

In favour: All

Mayor Gordon Oliver left the meeting

207. Summary of LTB Programme 15/16 - Verbal Update

Local Transport Board – David Whiteway advised that this is part of the Local Enterprise Partnership and previous funding bids for the Western Corridor and

Torre Traffic reversal have been successful. Bids are being prepared for the next round of funding with detailed schemes. These include:-

- Paignton Town Centre to include:
 - Traffic and pedestrian improvements
 - Paignton Railway Station refurbishment
 - Penwill Way junction improvements
 - Clennon Valley to Paignton Town Centre Cycle Route
- Torquay Harbourside including Grand Hotel – walking, cycling and traffic improvements
- Brixham Transport Hub including Park and Ride facilities, to include widening of Monksbridge Road

Torre Railway Station is not being included in this round of bids as funding has been sourced from s106 and extra CCTV has been delivered. A385 Totnes Road scheme has been deferred due to Collaton St Mary masterplan proposals. Improvements to bus links to Exeter may be deferred due to lack of support from Stagecoach.

Pat Steward highlighted that he has been informed that there is less funding this time from Heart of the South West, therefore it will not be as easy to gain funding.

Cllr Excell advised that he sits on the Board and one of the reasons that Torbay has been so successful is due to the amount of information they have provided in their applications.

Cllr Darling queried if there was an update on Real Time Information. David Whiteway advised that there has been a delay due to a technical issue in gaining information from Stagecoach, resulting in Torbay being moved down the queue for this information. Access has now been gained to the system and is currently being tested. A number of black poles have been installed across the Bay in readiness for screens to be attached to them imminently.

208. Revised Implementation Plan for Local Transport Plan - Verbal Update

David Whiteway advised that the Strategy to 2026 document details the schemes and what is being proposed. A new plan is due to be written in September, with consultation taking place in October/November, to be presented at the next Transport Working Party in December. The Plan is then due to be presented to Full Council in early February 2016.

209. Review of A Boards - Verbal

IJ Jones advised that a document is in the process of being prepared for consultation on A Boards in Town Centres. There is currently a voluntary agreement in place, which unfortunately is not working. It is proposed to introduce a licensing system for A Boards, however this may be controversial. Cllr Darling advised that he has recently met with the Guide Dogs Association who raised concerns over the regulation of A Boards within the Bay.

210. Date of Next Meeting

17th December 2015, 4.00pm, Meadfoot Room



Meeting: Transport Working Party

Date: 17th December 2015

Wards Affected: Tormohun

Report Title: Torre Reversal – Objections to Advertised Traffic Regulation Orders

Executive Lead Contact Details: Councillor R Excell, Executive Lead for
Community Services

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

1. Purpose

- 1.1 This report is in response to a number of objections received following the advertising of two Traffic Regulation Orders required to implement directional changes in traffic flow to allow the construction of the forthcoming Torquay Town Centre Access Scheme, known as the 'Torre Reversal scheme'.

2. Proposed Decision

- 2.1 It is recommended that members support the implementation of the advertised Traffic Regulation Orders as per **APPENDIX 1**.

3. Action Needed

- 3.1 Following the recommendation of this Working Party the issue will be referred to the Assistant Director – Community Services, in consultation with the Executive Lead for Planning, Transport and Housing for a decision.

4. Summary

- 4.1 It is proposed to implement a new road scheme bringing town centre traffic improvements in Torquay from Torre to Castle Circus. The scheme has been designed and is due to be implemented using funding, secured following a Business Case submission to the Heart of the South West Local Enterprise Partnership (LEP).
- 4.2 The Transport Working Party, recommended the scheme at its Extraordinary Meeting on 15th January 2015. Whilst on the 5th February the proposal was presented to and agreed by the elected Mayor and deputy Mayor, as well as securing support of the Authority's Senior Executive Group consisting of Members and Senior Officers.
- 4.3 The Scheme also received the support of local Community Partnership Groups.

Supporting Information

5. Position

- 5.1 This report is in response to objections received following the advertising of a number of restrictions required to implement a new road scheme bringing town centre traffic improvements in Torquay from Torre to Castle Circus. This includes reversing the flow of traffic along Union Street, and, improving junctions at Castle Circus, Abbey Road / Tor Hill Road, and at the top and bottom of Trematon Avenue. The scheme has been designed and is due to be implemented using funding, secured following a Business Case submission to the Heart of the South West Local Enterprise Partnership (LEP).

The scheme will not only see traffic being able to get into Torre and the Town Centre more easily, but will also reduce delays and congestion and improve air quality. Pedestrians and cyclists will also benefit by new crossings and opportunities for improved routes.

- 5.2 A public exhibition was held on the 7th January 2015 at the Assembly Rooms, Torquay Town Hall, where over 100 people attended and provided verbal and written feedback upon the overall scheme as well as specific variations upon how traffic should be managed southbound from Trematon Avenue to Castle Circus along Union Street.

Two press releases before and during Christmas 2014 promoted the public exhibition to support an on-line and social media publicity campaign, direct emailing and contacts to specific local business, residents, and community groups including by local Members.

- 5.3 The Transport Working Party, recommended the scheme at its Extraordinary Meeting on 15th January 2015.

Whilst on the 5th February 2015 the proposal was presented to and agreed by the elected Mayor and deputy Mayor, as well as securing support of the Authority's Senior Executive Group consisting of Members and Senior Officers.

The Scheme also received the support of local Community Partnership Groups.

- 5.4 Members voted to support a scheme whereby all traffic moved southbound along Union Street from Torre to the Magistrates Court, then turn left into Trematon Avenue and follow the gyratory system around Town Hall and the adjacent car park as currently. Traffic would still only be allowed to move northwards up Union Street from Castle Circus to Trematon Avenue, but now would be forced to turn right down Trematon Avenue. Traffic would also be permitted to turn right into Tor Hill Road at the Abbey Road signals.

Further details of the origins of the scheme, along with outline design plans, can be found via the following link:

www.torbay.gov.uk/ttca.htm

5.5 The changes to the Traffic Regulation Orders, required to revoke the no right turn at the Abbey Road / Tor Hill Road junction (Central Church) and change of direction on Union Street were advertised both on site, in the local media (e.g. Herald Express) and the authority website during the period 18th November – 8th December 2015 Plans attached as **APPENDIX 1**.

5.6 The purpose of this report is that, following the advertising of the two Traffic Regulation Orders, a number of objections were received from local residents and interested parties (see **APPENDIX 2**) which need to be considered by members. These have been considered by officers and comments can be found in **APPENDIX 3**.

6. Possibilities and Options

6.1 Option 1

It is recommended that members support the implementation of the advertised Traffic Regulation Orders as per **APPENDIX 1**.

6.2 Option 2

Do not support the implementation of the proposed Traffic Regulation Orders.

7. Preferred Solution/Option

7.1 Members are recommended that item 6, option 1 above, would be the most appropriate option.

8. Consultation

8.1 Consultation has been undertaken with Council ward members and major stakeholders. Changes to the existing Traffic Regulation Orders have been advertised (see 5.5 above) and residents have had the opportunity to make comment.

9. Risks

9.1 If the changes to the existing Traffic Regulation Orders are not approved due to objections, it will not be possible to progress the Torre Reversal Scheme and funding, secured following a Business Case submission to the Heart of the South West Local Enterprise Partnership (LEP), will have to be returned.

Appendices:

Appendix 1 – Shows a copy of the adverts and a plan of the proposals to alter the existing Traffic Regulation Orders

Appendix 2 – Copies of the objections received.

Appendix 3 – Details of the objections and highways responses.

Additional Information:

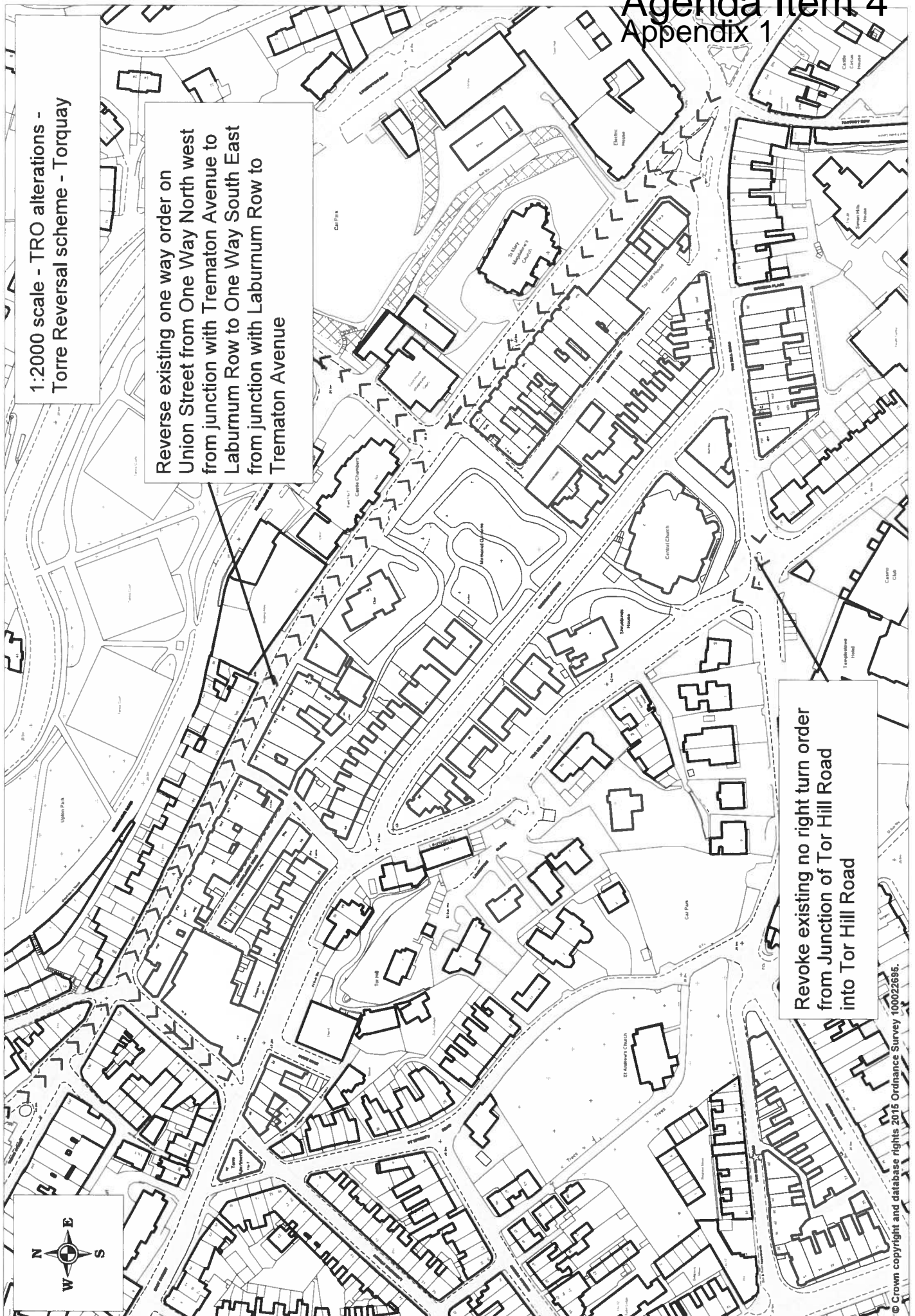
None

Documents available in Members' Rooms:

None

Background Papers:

None.



NOTICE OF PROPOSALS
BOROUGH OF TORBAY (TOR HILL ROAD, TORQUAY) (PROHIBITION OF RIGHT TURN)
(REVOCATION) ORDER 2015

Torbay Council proposes to make the above Order under the relevant provisions of the Road Traffic Regulation Act 1984, the effect of which would be to amend the existing measures in the following specified lengths of roads in Torquay, as follows:-

Schedule 1: Revocations

The County of Devon (Tor Hill Road, Torquay) (Prohibition of Turning Movements) Order 1996 is revoked insofar as it relates to vehicles turning from Tor Hill Road into Tor Hill Road (existing one way section) at the Abbey Road Junction.

Documents giving more detailed particulars of the Order, which includes plans illustrating the lengths of road affected, may be inspected between 9:00am and 5:00pm each working day at the Torbay Council Connections Office, Electric House, Castle Circus, Torquay, TQ1 3DR. The documentation may also be viewed online at the following web address: www.torbay.gov.uk/proposedtros

All objections and other representations relating to the Order must be submitted in writing to the address given below and must arrive no later than 8th December 2015 and all objections must specify the grounds on which they are made.

Dated: 18th November 2015



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

NOTICE OF PROPOSALS
BOROUGH OF TORBAY (UNION STREET, TORQUAY) (ONE WAY) ORDER 2015

Torbay Council proposes to make the above Order under the relevant provisions of the Road Traffic Regulation Act 1984, the effect of which would be to amend the existing measures in the following specified lengths of roads in Torquay, as follows:-

Schedule 1: One Way Streets

| <i>road name</i> | <i>length of road</i> | <i>direction</i> |
|------------------|---|-------------------------------|
| Union Street | From its junction with Castle Circus to its junction with Trematon Avenue | In a north-easterly direction |
| Union Street | From its junction with Trematon Avenue to its junction with Laburnum Row | In a south-westerly direction |

Schedule 2: Revocations

The County of Devon (Various Streets, Torquay) (One Way) (Consolidation) Order 1996 insofar as it relates to the sections of road described in Schedule 1

Documents giving more detailed particulars of the Order, which includes plans illustrating the lengths of road affected, may be inspected between 9:00am and 5:00pm each working day at the Torbay Council Connections Office, Electric House, Castle Circus, Torquay, TQ1 3DR. The documentation may also be viewed online at the following web address: www.torbay.gov.uk/proposedtros

All objections and other representations relating to the Order must be submitted in writing to the address given below and must arrive no later than 8th December 2015 and all objections must specify the grounds on which they are made.

Dated: 18th November 2015



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

Brimsinch Square
Torquay
TB.1 4UT
19/11/15

23 NOV 2015

To Whom It May Concern,
Re Traffic Reversal Scheme.

My husband and myself were
unable to attend last night's meeting,
or the one held in October but our
views have
passed on the relevant details.

We are dismayed that our
opinions, and many other residents
opinions have been totally ignored.
Speaking for myself and my husband, we
looked at the plans earlier in the

2

year and voiced our concerns. We asked questions that were relevant and were amazed that the person we spoke to didn't have many answers. Even more amazing was the fact he didn't know where Laburnum Row was and had to Google it!

To keep this letter brief, if your proposal goes ahead you risk making vulnerable residents more vulnerable. We think someone in authority needs to see the potential problem for themselves. There is a serious risk here of accidents for pedestrians and motorists. I am only and am not happy about the changes proposed but there are residents in their

4/1

here whose life will be a nightmare.

Please try and think 'out of the box'!

What would you think if you had a
loved one living here? Would it be
such a good idea then?

Maybe the plans need to be
tweaked a bit but please, please
don't ignore genuine concerns. Come
and talk to us and see the problem
for yourself.

Yours faithfully

Brunswick Square,

TORONTO,

TQ1 4K7.

23 NOV 2015

20.11.15,

Dear Sirs,

After attending the Torre Community Partnership meeting last Wednesday I realize that it is far too late to get the Council to change its mind about the Reversal of Traffic approaching + leaving - Torquay Town Centre.

I accept that it is the luck of the draw whether some people have to increased health hazards with pollution, noise + lack of privacy, & that this time we shall be some of the unlucky ones.

But I have some serious concerns + thus some suggestions. Vizi-

1) It takes me up to 10 minutes to get across the road from

to the other side of Brunswick Square where the number 12 bus stop is to be placed.

With at least fourfold increase in traffic I can

see me taking half an ²⁰ hour or so. The access to is already dangerous, especially to cars, + someone will be killed if you do not put a pedestrian crossing somewhere near the bus stop. If there is no money available for a proper pelican crossing with traffic lights could we not have at least a zebra crossing area?

2) Because drivers from House cannot see or be seen, I suggest a) a mirror being placed on the → sign in Torre Car Park to improve vision + b) A note saying 'Concealed Entrance' somewhere near your proposed 'loading Bay'.

I also hope, for the sake of the local shopkeepers, that when the Council like the existing 20 minute free car parking areas in Torre Car Park in order to widen the road that they will allocate some other places in lieu.

I personally think that the Torre Traders are misguided in thinking passing ^{traffic} ~~trade~~ will result in increased trade. Passing cars will sail right by + nobody is going to get off a bus to see something they like. Regrettably Torre is fast becoming ~~the~~ the slum it used to be. To highlight increasing numbers of empty shops

is anything but an ^{ad}vert to promote Torbay + very bad for Tourism generally.

I personally am devastated that I shall no longer be able to visit the Library or shops at the top of the town because there will be no number 12 bus back from Castle Circus. Stage Coach is going to lose a lot of money as this stop is very popular, not only with old folk, but many students, school children + mothers with prams + pushchairs who use this stop. A friend has suggested I travel to Paignton Library as this is still near a bus stop. I cannot get in taxis because of my disabilities but find the bus drivers very helpful in lowering their ramp to enable people like me to get on + off the buses.

Yours Faithfully,

Copies to

- > Highways Management, Torbay Council
- > Mrs. Mandy Darling
- > The Herald + Express

Brunswick Square
Torquay
TQ1 4UT

23rd November 2015

Highways Management
Community and Customer Service
Torbay Council
Town Hall
Castle Circus
Torquay
TQ1 3DR



Dear Sir/ Madam

Re Traffic Reversal in Torre

I am writing to express my concerns and objections to the proposed plan to reverse traffic flow in Torre. I have attended all the consultation events and at each meeting various issues and objections have been raised to no avail.

Attached please find a list of my objections and some suggestions that may address some of the issues raised.

Yours sincerely

Objections on the following grounds

- 1 Single lane road outside HomePalms House unsuitable for proposed volume of traffic i.e. traffic will be held up by any legal parked vehicles e.g. Blue badges/carers/ambulances/Doctors/Fire engines/ dustmen etc.
- 2 Pinch point at top and bottom of Trematon Avenue
- 3 Junction of Tor Hill Road/ Tor Church Road and Abbey Road will be a pressure point.
- 4 Morgan Avenue will become a rat run like Salisbury Avenue was.
- 5 Access and exiting HomePalms House is already difficult this will make it dangerous.
- 6 Parking spaces in Torre will be reduced due to bus stops
- 7 Government policy requires councils to reduce carbon emissions in town centres this will increase them
- 8 The Government targets are to regenerate town centres not to increase volume of traffic – there are alternatives i.e. Park and Ride schemes
- 9 Lack of adequate town centre parking to cater for increased traffic
- 10 Conflict of interest between regenerating town centre and regenerating Torre shops – the two require different strategies.
- 11 Re routing number 12 bus to go straight up Tor Hill Road and avoid Castle Circus will mean many elderly and disabled people will be unable to access top of town centre resulting in loss of revenue to top of town and bus company.
- 12 Proposed route is not most direct route to town centre if this is objective – the most direct route would be past Torre shops and straight down to Castle Circus.
- 13 Proposed loading bay/ lay by in Upton Road serves no practical purpose and will not alleviate the problems of vehicles parking on a single lane track.
- 14 Scheme creates a roundabout at Town Hall block
- 15 Traffic count being used to determine numbers was only in situ for one day in the middle of winter this does not provide suitable evidence on which to base this major decision to reverse the flow of traffic.
- 16 If 'Carers' have to use paying car parks for each visit the cost of providing social care will increase as they will claim this from the agencies who in turn will pass it on to Torbay Council.
- 17 The cost of this project at a time when Torbay Council is cutting services to make savings

Suggestions

- 1 Pedestrian controlled lights at junction outside Home Palms House
- 2 Caution – concealed entrance sign on approach road to same junction
- 3 Weight restriction on vehicles re: Torre
- 4 Site visit to view single track road and access problems at junction outside Homepalms House.
- 5 Mirror to assist vehicles exiting Homepalms car park.
- 6 Traffic coming down Union St to be given priority not traffic coming up Union Street.
- 7 Scrap the project and use funds to save some of the proposed service cuts.

23rd Nov.2015



Brunswick Square
Torquay, TQ1 4UT

Dear Sirs,

Traffic Reversal into Torre

Please find enclosed a list of objections to the above scheme. I have also enclosed a quick diagram of obvious routes.

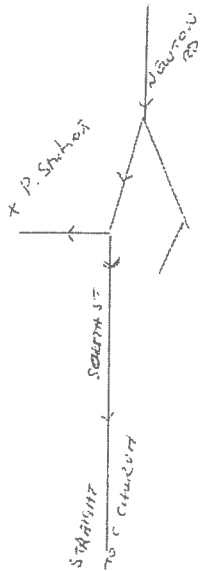
The main idea of the traffic reversal, as I understand is to provide a straight route to Castle Circus and the town. You can see from the sketch that around Home Palms House is definitely not the easiest way. I will cause all sorts of problems not to mention health and safety, fumes, excessive traffic from umpteen bus routes. Bearing in mind that Teignmouth road at Home Palm House is a narrow. The junction will be a dangerous space. No pedestrian crossing or mirror has been mentioned. residents are 75-95 years old, they cannot hurry across the road, dodging the traffic and busses.

If the route in question was to travel up South Street, along to Central Church, down to Castle Circus and up Union Street to Torre, THERE WOULD BE NO NEED FOR A REVERSAL. The buses would travel this route or continue down to Lymington Rd. Surely the cost of unnecessary work be taken in consideration. I do not think that this scheme has been thought through enough.

Myself and many residents have attended every meeting by the council. Each time we were put off. No money, further consultation, visits. All never happened. I have to consider this a done deal, although I am told differently. I only hope that you can look into this reversal again and answer our 17 queries and check our suggestions.

Yours sincerely

A handwritten signature, possibly "J. ...", written in ink.



NEARLY STRAIGHT

THROUGH

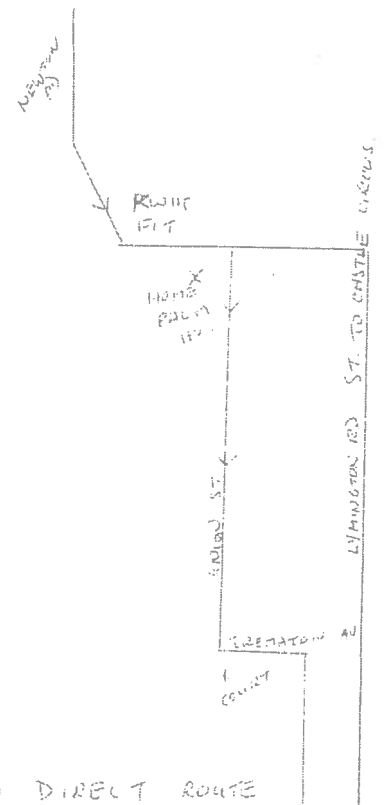
ROUTE 9 CENTRAL
COURT



STRAIGHT

THROUGH

ROUTE 9 CENTRAL
COURT



NOT A DIRECT ROUTE
WHAT SO EVER !!!

WOULD CAUSE MANY
PROBLEMS

Suggested Objections

- 1 Single land road outside HomePalms House unsuitable for proposed volume of traffic i.e. traffic will be held up by any legal parked vehicles e.g. Blue badges/carers/ambulances/Doctors/Fire engines/ dustmen etc.
- 2 Pinch point at top and bottom of Trematon Avenue
- 3 Junction of Tor Hill Road/ Tor Church Road and Abbey Road will be a pressure point.
- 4 Morgan Avenue will become a rat run like Salisbury Avenue was.
- 5 Access and exiting HomePalms House is already difficult this will make it dangerous.
- 6 Parking spaces in Torre will be reduced due to bus stops
- 7 Government policy requires councils to reduce carbon emissions in town centres this will increase them
- 8 The Government targets are to regenerate town centres not to increase volume of traffic – there are alternatives i.e. Park and Ride schemes
- 9 Lack of adequate town centre parking to cater for increased traffic
- 10 Conflict of interest between regenerating town centre and regenerating Torre shops – the two require different strategies.
- 11 Re routing number 12 bus to go straight up Tor Hill Road and avoid Castle Circus will mean many elderly and disabled people will be unable to access top of town centre resulting in loss of revenue to top of town and bus company.
- 12 Proposed route is not most direct route to town centre if this is objective – the most direct route would be past Torre shops and straight down to Castle Circus.
- 13 Proposed loading bay/ lay by in Upton Road serves no practical purpose and will not alleviate the problems of vehicles parking on a single lane track.
- 14 Scheme creates a roundabout at Town Hall block
- 15 Traffic count being used to determine numbers was only in situ for one day in the middle of winter this does not provide suitable evidence on which to base this major decision to reverse the flow of traffic.
- 16 If 'Carers' have to use paying car parks for each visit the cost of providing social care will increase as they will claim this from the agencies who in turn will pass it on to Torbay Council.
- 17 The cost of this project at a time when Torbay Council is cutting services to make savings

Suggestions

- 1 Pedestrian controlled lights at junction outside Home Palms House
- 2 Caution – concealed entrance sign on approach road to same junction
- 3 Weight restriction on vehicles re: Torre
- 4 Site visit to view single track road and access problems at junction outside Homepalms House.
- 5 Mirror to assist vehicles exiting Homepalms car park.
- 6 Traffic coming down Union St to be given priority not traffic coming up Union Street.
- 7 Scrap the project and use funds to save some of the proposed service cuts.

To whom it may concern:

I am in agreement with everything suggested overleaf, but would add, why do the council think this change of traffic route is going to benefit the Traders in (Torquay) Torze?th When the College was knocked down I & others thought, "Oh good now there will be more people shopping in Torze," but no, they all go to the Willows, where all the Super markets are, they go to. Abda on the Newton Rd. & Newton Abbot, they all seem to have cars! Another point, where will the pedestrians walk when all of the pavement opposite Home Palms will disappear? How many shopkeepers line above their shops? Most of them leave the area when they close at 5.30pm. so a lot of the buses will be empty so please think of the Residents first & excuse writing!

A very worried Resident of



To whom it may concern.

Suggested Objections

- 1 Single land road outside HomePalms House unsuitable for proposed volume of traffic i.e. traffic will be held up by any legal parked vehicles e.g. Blue badges/carers/ambulances/Doctors/Fire engines/ dustmen etc.
- 2 Pinch point at top and bottom of Trematon Avenue
- 3 Junction of Tor Hill Road/ Tor Church Road and Abbey Road will be a pressure point.
- 4 Morgan Avenue will become a rat run like Salisbury Avenue was.
- 5 Access and exiting HomePalms House is already difficult this will make it dangerous.
- 6 Parking spaces in Torre will be reduced due to bus stops
- 7 Government policy requires councils to reduce carbon emissions in town centres this will increase them
- 8 The Government targets are to regenerate town centres not to increase volume of traffic – there are alternatives i.e. Park and Ride schemes
- 9 Lack of adequate town centre parking to cater for increased traffic
- 10 Conflict of interest between regenerating town centre and regenerating Torre shops – the two require different strategies.
- 11 Re routing number 12 bus to go straight up Tor Hill Road and avoid Castle Circus will mean many elderly and disabled people will be unable to access top of town centre resulting in loss of revenue to top of town and bus company.
- 12 Proposed route is not most direct route to town centre if this is objective – the most direct route would be past Torre shops and straight down to Castle Circus.
- 13 Proposed loading bay/ lay by in Upton Road serves no practical purpose and will not alleviate the problems of vehicles parking on a single lane track.
- 14 Scheme creates a roundabout at Town Hall block
- 15 Traffic count being used to determine numbers was only in situ for one day in the middle of winter this does not provide suitable evidence on which to base this major decision to reverse the flow of traffic.
- 16 If 'Carers' have to use paying car parks for each visit the cost of providing social care will increase as they will claim this from the agencies who in turn will pass it on to Torbay Council.
- 17 The cost of this project at a time when Torbay Council is cutting services to make savings

Suggestions

- 1 Pedestrian controlled lights at junction outside Home Palms House
- 2 Caution – concealed entrance sign on approach road to same junction
- 3 Weight restriction on vehicles re: Torre
- 4 Site visit to view single track road and access problems at junction outside Homepalms House.
- 5 Mirror to assist vehicles exiting Homepalms car park.
- 6 Traffic coming down Union St to be given priority not traffic coming up Union Street.
- 7 Scrap the project and use funds to save some of the proposed service cuts. ✓ *most important!*

P.T.O

Re: Traffic reversal flow in Torre

- 2 DEC 2015

I would like to voice my objections to the scheme based on Health & Safety issues around Home Palms House. Namely the fact that traffic entering Brunswick Square from Newton Road will do so at a concealed entrance to the Car Park of Home Palms. Many agencies use this facility on a daily basis & could cause real problems both entering & leaving the car park. Especially if said car park is full & vehicles have to reverse out into the mainstream traffic. In addition to these problems emergency vehicles & refuse vehicles have to park at the roadside because of the height restriction in the car park.

The footpath running alongside Home Palms House is just 3ft wide & all of this added traffic with resultant noise emission fumes & dirt/dust will be detrimental to the long term health of the residents at Home Palms House.

When Home Palms was built 30 years ago, the traffic flow was diverted to its present course to ease the situation & make a safer environment for the residents. I know that we are few in number but nevertheless we deserve consideration & support from our Council & Councillors on this matter.

If the traffic & bus service take this route & I urge the Council in very strong terms to reject it & come up with other solutions, other transport users will lose but losing bus routes to Paignton, & Brixham causing increased demand on bus pass usage.

I enclose a few documents in support of my objections from various agencies.

I sincerely hope that Torbay Council will scrap the scheme which has been thought up by people who do not live in Torre & will not have to tolerate buses for 10 hours per day 7 days a week. The whole situation is intolerable & ill conceived by people who are not even on the electoral roll for the area.

PAGE 2 - Tuesday, September 15, 2015
KVH Media Group | NEWSlink (Sources: PA,

Diesel vehicles may face city centre restrictions

Drivers of diesel vehicles could face restrictions on going into city centres under Government proposals to improve air quality.

The move would affect six cities in areas where air quality targets for 2020 are expected to be missed.

They are London, Birmingham, Leeds, Nottingham, Derby and Southampton.

The consultation document, launched by the Department for Environment, Food and Rural Affairs, states that local authorities in these cities should "consider the role of access restrictions for certain types of vehicles" to reduce nitrogen dioxide emissions.

EU Court rules UK government must act to clean up deadly air pollution

London | 19 November 2014

ClientEarth win on all points

UK plans should have aimed at compliance by 1 January 2015 at the latest

UK courts must order the government to produce a plan which achieves nitrogen dioxide limits "as soon as possible"

The European Court of Justice (ECJ) has delivered its judgment in ClientEarth's case and firmly upheld our right to breathe clean air. The ECJ has ruled that the UK must act to clean up illegal levels of air pollution "as soon as possible". Under current plans the UK will not meet legal limits for nitrogen dioxide until after 2030 - 20 years after the original deadline.

Around 29,000 people die early in the UK each year as a result of air pollution, making it the biggest public health problem after smoking.

ClientEarth's case will return to the UK Supreme Court for a final ruling next year. This should see the UK Supreme Court ordering the government to take action to meet limits in a much shorter timeframe. This plan would need to drastically cut pollution from diesel vehicles and could lead to policies like the London Mayor's plans for an "ultra low emission zone" being rolled out nationally.

Alan Andrews, ClientEarth lawyer, said: "This ruling is a big victory for the millions of people who want to live healthy lives in the UK's towns and cities. This will force the government to finally take this issue seriously and come up with an urgent plan to rid our towns and cities of cancer-causing diesel fumes.

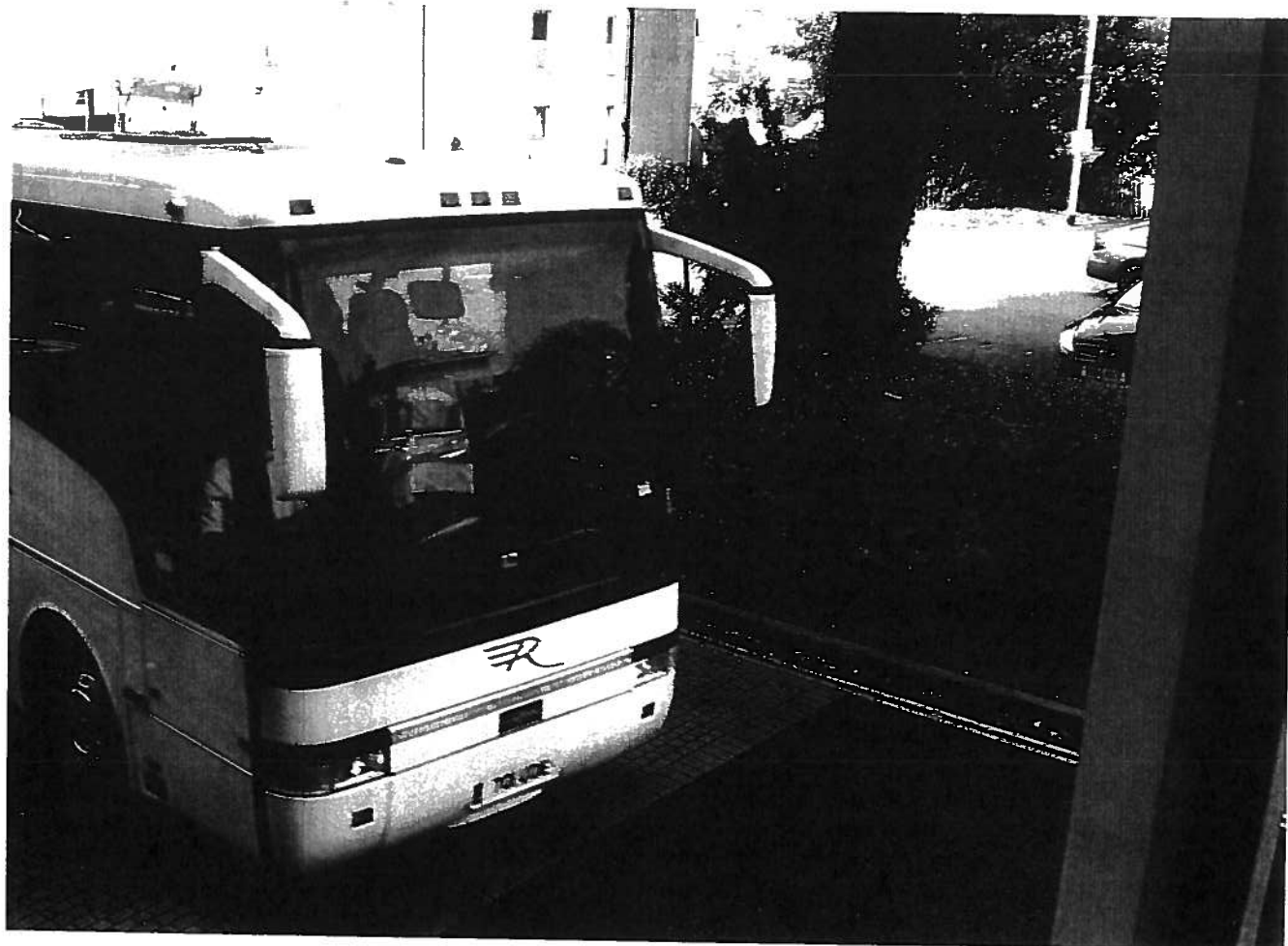
"This sets a groundbreaking legal precedent in EU law and paves the way for a series of legal challenges across Europe. ClientEarth will spearhead these efforts to help people defend their right to clean air in court."

Diesel fumes are the main source of nitrogen dioxide (NO₂) - a harmful gas linked with heart attacks and asthma. The ECJ's landmark ruling is the first ever on the 2008 Air Quality Directive.

ENDS

Media contact:

George Leigh, ClientEarth communications officer: t. +44 (0)203 030 5951



Charles: I want to save world for grandchildren

PRINCE CHARLES says his grandchildren Prince George and Princess Charlotte have inspired him to become even more of an eco-warrior.

The future king said becoming a grandfather had pushed him to want to do more to protect the environment.

"That's entirely why I'm trying to do all this. I think about the future for your grandchildren as well as mine and lots of other people's," he said.

Speaking on a recent trip to Romania, Charles warned that global warming could have serious implications on food production and leave humankind "totally vulnerable".

He said more should be done to help small farmers stay in business.

His comments come as farmers stepped up their protests against supermarkets for cutting the price of milk. On Friday tractors blockaded a Morrisons distribution centre after farmers spent the week clearing out supermarkets of their milk supplies in "trolley dash" protests.

Charles, 66, said that

INSPIRED: Prince Charles is thinking of the future for his grandchildren, Prince George and Princess Charlotte

By **Camilla Tomlinson**
ROYAL EDITOR

smallholders were "crucial" to the future of food security while too many large agricultural firms were "not interested in bio-diversity".

In the interview for Radio 4's *On Your Farm* programme, he urged a revival of traditional farming methods.

The Prince was in Transylvania to set up a scheme to help rural communities. He has been a regular visitor to the region since 1998 and owns two holiday houses there which he rents to tourists.

Remote farming communities in the area, which still use horse-drawn carts and scythe hay by hand, are "where we see true sustainability and com-

plete resilience", he told the BBC. "I happen to think the small farmer, the smallholder, is absolutely crucial to the maintenance of food security."

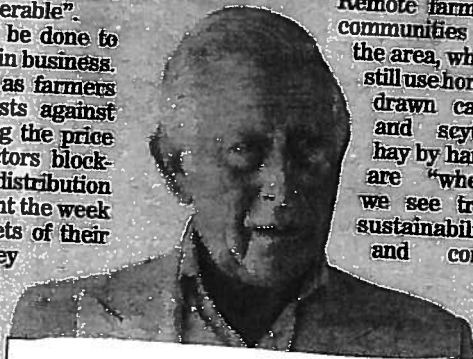
"We witnessed in the UK the depopulation of the countryside, the disappearance of so many family farms, the effect it's had on the countryside, the wildlife, everything."

The Prince has launched a village co-operative in Transylvania that will aim to teach craft skills and encourage people to market home-grown and handmade products.

He judged a village scything competition and said the technique was an example of traditional farming methods that could help protect bio-diversity, such as wildflower species.

He acknowledged that some might think he was "not living in the real world", but argued that scything, recently featured in drama *Poldark*, could be used more widely in farming "if people are keen enough to do it".

● *On Your Farm* interview with Prince Charles, BBC Radio 4 today and next Sunday at 6.30am.



↑
This is a photograph taken from the window of a flat at Home Palms house.
If the traffic reversal scheme goes ahead this will happen 18 hours a day a total of 108 buses a day (No 12)

Road traffic noise 'raises stroke risk'

By John Ingham

LIVING next to a busy road with high levels of traffic noise could raise the risk of having a stroke, claims a study.

Researchers found stress, high blood pressure and a lack of sleep may explain why people living in noisy areas are more likely to die young. And a difference in traffic noise of just five decibels more increased death rates by four per cent.

Their findings suggest a link between long-term exposure to traffic noise and death – as well as a higher risk of stroke.

And people aged over 75 were most at risk, according to the study published in the *European Heart Journal*.

Daytime

Researchers analysed data from 8.6 million people living in London between 2003 and 2010. Traffic noise was studied during the day, from 7am to 11pm, and night, from 11pm to 7am, in different parts of the city.

The noise was compared with deaths and hospital admissions for adults, aged 25 to 74, and the over-75s.

Four per cent more people died in areas where daytime traffic noise was more than 60 decibels.

Their deaths were most likely to be caused by heart or cardiovascular disease due to increased blood pressure, sleep problems and the stress brought on by noise, said researchers.

Adults living in areas with the noisiest daytime traffic were five per cent more likely to have a stroke compared to those who lived in quieter areas.

Night-time traffic noise was linked to a five per cent increased stroke risk – but only in the elderly.

Dr Jaana Halonen, of the London School of Hygiene & Tropical Medicine, said: "Traffic noise had previously been associated with sleep problems and increased blood pressure but our study is the first in the UK to show a link with death and strokes. It is the largest study of its kind to date."

Researchers took into account an individual's age, gender, ethnicity and smoking history as well as air pollution and socio-economic factors.

They also factored in the length of time living in a particular area, "life activity patterns", including commuting to work and the direction in which the windows of their home faced.

But the findings were consistent with a large number of studies linking traffic noise and hypertension, which is a leading cause of stroke.

Dr Anna Hansell, of Imperial College London, said: "From this type of study, we can't tell for certain what the risks of noise are to an individual."

"They are likely to be small in comparison with known risk factors for circulatory diseases – such as diet, smoking and lack of exercise – and medical conditions such as raised blood pressure and diabetes."

"But our study does raise important questions about the potential health effects of noise in our cities that need further investigation."

/mx

Newton Road
TORQUAY
TQ27 JN

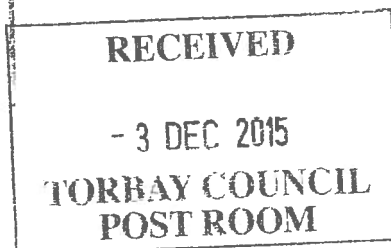
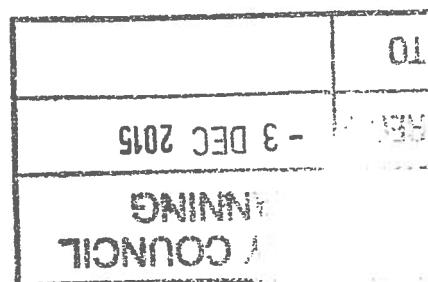
Dear Sirs

Removing the bus stop at
Castle Circus is a very bad idea

To use the library & also shops
at Castle Circus will involve a
long walk especially for
disabled people, up & down.

Please urge Stagecoach to
keep the present route.

Yours faithfully



Highways

From:
Sent: 03 December 2015 10:30
To: Transportation; Excell, Robert; info@friendsofuptonpark.org.uk; Mayor; King, Mark; mandy.darling@torbay.gov.uk; Highways; Lang, Andy
Subject: traffic reversal at Torre

I would like to voice my objections to the above scheme based on Health and Safety issues around Home Palms House.

Namely the fact that traffic entering Brunswick Square from Newton Road will do so at a concealed entrance to the Car Park

of Home Palms. Many agencies use this facility on a daily basis, e.g. doctors, paramedics, carers, taxi drivers, visitors/residents.

This could cause real problems both upon entering and leaving the car park, especially if the facility is full resulting in vehicles

reversing out into the main stream of traffic as there is no room to turn round once inside. Additionally emergency and refuse

vehicles have to park on the road outside because of the height restrictions in the car park.

The footpath running alongside Home Palms is no more than 3 feet wide and all of this traffic with the resultant noise,

fumes emissions and dirt/dust will be detrimental to the long term health of the residents at Home Palms.

When Home Palms was built 30 years ago, the traffic flow was diverted to its present course to ease the situation and make a

safer environment for the residents all of whom are elderly/over 55 years of age.

I know that we are few in number but nevertheless we deserve consideration and support from our Council and Councillors in this matter.

If the bus service is rerouted and I urge the council in strong terms to reject this and come up with other solutions, one of which

I have indicated in a previous e-mail. If the service is re-routed we will have approx 130 buses a day passing within 3 feet of our

lounge and bedroom windows, that is for 18 hours a day, seven days a week.

The whole scheme is intolerable and ill conceived by people who are not even on the electoral roll for the area.

I sincerely hope that you will re-consider and come up with an alternative solution.

Highways

From:
Sent: 03 December 2015 10:05
To: Mayor; King, Mark; mandy.darling@torbay.gon.uk; Lang, Andy; Excell, Robert; Highways; Transportation
Subject: traffic reversal at Torre

Dear Mayor and Councillors,

Part of my objections to the above scheme are the amount of traffic that will be generated, including a topic which was raised at the last meeting at the Torre and Upton Community Partnership, that is that HGV's and Artics will be able to use Brunswick Square, as I don't think you can put a weight restriction on if buses are using it.

My understanding on the reason for the reversal is to showcase the shops on the parade at Torre. Passengers on the buses will not be able to see the shops on the other side of the square because the road is lower than the parade, the foliage hiding the vieww to the shops. If the buses pass along the parade passengers will get a full view of the shops there.

I would like to suggest that the buses are directed straight across to the parade in front of the shops, buses only. This will not be a problem because motor vehicles are using this stretch already. The buses would have right of way at the top with a bus stop outside the barbers and a loading bay for delivery vehicles. Cars and light vans could then use the route as suggested by the council enabling a weight restriction for HGV's and ARTics who will still have to use the Teignmouth Road and Lymington Road route.

These are just suggestions, which will ease the traffic on Brunswick Square and I am sure could be done.

Yours sincerely

3

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=Civic Offices
Server/cn=Environment/cn=Highways/cn=Highways.>

Date: 05/12/2015 16:16:05

Subject: Revoke of Right turn Tor Hill Road

With regard to the revoking of the right turn into Tor Hill Road.

We live on Tor Hill Road which is already a busy junction and the thing which concerns us is the fact that the buses and lorries will have to use this road from now on.

What I want to know is how will this effect the existing parking, cycle lanes etc. I have been informed that a bus stop might be sited outside which would be unsuitable as it stands.

Please can you let me know if there are any plans to change the parking etc. as part of this proposal?

regards

Tor Hill Road,

Torquay

TQ2 5RT

TOR HILL ROAD

TORQUAY

TQ2 5RY.

- 8 DEC 2015

As I a Resident I must object
to the traffic proposals for
Tor Hill Road.

This is A fully Residential Road.
Bring extra noise and Pollution
I live on Blind Corner and go
would be dangerous.

Knights Croft
New Ash Green
Longfield
Kent DA3 8HZ

~ 8 DEC 2015

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

7th December 2015

Dear Sir/Madam

RE: TOR HILL ROAD TRAFFIC PROPOSAL

I have recently purchased Tor Hill Road, Torquay TQ2 5RT and am dismayed to have discovered that you propose to make Tor Hill Road the main exit route North-bound out of Torquay.

This makes no sense at all. Tor Hill Road is primarily residential and therefore has a requirement for residents to reverse or drive out of their driveways, which will be impossible into a fast flow of traffic. The traffic already speeds up this road.

The residents at Lauriston Close will have big problems with this being a main exit route. Central Church attendees use the area near my cottage to park on a Sunday and I myself have no parking amenity with this cottage and it is difficult enough for anyone living here with the 1 hour parking bay outside let alone if these were removed to accommodate all the additional traffic. If a bus stop is put in it will result in additional litter and everything that entails. The road will be filthy.

The quality of residents lives here will be degraded with excessive pollution from diesel (and petrol) fumes as it can be ascertained that, owing the road layout at the top of the road, the traffic will end up backing up down this road, engines running, and that will be coaches, lorries, buses and cars. I understand that the buses start at 5.20am and the noise from this alone will be unbearable, notwithstanding the vibration. At the height of summer this will be untenable.

The pollution will mean additional cost regarding the upkeep of my cottage as it is painted white. This in turn will have a negative effect on the value of my property and of everyone else's. Had I known this was going to happen I would not have bought I bought this cottage as it is in a relatively quiet area, close to town.

Union Street shopkeepers will find this change does not result in more footfall for them. I have seen the same kind of thing happen in suburbs of London.

I am therefore protesting in the strongest possible terms and suggest that you have a proper traffic survey undertaken in order to establish that this proposal will not stand up.

I would also like to know why has this not been a higher profile announcement, thus giving residents the opportunity to have a proper say in this? I have had nothing through the door.

Yours faithfully

Dear Sir, Madam

- 9 DEC 2015

My property is just a few feet from Tor Hill Rd which you propose to make the main exit route, north-bound for traffic out of Torquay. I write to object to your proposals on the following grounds:

Increased fast-flowing traffic from very early in the morning (1st No 12^{bus} will arrive 05.20 am; it has a 10 min frequency) Also the X46 Exeter and others intimated. The extra noise and pollution of fumes, dust, grit etc. will be considerable. Also extra maintenance costs for more regular exterior painting of rendering (walls) etc.

Residents are already finding it difficult to reverse out of their properties into the traffic flow; it will become even more difficult. Some have to come out of "blind" driveways such as Laviston Close; some are senior citizens and very anxious of the prospect altogether. Property devaluation will certainly occur and some are already consulting with regard to compensation.

The result will be considerable devaluing of the quality of life of residents of Tor Hill Rd, with the possibility of a few extra customers at shops on Upper Union Street; people who will be less than 5 mins. from their destination of Torquay town centre/seafront will be unlikely to stop for a toilet break (as is hoped by a shopkeeper I spoke to recently). The disruption and aggravation over imposed gross degrading of quality of life will cause resentment far outweighing the small unproven & sadly unlikely gain. Yours faithfully


- 9 DEC 2015

To
Residents and Visitors Services
Highways
Town Hall.
TQ1 3DR

Sirs. Re Torridge Reversal Scheme

I and many others feel
that this scheme is a complete
waste of money, and entirely
unnecessary. It all works
very well as it is

Thank you

 Torridge

Torhill Road
TQ2 5RY

Hopkinson, Shirley

From: Transportation
Sent: 09 December 2015 17:53
To: Highways
Subject: FW: REVERSAL OF TRAFFIC FLOW

-----Original Message-----

From:
Sent: 08 December 2015 09:58
To: Transportation
Cc:

Subject: REVERSAL OF TRAFFIC FLOW

Dear Transport

We ask what is the point of increasing traffic into the town centre where is it going Abbey Road. Traffic did not increase trade just look around other Towns and Cities. The government has advised councils to reduce traffic into Town centres not increase did Torbay council not get the message regards |

Hopkinson, Shirley

From: Transportation
Sent: 09 December 2015 17:53
To: Highways
Subject: FW: REVERSAL OF TRAFFIC FLOW

-----Original Message-----

From:
Sent: 08 December 2015 20:41
To: Transportation;
Cc:

Subject: Re: REVERSAL OF TRAFFIC FLOW

Hello, There is now much concern regarding lung disease from diesel fumes in railways and factories from the past. Traffic from the police station tailbacks to the Central Church in summer, summer not the peak weeks. Residents will now be lumbered with filthy grime windows and discoloured sandtex. So much for government preaching about environment issues. Also in Torre very narrow pavements. You will be changing the system again as the population increases. Pavements in Union Street are now too narrow for footfall. Like Cumbria flood defences this will be another missjudgement. Thanks,

On Tue, 8/12/15,

wrote:

Subject: REVERSAL OF TRAFFIC FLOW
To: transportation@torbay.gov.uk
Cc:

Date: Tuesday, 8 December, 2015, 9:57

Dear Transport

We ask what is the point of increasing traffic into the town centre where is it going Abbey Road. Traffic did not increase trade just look around other Towns and Cities. The government has advised councils to reduce traffic into Town centres not increase did Torbay council not get the message regards

Hopkinson, Shirley

From: Transportation
Sent: 09 December 2015 17:53
To: Highways
Subject: FW: REVERSAL OF TRAFFIC FLOW

-----Original Message-----

From:
Sent: 09 December 2015 12:19
To: Transportation:
Cc:

Subject: RE: REVERSAL OF TRAFFIC FLOW

Subject: Reversal of Traffic
Dear Sirs/Madams,

I am writing you regarding the new Road Traffic regulation proposal in Torre. I would like to object this proposal.

In my opinion, this plan wasn't thought out enough. Sometimes you need just a bit of common sense and not particularly to be a civil engineer to notice that major alternations must be done for buses, lorries and other HGV with consequences for the area: pollution, noise, lack of privacy.

Torre is already deprived area. For some reason the most of the problematic people in the town leave here. What will captivate the people arriving in Torquay via Torre? Dealing on the street, strange people stalking, roving and lots of privet houses. Even the new bus stop is near by South Devon Community Drug and Alcohol Service Shrublands House. Who we would like to accommodate with the new road traffic layout? Perhaps the local businesses?

We did our research and it is a fact that 90% of the local businesses we spoke to don't believe that the traffic reversal will change their business.

They think that because "Torre is not a browsing area...", "...we don't have Debenhams and Hoopers". "In the past, Torre was a very vibrant area because there ware a butcher, chemist, baker, fruit and veg shop".

On your plan, there even no signage "Local shops" to promote them.

So why you want to spend such an amount of public money for something that most probably want work. What is the fundamental change that will make this plan work this time?

As a taxpayer I would like to have answers. I love my area and I would like to see it prosperous, successful. I have no doubt that the Council think and would like to do his best as well. I wish Residents, Business and Council can communicate and go in one direction.

Sincerely yours,

Torquay

-----Message d'origine-----

De :
Envoyé : mardi 8 décembre 2015 21:41
À : transportation@torbay.gov.uk;

Re: REVERSAL OF TRAFFIC FLOW

Hello, There is now much concern regarding lung disease from diesel fumes in railways and factories from the past. Traffic from the police station tailbacks to the Central Church in summer, summer not the peak weeks.

Residents will now be lumbered with filthy grime windows and discoloured sandtex. So much for government preaching about environment issues. Also in Torre very narrow pavements. You will be changing the system again as the population increases. Pavements in Union Street are now too narrow for footfall. Like Cumbria flood defences this will be another missjudgement.

Thanks,

On Tue, 8/12/15,

!:

Subject: REVERSAL OF TRAFFIC FLOW

To: transportation@torbav.gov.uk

Cc: "

Date: Tuesday, 8 December, 2015, 9:57

Dear Transport

We ask what is the point of increasing traffic into the town centre where is it going Abbey Road. Traffic did not increase trade just look around other Towns and Cities. The government has advised councils to reduce traffic into Town centres not increase did Torbay council not get the message regards

Hopkinson, Shirley

From: Transportation
Sent: 09 December 2015 17:55
To: Highways
Subject: FW: Torre traffic reversal

FYI – We have responded to this enquiry, as it was more directly related to the service 12. However John C has asked for this to be logged so that we take it into account of the total correspondence received

Regards,

David Whiteway
Team Leader - Future Planning & Transport
Torbay Council
2nd Floor Electric House
Castle Circus
Torquay
TQ1 3DR
Office: 01803 208828
Mobile: 07920 247651
david.whiteway@torbay.gov.uk
<http://www.torbay.gov.uk/index/transportandstreets.htm>

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

From:
Sent: 05 December 2015 17:22
To: Transportation
Subject: Torre traffic reversal

My main objection is that the outward number 12 bus service does not call at Castle Circus , it has been suggested that this could do a loop around the Town Hall but this will only add to the journey time and increase pollution and congestion .

I think the whole scheme is a waste of money , it is being justified in order to boost the trade of the Torre shops , shopping areas on the edge of town centres in most towns are in decline , this is due to competition from out of town shopping centres and the internet ,the only solution is to allow the properties to be converted into residential use .

communitypartnership

we don't just talk - we do!

Response to:

BOROUGH OF TORBAY (UNION STREET) (ONE WAY) ORDER 2015

The above Order was discussed by a public meeting of the Community Partnership held on 18th November 2015. This document records the recommendations of that meeting and a summary of the discussion held. This forms the formal response by the Torre & Upton Community Partnership to the Order.

BACKGROUND:

The Partnership has held two Public Meetings (21st October 2015 and 18th November 2015) at which the primary topic has been the reversal of traffic flow through Torre. This has been in response to public concerns about some aspects of the scheme, and the need for information about progress; timescales and actions taken in response to previous concerns.

The Mayor; Tormohun Ward Councillors; a Stagecoach representative and Highways officers were invited to the November meeting in order to provide a complete, up-to-date and accurate statement about the scheme and respond to public questions. Alas, neither the Mayor nor Highways officers could attend due to other commitments. Cllrs. Lang and Excell were advised by Council Governance Support not to attend due to potential conflict of interest, as both own business in the area. The absence of Highways Officers also underpinned this decision. The Deputy Mayor, Cllr Derek Mills, attended on behalf of the Mayor. Ward Councillor, Mandy Darling, attended. Mr Graham Bailey represented Stagecoach Ltd. As no Highways Officers could attend, the Partnership Chair, Mrs Susie Colley, was given a briefing by officers ahead of the meeting and provided with display materials.

The meeting co-incided with the publication of the Notice of Proposals for Union Street and Tor Hill Road. So, it was decided that the outcome of the meeting would form the Partnership's formal response to these Notices.

Please note that in **January 2015** the Partnership submitted the following statement in response to the original public consultation:

"The majority of members of the Torre and Upton CP welcome the reversal of the traffic flow through Torre. However, it was felt that there was insufficient detail provided for the group to decide whether the route should continue straight ahead, or follow Trematon Avenue, round past the library. The main concern for the direct route was the fact the majority of traffic coming into Torquay town centre flows down Tor Hill Road, and this could lead to serious traffic jams and/or a confusion of traffic lights by the town hall."

community*partnership*

we don't just talk - we do!

The Partnership still recognises the potential benefits of the scheme but has identified a number of aspects that we believe need to be considered and addressed by the Transport Working Party, if the scheme is to be a success.

RECOMMENDATIONS:

- a) That all members of the Transport Working Party make a publicised site visit to Brunswick Square and Morgan Avenue prior to its meeting on 17th December, in order to be fully aware of the implications of the Order on local residents, businesses, pedestrians and road users.
- b) That the Transport Working Party questions the robustness of vehicle monitoring results which appear to be based on very limited timeframes and seasonal traffic volumes.
- c) That a weight limit be imposed on traffic travelling through Brunswick Square, along Union Street to the junction with Trematon Avenue, in order to exclude Heavy Good Vehicles (HGVs), but permit public transport vehicles.
- d) That the proposed "cut-away" in the existing inner-lane on Upton Road, running alongside Home Palms House, be designated a "Loading Bay" (on the assumption that Emergency Vehicles may use this if the need arises).
- e) That the proposed priority at the junction of Union Street with Trematon Avenue be changed so that vehicles travelling from Brunswick Square have priority, turning into Trematon Avenue, over those travelling from Castle Circus.
- f) A "No Right Turn" from Tor Hill Road into Morgan Avenue should be introduced, in order to prevent Morgan Avenue being used as a short cut for vehicles seeking to avoid the junction at Central Church.
- g) That the Transport Working Party ascertains if there will be a net loss or gain of parking spaces along Union Street if the scheme proceeds, and takes steps to minimise any loss.
- h) That further consultation, based upon robust and transparent information, is undertaken to establish the impact on bus passengers in terms of fares; bus stops; routes and services.

OTHER POINTS OF DISCUSSION/CONCERN:

- a) Residents of Home Palms House fear that the scheme will result in increased traffic noise and exhaust fumes. Increased traffic flow poses a higher risk to vehicles entering and leaving the Home Palms House car park. There will be a loss of privacy for those residents living on the first floor whose windows will now be regularly overlooked by double decker bus passengers.

community*partnership*

we don't just talk - we do!

b)Residents in Morgan Avenue fear the scheme will cause more drivers to use this road as a rat run. They are not reassured by the poor response and engagement there has been to long-standing concerns they have raised with Highways and the Transport Working Party following accidents, injuries and damage caused by drivers.

c)Businesses in Torre anticipate increased custom as a result of traffic reversal.

d)The junction at Central Church should remain controlled by lights, and not converted into a round-about. This is important to ensure the safety and convenience of pedestrians using this busy route.

e)There is much concern that the current bus related proposals will be detrimental to the elderly, infirm and those with young children and may deter people from travelling by bus into the town centre, which will be counter-productive.

f)The meeting heard anecdotal evidence that the traffic flow monitoring stations were only in situ for a short duration and "out of holiday season", thereby providing a poor basis for assessment.

g)There is a belief that the Transport Working Party has not conducted site visits. Some attendees considered that this is detrimental to making such important and far reaching decisions.

Footnote: Steering Group members and members of the public at the meeting had the advantage of access to up-to-date plans and information courtesy of Highways. Such detailed information is not available online or at Connections as part of the Notice of Proposals for Union Street or Tor Hill Road Orders.

communitypartnership

we don't just talk - we do!

Response to:
**BOROUGH OF TORBAY (TOR HILL ROAD) (PROHIBITION OF RIGHT TURN)
ORDER 2015**

The above Order was discussed by a public meeting of the Community Partnership held on 18th November 2015. This document records the recommendations of that meeting and a summary of the discussion held. This forms the formal response by the Torre & Upton Community Partnership to the Order.

BACKGROUND:

The Partnership has held two Public Meetings (21st October 2015 and 18th November 2015) at which the primary topic has been the reversal of traffic flow through Torre. This has been in response to public concerns about some aspects of the scheme, and the need for information about progress; timescales and actions taken in response to previous concerns.

The Mayor; Tormohun Ward Councillors; a Stagecoach representative and Highways officers were invited to the November meeting in order to provide a complete, up-to-date and accurate statement about the scheme and respond to public questions. Alas, neither the Mayor nor Highways officers could attend due to other commitments. Cllrs. Lang and Excell were advised by Council Governance Support not to attend due to potential conflict of interest, as both own business in the area. The absence of Highways Officers also underpinned this decision. The Deputy Mayor, Cllr Derek Mills, attended on behalf of the Mayor. Ward Councillor, Mandy Darling, attended. Mr Graham Bailey represented Stagecoach Ltd. As no Highways Officers could attend, the Partnership Chair, Mrs Susie Colley, was given a briefing by officers ahead of the meeting and provided with display materials.

The meeting co-incided with the publication of the Notice of Proposals for Union Street and Tor Hill Road. So, it was decided that the outcome of the meeting would form the Partnership's formal response to these Notices.

Please note that in **January 2015** the Partnership submitted the following statement in response to the original public consultation:

"The majority of members of the Torre and Upton CP welcome the reversal of the traffic flow through Torre. However, it was felt that there was insufficient detail provided for the group to decide whether the route should continue straight ahead, or follow Trematon Avenue, round past the library. The main concern for the direct route was the fact the majority of traffic coming into Torquay town centre flows down Tor Hill Road, and this could lead to serious traffic jams and/or a confusion of traffic lights by the town hall."

community*partnership*

we don't just talk - we do!

The Partnership still recognises the potential benefits of the scheme but has identified a number of aspects that we believe need to be considered and addressed by the Transport Working Party, if the scheme is to be a success.

RECOMMENDATIONS relevant to Tor Hill Road:

- a) That all members of the Transport Working Party make a publicised site visit to Brunswick Square **and Morgan Avenue** prior to its meeting on 17th December, in order to be fully aware of the implications of the Order on local residents, businesses, pedestrians and road users.
- b) That the Transport Working Party questions the robustness of vehicle monitoring results which appear to be based on very limited timeframes and seasonal traffic volumes.
- c) A “No Right Turn” from Tor Hill Road into Morgan Avenue should be introduced, in order to prevent Morgan Avenue being used as a short cut for vehicles seeking to avoid the junction at Central Church.
- d) That further consultation, based upon robust and transparent information, is undertaken to establish the impact on bus passengers in terms of fares; bus stops; routes and services.

OTHER POINTS OF DISCUSSION/CONCERN relevant to Tor Hill Road:

- a) Residents in Morgan Avenue fear the scheme will cause more drivers to use this road as a rat run. They are not reassured by the poor response and engagement there has been to long-standing concerns they have raised with Highways and the Transport Working Party following accidents, injuries and damage caused by drivers.
- b) The junction at Central Church should remain controlled by lights, and not converted into a round-about. This is important to ensure the safety and convenience of pedestrians using this busy route.
- c) There is much concern that the current bus related proposals will be detrimental to the elderly, infirm and those with young children and may deter people from travelling by bus into the town centre, which will be counter-productive.
- f) The meeting heard anecdotal evidence that the traffic flow monitoring stations were only in situ for a short duration and “out of holiday season”, thereby providing a poor basis for assessment.
- g) There is a belief that the Transport Working Party has not conducted site visits. Some attendees considered that this is detrimental to making such important and far reaching decisions.

community*partnership*

we don't just talk - we do!

Footnote: Steering Group members and members of the public at the meeting had the advantage of access to up-to-date plans and information courtesy of Highways. Such detailed information is not available online or at Connections as part of the Notice of Proposals for Union Street or Tor Hill Road Orders.

Torre Reversal – Objections to Advertised Traffic Regulation Orders and Engineers Responses

Comments in response to the list of suggested objections which have been generated by the residents of Home Palms.

- There is no loss of car parking in the area surrounding Home Palms, as this area is currently subject to double yellow line restrictions. We are looking to provide an on-street parking bay for either emergency vehicles or loading, the actual designation for this will be decided upon following consultation with Home Palms. However, it should be noted that a loading bay could be used by any of the other local businesses in the immediate area. It is proposed that the existing double yellow line restrictions will be changed to 'no loading at any time', preventing the parking of vehicles and therefore restricting the traffic flow.
- There is short term 'free' parking within the Brunswick Square car park, where carers have parked on previous visits with Home Palms or illegally on the adjacent double yellow lines. It is not up to the authority to provide free parking for carers.
- Traffic flow on Morgan Avenue will be reviewed both before and after the introduction of the scheme and the situation reviewed in the 2016 / 2017 financial year when funding will be available for traffic calming works if required.
- The scheme will not make the visibility at the entrance / exit of Home Palms any worse, as passing traffic will be pushed away from the existing kerb line.
- Vehicles should not reverse out on to the public highway and provision should be made to turn vehicles around within the boundaries of Home Palms House.
- With regard to vehicle emissions Stagecoach confirm that all of the Scania vehicles operating on the 12 service are built to the Euro 5 emission level. In fact just over 50% of the Torquay fleet are now Euro 5. Any new vehicles from 2016 will be to the very latest Euro 6 emission level.
- There should not be an increase of traffic into the town centre, it should be the same amount of traffic, requiring the same number of parking spaces, just entering town via a different route.
- Regarding the bus stops at Castle Circus, I can confirm that the number 12 bus will still stop opposite the library on the way into Torquay. However at the moment, on the way out of town, it is likely to stop in the vicinity of Central Church and not loop around Castle Circus.

This is a commercial decision made by Stagecoach, however I believe a number of councillors are meeting with Stagecoach in the near future with a view to asking them to rethink their position on this matter.

- To allow traffic to pass to the right of Home Palms and in front of the shops along the current pedestrianised area would require a major reconstruction of the existing carriageway to allow the passage of buses.
- To allow buses to proceed straight down to the town centre via Union Street, rather than looping around Castle Circus, posed a problem with the junction, especially with the provision of the right turn into Tor Hill Road (towards Central Church).
- The town hall development is already effectively a roundabout and is unchanged by this scheme.
- The project is funded via a Business Case submission to the Heart of the South West Local Enterprise Partnership (LEP) and should it not progress all monies will return to the LEP, they cannot be used for other purposes.
- We are looking to place an uncontrolled pedestrian crossing to the town centre side of the car park entrance.
- Highway legislation does not allow the placement of 'concealed entrance' signs.
- A further Traffic Regulation Order and weight limit would be required to prevent the through traffic of HGV's and force them to use Teignmouth Road and Lymington Road. Only the Police could enforce.
- The scheme will not make the visibility at the entrance / exit of Home Palms any worse, as passing traffic will be pushed away from the existing kerb line.
- Changes to the current traffic restrictions will allow the traffic to flow more freely as loading / unloading vehicles and users of blue badges will not be allowed to park around the entrance to Home Palms.
- Highway legislation does not allow the placement of mirrors on the public highway.
- The project is funded via a Business Case submission to the Heart of the South West Local Enterprise Partnership (LEP) and should it not progress all monies will return to the LEP, they cannot be used for other purposes.

Other comments received:

20th November 2015

- We are looking to place an uncontrolled pedestrian crossing to the town centre side of the car park entrance.
- The scheme will not make the visibility at the entrance / exit of Home Palms any worse, as passing traffic will be pushed away from the existing kerb line.
- Highway legislation does not allow the placement of mirrors on the public highway or of 'concealed entrance' signs in the urban area.
- There is no loss of car parking in the area surrounding Home Palms, as this area is currently subject to double yellow line restrictions.
- There is provision for a bus stop for the no.12 service (outbound) in the vicinity of St Efrides Road.

23rd November 2015

- General objection to the scheme which was passed by full council on the 5th February 2015.

23rd November 2015

- General objection to the scheme which was passed by full council on the 5th February 2015.
- Highway legislation does not allow the placement of mirrors on the public highway.
- We are looking to place an uncontrolled pedestrian crossing to the town centre side of the car park entrance.

3rd December 2015

- The scheme will not make the visibility at the entrance / exit of Home Palms any worse, as passing traffic will be pushed away from the existing kerb line.
- Vehicles should not reverse out on to the public highway and provision should be made to turn vehicles around within the boundaries of Home Palms House.
- With regard to vehicle emissions Stagecoach confirm that all of the Scania vehicles operating on the 12 service are built to the Euro 5 emission level. In fact just over 50% of the Torquay fleet are now Euro 5. Any new vehicles from 2016 will be to the very latest Euro 6 emission level.

- There is no loss of car parking in the area surrounding Home Palms, as this area is currently subject to double yellow line restrictions. We are looking to provide an on-street parking bay for either emergency vehicles or loading, the actual designation for this will be decided upon following consultation with Home Palms. However, it should be noted that a loading bay could be used by any of the other local businesses in the immediate area. It is proposed that the existing double yellow line restrictions will be changed to 'no loading at any time', preventing the parking of vehicles and therefore restricting the traffic flow.

3rd December 2015

- The reversal was to allow all of the shops in Torre to be promoted, not just the ones in the vicinity of Brunswick Square.
- To allow traffic to pass to the right of Home Palms and in front of the shops along the current pedestrianised area would require a major reconstruction of the existing carriageway to allow the passage of buses.
- A further Traffic regulation Order and weight limit would be required to prevent the through traffic of HGV's and force them to use Teignmouth Road and Lymington Road.

3rd December 2015

- Regarding the bus stops at Castle Circus, I can confirm that the number 12 bus will still stop opposite the library on the way into Torquay. However at the moment, on the way out of town, it is likely to stop in the vicinity of Central Church and not loop around Castle Circus.
- This is a commercial decision made by Stagecoach, however I believe a number of councillors are meeting with Stagecoach in the near future with a view to asking them to rethink their position on this matter.

5th December 2015

- Regarding parking on Tor Hill Road, a loss of three spaces may take place if a bus stop is located in this area. The residents may wish to object when the required Traffic Regulation is advertised in the near future.



Meeting: Transport Working Party

Date: 17th December 2015

Wards Affected: All Wards in Torbay

Report Title: Transport Asset Management Plan

Executive Lead Contact Details: Councillor R Excell, Executive Lead for Community Services

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

1. Purpose

- 1.1 Torbay Council has formally adopted the principles of Asset Management as set out in the Strategic Transport Asset Management Plan published in May 2014.

To accompany this plan the Council is required to publish its Asset Management Strategy to set out its intended methods of maximising the use of highway maintenance funding in looking after this essential asset.

The purpose of this report is to seek approval to adopt this Strategy and to publish it on the Council's website.

2. Proposed Decision

- 2.1 It is proposed that members recommend that this Strategy is adopted for use within the Torbay area. (See **Appendix 1**)

3. Action Needed

- 3.1 It is recommended that members approve the use of the Asset Management Strategy, thus proving their acceptance of the principles of asset management techniques in maintaining the publicly maintainable highway asset.

4. Summary

- 4.1 The Council has already adopted an Asset Management Plan and Policy, proving elected member's commitment to efficiently looking after its highway network. The adoption of this 'Strategy' document is now required to enable the authority to be in a position to further prove its commitment to asset management principles. The proof of using this strategy is required to bid for the new Highway Maintenance Incentive Fund, thus protecting future maintenance funding bids.

Supporting Information

5. Position

- 5.1 Torbay Council has been using the principles of asset management and in particular concentrating on using preventative maintenance methods for many years. However, following the need to prove this and to be able to protect future funding streams, documented evidence is required.
- 5.2 April 2016 will see the implementation of Whole of Government Accounting, which will see the highway infrastructure network included in an authority's inventory account. This will eventually enable the efficiency of an authority's maintenance techniques to be assessed and allow the better performing authorities to be rewarded from an Incentive Fund.
- 5.3 In May 2013 a Department for Transport sponsored guidance document was produced by the 'Highways Maintenance Efficiency Programme' (HMEP) which contained a series of recommendations. This document is available to view on the following web link - www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB Whilst most of these were already in operation within this authority, the document did however, make a total of 14 recommendations for highway authorities to consider regarding asset management. Most of these were implemented as toolkits associated with the production of an asset management plan became available, but the Strategy was not fully developed at the time that the Plan was published. This is now being remedied and will be further evidence of our elected member's commitment into providing an efficient highway maintenance service.

6 Possibilities and Options

6.1 Option 1

The Strategy is adopted and endorsed.

Option 2

The Strategy is not adopted.

7 Consultation

- 7.1 The Portfolio Holder has been consulted on the content and intentions behind this 'Strategy'.

8 Risks

- 8.1 If the Strategy is not adopted, there is a risk for the authority to lose 25% of its indicative highway maintenance funding from the Department for Transport by 2018. All highway authorities are expected to demonstrate their future commitment to adopting all the principles associated with efficient highway asset management.

Appendices:

Appendix 1 – Infrastructure Asset Management Strategy

Additional Information:

None

Documents available in Members' Rooms: None

Background Papers:

None



Infrastructure Asset Management Strategy

The vision, scope and context of Asset Management
of the Highways and Transport Infrastructure
for Community and Customer Services.

Version 1

Highways and Transport Services

| Current Document Status | | | |
|-------------------------|------------------------------------|-------------------------|-------------------------|
| Version | 1 | Approving body | Transport Working Party |
| Date | | Date of formal approval | |
| Responsible officer | Tim Northway Principal Engineer | Review date | 2 years from approval |
| Location | | | |
| Version History | | | |
| Date | Version | Author/Editor | Comments |
| | 1 | Tim Northway | Final |

| | | | | | |
|--|------------------------------|--|---|-------------------------|-------------------------------|
| Equality Impact Assessment Record | | | | | |
| Date | Type of assessment conducted | Stage/level completed (where applicable) | Summary of actions taken decisions made | Completed by | Impact Assessment review date |
| | Full | Complete | N/A | Tim Northway, Ian Jones | |
| Corporate Quality Assessment Record | | | | | |
| Date | | | | | |
| Completed by | Tim Northway | | | | |

| | |
|---------------------------|---------------------------------------|
| Document retention | |
| Document retention period | 5 years in hard and electronic copies |

Infrastructure Asset Management Strategy

| | |
|---------------------------------|------|
| Introduction | 4 |
| Aim of the strategy | 4 |
| Scope | 5 |
| Strategy statement | 5 |
| Strategy Detail | 5/11 |
| Consultation and engagement | 12 |
| Performance and risk management | 12 |
| Communicating the Strategy | 12 |
| Breaches and non-compliance | 12 |
| Information and training | 12 |
| Evaluation and review | 12 |

Introduction

The purpose of this Infrastructure Asset Management Strategy is to outline how the service will approach the task of managing our most valuable and important public infrastructure. It is the partner document to the previously published Infrastructure Asset Management Policy.

Aim of the strategy

Effective and efficient management of the infrastructure is a key factor in the ability of the Council to deliver its services. Taken together the infrastructure managed by the service forms the largest and most valuable public asset within the Council's control, with a gross value in excess of £0.7billion.

Torbay Council's vision is to be a high performing authority using resources well to secure good public services for all and to be a strong and effective community leader, ensuring sound investment in a sustainable future for Torbay. This vision translates into core values which include:

- Forward thinking,
- People orientated,
- Adaptable,
- Integrity,

The provision, maintenance and management of public infrastructure such as highways, bridges, public rights of way, public open spaces and coastal assets are key drivers in the delivery of these values.

Asset management is by definition 'forward thinking', customer aspiration considerations are part of being 'people orientated', decision makers looking after this asset need to be adaptable and to exercise integrity with difficult choices.

With the current level of funding for maintaining this most valuable asset being under extreme pressure, the management needs to be undertaken in a considered manner which takes into account maintenance needs and financial resources. This must then be balanced against potential risk of service failure and subsequent demands on the same public finances for damage and liability claims.

Decision makers and customers alike therefore need to be fully aware of the conflicting demands on maintaining this asset within the reality of the existing financial climate.

Scope

This strategy is applicable to all public infrastructure managed and maintained by the Council as part of the Highways and Transport service; it also links into other service areas including all public open spaces.

Strategy Statement

The Council believes that effective asset management is fundamental to the delivery of its services and the delivery of its long term vision and strategy. Asset Management principles enable informed decisions to be made about investment and maintenance funding; assist in the targeting of resources to where they can be most effective and enables the identification and management of the risks associated with its statutory duties to manage and maintain public infrastructure.

STRATEGY DETAIL

In adopting an Asset Management approach to the maintenance of our entire infrastructure we will be implementing a methodology which includes:

- A systematic approach which takes a long-term view
- The consideration of the whole of life costs of maintaining an asset
- The explicit consideration of customer expectations and defined levels of service
- The optimisation and prioritisation of works based on assessed needs derived from the defined levels of service
- The use of lifecycle planning to inform the optimal treatment at each stage of the assets life

The implementation of a formalised approach enables better decision making which takes into account the relationship between cost and performance. This

in turn allows potential for the delivery of an improved level of service for the resources available or where owing to budgetary constraints it can assist in ensuring that the effects of a reduction in the level of service is managed through the efficient deployment of available resources such that risks are identified, balanced and mitigated in so far as is possible.

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 periodic 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 pending more suitable funding opportunities.

Strategic Framework

This strategy document together with its partner document "Infrastructure Asset Management Policy" sits within a wider asset management framework and forms a link between the Corporate Business Plan and objectives and associated service and operational plans such as the Highway Maintenance Manual, Transport Asset Management Plan, Safety Inspection Manual and other similar documents.

The responsibility for the delivery of this Asset Management framework sits within Community and Customer Services.

The Asset Management Approach

The Torbay Council's vision 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.

Inventory and data Management: Torbay Council holds information on various assets on a number of different platforms. These asset databases are being logged on a single common platform and will provide individual layers on the Council's GIS mapping system. Whilst most highway inventory data is already recorded in this manner, other infrastructure assets are being assimilated as resources permit.

The Council has comprehensive inspection and survey schedules, tailored to specific assets, taking into account the national guidance and codes of practice. These regimes are documented in the relevant maintenance manuals and will be updated in line with changes in national guidance.

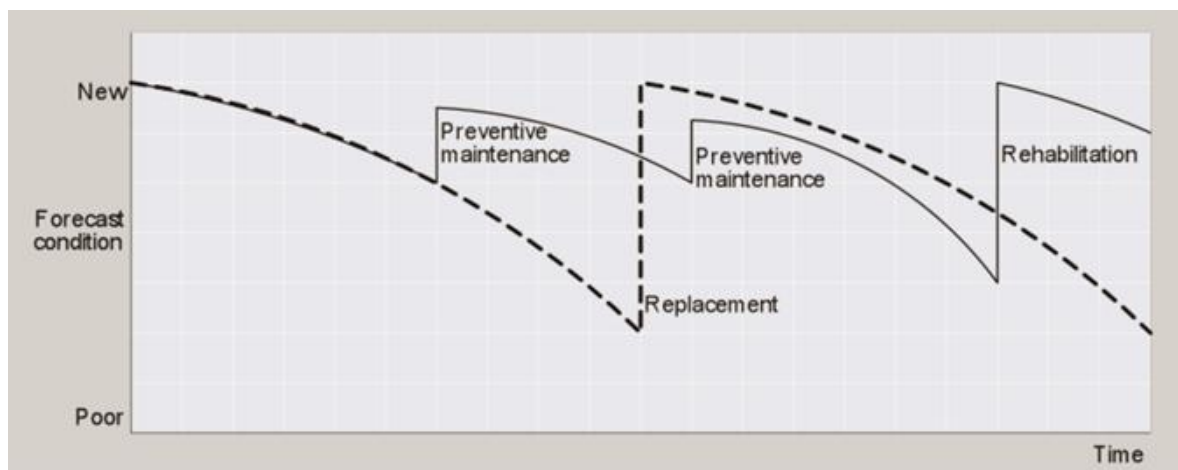
Levels of Service: Are a means of describing the standard of service that is provided or required. The development of Levels of Service must reflect organisational constraints. While it may be possible to influence and reduce some of these, many will remain as permanent restrictions. These will include:

- 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'.

Lifecycle Planning: Is a mechanism which enables links to be made between a particular asset, levels of service, current condition, maintenance needs and funding provisions.

The diagram below shows the lifecycle of a carriageway comparing condition against time. In this example there is also a direct relationship between the forecast condition and the costs of the suggested treatments. The optimum intervention treatment would be to carry out the lower cost preventative treatments at suitable time intervals thus enabling the carriageway condition to remain in a good stable condition. The worst case cost scenario is to allow the asset to deteriorate to a point where the only option is an expensive replacement treatment.

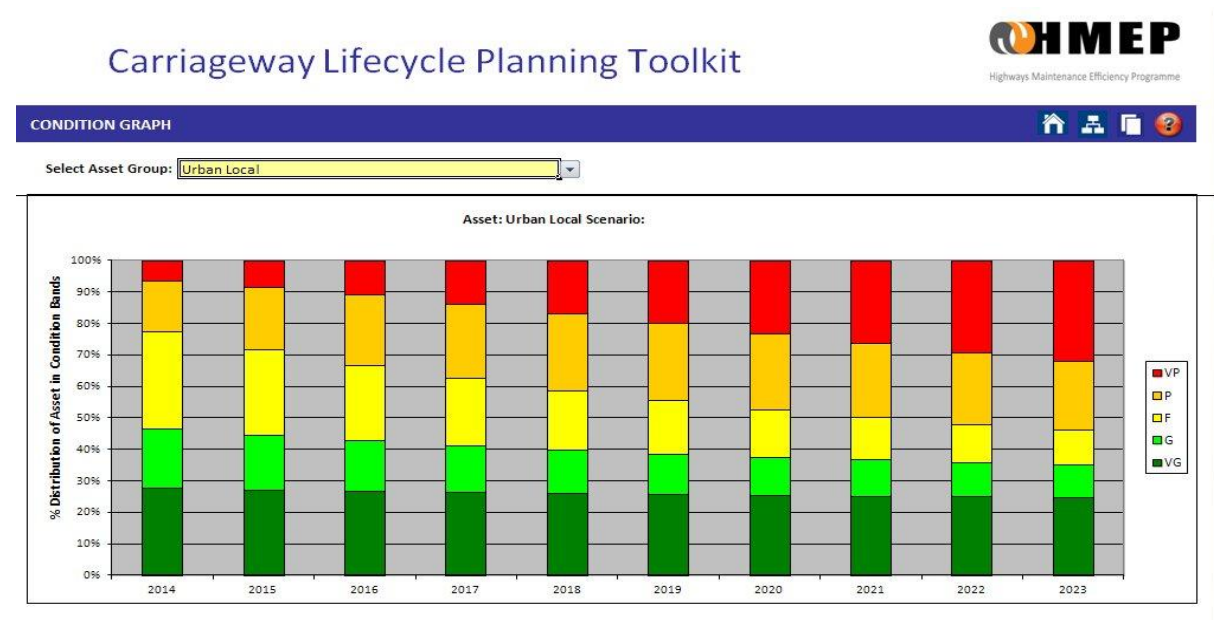
The best case scenario requires that adequate funding is available for the optimum treatments at the time that these are still applicable. Missing these preventative treatments due to inadequate funding provision leads to the gradual decline in overall network conditions and this is not sustainable in the long term.



The introduction of Whole of Government Accounts set out in the CIPFA Code for Transport Infrastructure Assets will provide evidence of the need to fund timely maintenance interventions. In the meantime most highway authorities are limited to seeing a damage limitation approach being applied to their highway assets. Future monetary depreciation of the highway asset will appear

in an authority's financial balance sheet. This will make informed investment strategies and suitable budget allocation all the more necessary.

Torbay Council's current predicted trend in the overall condition of their unclassified local road network, based on carriageway data (which is 70% of the entire value of the transport infrastructure) is in the diagram below:-



The diagram is taken directly from the Council's Transport Asset Management Plan (2014 version) and was derived from the toolkit provided within the CIPFA Code for Transport Infrastructure Assets. It is based on the currently predicted budgetary provisions.

Risk Management

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.

Consultation and engagement

In drafting this strategy we have taken note of National Highways and Transportation public perception surveys and are presenting this strategy to the Transportation Working Party. We have also consulted with the Portfolio Holder for Highways Management.

Performance and risk management

The maintenance and management of public infrastructure has been undertaken for many years and in drafting this strategy we have identified and taken note of all likely risks and performance issues. The mitigation and management of risks and issues are covered in subsidiary category specific service documentation such as the Highway Maintenance Manual and the Asset Management Plan.

Communicating the strategy

This strategy will be made available on the Council's website as will other documents considered to be of value to interested parties.

Breaches and non-compliance

Non compliance with this strategy may leave the Council in a position where it is not able to discharge its statutory duty to maintain and lead to a deterioration of the value and condition of publicly owned infrastructure.

Information and training

Further information concerning this strategy may be obtained from the Highway Network Management team based in Torquay Town Hall.

Evaluation and review

This strategy will be reviewed regularly as further asset management tools and systems are developed.

Prepared by

Tim Northway

Principal Engineer (Network Management)

Community and Customer Services

16th July 2015

If you would like this information
in another format please contact:

Torbay Council

Town Hall

Torquay

TQ1 3DY

Telephone: 01803 207914

Email: highways@torbay.gov.uk

Please consider the environment: Only print this document if it can not be sent electronically.

Agenda Item 6



Meeting: Transport Working Party

Date: 17th December 2015

Wards Affected: Clifton with Maidenway, Cockington with Chelston, Preston, Shiphay with the Willows

Report Title: Potential Review of Torbay Ring Road Signing and Traffic Regulation Order

Executive Lead Contact Details: Councillor R Excell, Executive Lead for Community Services

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

1. Purpose

- 1.1 Torbay Council have been contacted by Devon County Council Highways officers following a number of costly barrier strikes on their section of the A380. They intend to carry out works to mitigate this by a mixture of lining/signing works and a reduction in the current speed limit on Marldon Way (see **APPENDIX 1**).
- 1.2 As a result of these proposed changes Highways wish to take the opportunity to review the signage and current speed limits on the Torbay maintained sections of the A380 Hamelin Way/Hellevoetsluis Way (see **APPENDIX 2**), so that they reflect the current lay-out of the highway.
- 1.3 The purpose of this report is to seek the Working Party's support to carry out further detailed design work in readiness to progress a scheme for implementation as part of 2016/17 Local Transport Plan Capital funding.

2. Proposed Decision

- 2.1 It is proposed that members recommend that Highways carry out further detailed design work, in readiness to progress a scheme to implementation under the 2016 / 2017 LTP integrated transport block funding for highway signage.
- 2.2 That any proposed changes to speed restrictions between Gallows Gate roundabout and the South Devon Link Road junction are advertised following the approval of the Executive Lead Member and implemented if no objections received.

3. Action Needed

- 3.1 Following the recommendation of the proposals outlined in item 2 (above), a revised Traffic Regulation order for any proposed changes to speed restrictions will need to be advertised. Any objections will be presented to the Executive Lead Member for a decision.

4. **Summary**

- 4.1 By taking a combined approach to signage and speed limits on this strategic route, both Devon County Council and Torbay Council will be taking the opportunity to improve safety and reduce collisions in the future.

Supporting Information

5. **Position**

- 5.1 Devon County Council report that following a number of crash barrier strikes (twenty between 2013 – 2015 at a cost of approximately £25,000) they intend to carry out works on their section of the A380 Torbay Ring Road (Hellevoetsluis Way/Marldon Way) to mitigate this by:
- Introducing a 40mph speed limit between the Preston Down Road roundabout and Churscombe Cross (Marldon Road), this is currently 70mph.
 - Traffic Regulation Order and signing to tie in with existing speed limits on Torbay maintained roads, including the proposed realigned Kings Ash Road (construction due to start in approximately January 2017) to the South of the Churscombe Cross roundabout.
 - Change the lane designation through the Preston Down roundabout, left hand lane = straight on / turn left, right hand lane = straight on / turn right.
 - See **APPENDIX 2** for further information.
 - Torbay Council have also suffered from a number of barrier strikes within their section of this route.
- 5.2 As a result of these changes Highways wish to take the opportunity to review the signage and current speed limits on the Torbay maintained sections of the A380 Hamelin Way/Hellevoetsluis Way (see **APPENDIX 2**), so that they reflect the current lay-out of the highway.
- 5.3 This ties in with the planned review of the speed limit on the A380 Hamelin Way following the recent opening of the South Devon Link Road/South Devon Highway and there is concern that vehicles travelling on Hamelin Way between Gallows Gate roundabout and the South Devon Link Road may be travelling at inappropriate speeds on this currently derestricted section.
- 5.4 The purpose of this report is to seek support to carry out further detailed design work (including the preparation of appropriate Traffic Regulation Orders) in readiness to progress a scheme to advertising / implementation during the 2016/17 financial year.
- 5.5 No funding is currently identified for this proposed scheme, however consideration should be given to allocate funding from the 2016 / 2017 LTP integrated transport block for highway signage to fund this improvement.

6 **Possibilities and Options**

6.1 **Option 1**

It is recommended that members give support for further detailed design and consultation work to be undertaken, in readiness to progress the scheme to implementation, with suitable funding being allocated from the 2016 / 2017 LTP integrated transport block for highway signage and that the speed limit on Hamelin Way, between Gallows Gate roundabout and the South Devon Link Road is reviewed.

6.2 Option 2

Do not support the undertaking of further design works.

7 Preferred Solution/Option

- 7.1 Members are recommended that item 6, option 1 above, would be the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to the Executive Lead for Community Services for consideration.

8 Consultation

- 8.1 Consultation will be undertaken with Council ward members and major stakeholders prior to the finalisation of any scheme. Changes to the existing Traffic Regulation Orders are involved, which will need to be advertised and should there be any objections these will be presented to the Executive Lead for Community Services for consideration.

9 Risks

- 9.1 Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to the Executive Lead for Community Services for consideration.
- 9.2 There is a risk that if this scheme is not progressed that there will be discrepancies in the signage on this road between the Devon County Council and Torbay Council maintained sections, which may increase confusion to drivers on this route.

Appendices:

Appendix 1 - Layout of the proposed works to be undertaken by Devon County Council.
Appendix 2 - Area of the A380 Hamelin Way/Hellevoetsluis Way to be reviewed.

Additional Information:

None

Documents available in Members' Rooms:

None

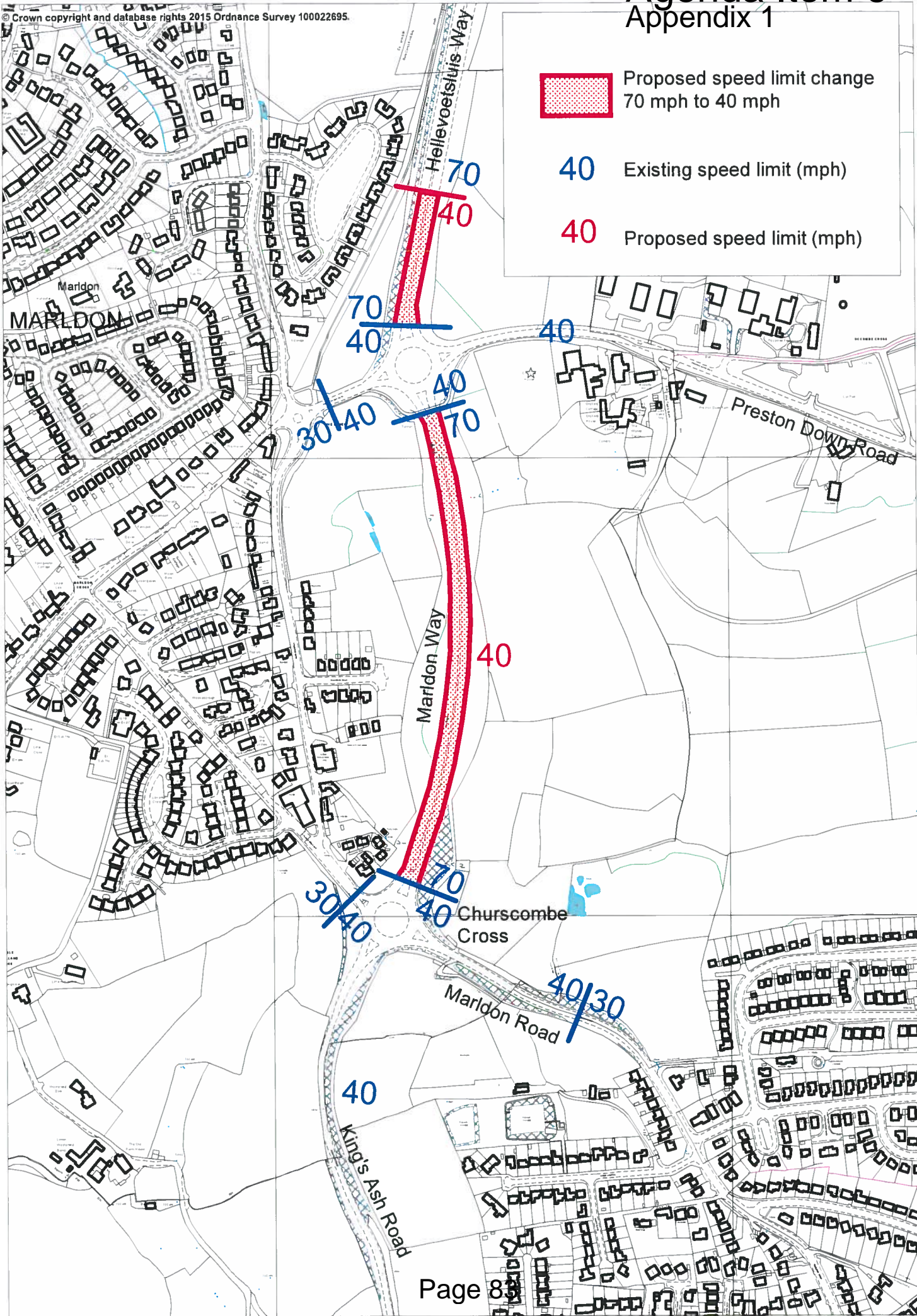
Background Papers:

None

Agenda Item 6

Appendix 1

© Crown copyright and database rights 2015 Ordnance Survey 100022695.



Appendix 2

TWP Report 17/12/15 Potential review of A380 Torbay ring road signing and traffic regulation orders

AREA OF SPEED LIMIT REVIEW

Directional signage on all approaches
to Gallows Gate roundabout to be
reviewed to ensure consistency,
compliance with Dft guidance and
reduction of signage by consolidation