

# Petition - Roundham Road Speed Limit

30 e-petition signatures

We, the undersigned, being residents of Roundham, Paignton, TQ4, hereby petition and request Torbay Council to reduce the speed limit on Roundham Road and its environs from 30mph to 20mph, also for the Council to provide, at the very least, double yellow, or preferably, double red lines, at the eastern junction with Alta Vista Road, based on the grounds listed below. Whilst we believe that there is a compelling case for applying this request for 20 mph for the whole of the Roundham area, this petition relates mainly to the upper part of Roundham Road between the junction with Alta Vista Road at the eastern end and that with Youngs Park Road to the west.

## Grounds for Petition:

1. There is no pedestrian pavement on the section of the north side of Roundham Road, from the junction of Alta Vista Road, up to the junction of Belle Vue Road, which, with a continuous line of parked cars on the south side, negates the possibility of two-way traffic at several points along this part of the thoroughfare. As a consequence, traffic turning into the road from its junction with Alta Vista Road is required to wait until oncoming vehicles travelling east are able to exit on to the lower part of Roundham Road and where, as a result, there is then a build-up of traffic from all directions at this busy junction.
2. Many of the residents in this area are elderly and / or infirm, as a result of which, those that fall into either category are slow to negotiate crossing the road, where, particularly at the aforementioned eastern junction with Alta Vista Road, the absence of a pavement adjacent the former Cleve Court Hotel extends around the corner into Cleveland Road, thus compromising the safety of those pedestrians.
3. Vehicles are regularly parked inconsiderately on and near the southern corner of the above referenced junction, thereby impairing sight lines, but in particular, preventing wheelchair users from accessing the dropped pavement provided, all in contravention of the instructions laid down in Rule 243 of the Highway Code. Hence, we believe that there is a strong case for the Council to provide, at the very least, double yellow, or preferably, double red lines at this point.
4. A good many of the longstanding and aged properties on both sides of the subject section of Roundham Road are situated behind high boundary walls or hedges, which, together with parked vehicles, have created 'blind' exits across pavements and entry on to the thoroughfare. However, despite exercising extreme caution when leaving their properties by car, residents then regularly find themselves immediately being 'tailgated' by motorists who, albeit may be proceeding within the existing legal speed limit of 30mph, then often express their frustration by excessive and disproportionate use of their car horn.

5. In addition to the aforementioned difficulties, the situation is made worse by selfish vehicle owners parking on the albeit only advisory, Access Protection Markings (APMs) / 'H bar' white lines adjacent each exit / entrance. We submit that there is a strong case for these lines to be upgraded from 'request / advisory' to 'mandatory', by the application of double yellow lines at each location.
6. Grounds 3, 4 and 5 above are particularly relevant when applied to the users of mobility scooters, of which there are a goodly number residing in the subject area.
7. Traffic exiting Belle Vue Road into Roundham Road is presented with potential difficulties from both directions insofar that (a) the sight line to the west is severely restricted due to a sharp bend immediately beyond a high hedge atop a brick wall and (b), vehicles travelling in a westerly direction have no option but to straddle the dotted white line in the middle of the road whilst overtaking the continuous line of parked cars on the south side. It is significant that the Council have recognised the potential dangers at this location, by placing what now appears to have become a permanent 'SLOW' sign on the western approach to the junction.
8. On the brow of the hill, fallen leaves from the plethora of large trees overhanging the road (and pavement) create another potential seasonal hazard during the Autumn / Winter months, where braking vehicles have been known to slide. A reduction of the speed limit to 20mph will mitigate the potential dangers arising from such an occurrence.
9. Vehicles exiting both Braeside Road and St Andrew's Road are also faced with reduced sight lines due to high walls, and further, drivers emerging from Youngs Park Road have to deal with an extremely difficult acute angle, 'over the shoulder' rear assessment of approaching traffic, before proceeding on to Roundham Road.
10. The recent closure of Sands Road due to the unforeseen occurrence of a large sinkhole and the prolongation of works that ensued as a consequence of the unknown extent of the ensuing void, resulted in traffic being diverted via, and hence a substantial increase in the volume of traffic along, Roundham Road, thus negatively impacting the lives of local residents. We understand that more utilities works are now scheduled to take place from 24th October through to 23rd December, involving (in three phases?), the closure of the remainder of Sands Road, plus Whitstone Road through to Dartmouth Road, all of which will cause further disruption in the subject area, hence we request that the measures requested herein are implemented as a matter of applied 'urgency'.