



Wednesday, 21 March 2012

TRANSPORT WORKING PARTY

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

Thursday, 29 March 2012

commencing at **4.00 pm**

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

Members of the Committee

Councillor Hill (Chairman)

Councillor Amil

Councillor Faulkner (A)

Councillor Cowell

Councillor Brooksbank

Councillor Doggett

Councillor Addis

A prosperous and healthy Torbay

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

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(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 16th February 2012** (Pages 3 - 5)
3. **Mincent Hill, Torquay - Presentation by Mincent Hill Residents Association**
4. **Objection to St Michaels Road, Paignton Traffic Action Zone Scheme - Presentation by Mr Preece**
5. **St Michaels Traffic Action Zone - Consideration of Objections to Proposed Traffic Regulation Order** (Pages 6 - 65)
6. **Windy Corner - Proposed Junction Improvement** (Pages 66 - 77)
7. **Fleet Street, Torquay - Verbal Update**
8. **Ebdon Way, Torquay - Objection to the proposed One Way Order** (Pages 78 - 83)
9. **Coach Parking Review - Shedden Hill Car Park Update** (Pages 84 - 90)
10. **Torbay Parking Review (Pay and Display) - Consideration of Objections to proposed Traffic Regulation Order** (Pages 91 - 98)
11. **Date of Next Meeting**

TRANSPORT WORKING PARTY

Thursday 16th February 2012

Present

Councillors Hill, Amil, Brooksbank, Faulkner A, Doggett, Excell, Cowell, Addis
(substitute for Excell in voting as personal interest declared)

Also in attendance:- Councillor Davies, Councillor Kingscote

1. Apologies for Absence

None

2. Minutes of meeting held on 17 November 2011

Item 29, Magdalene Road should read Councillor Brooksbank and not Councillor Broadbent. Following amendment, the minutes were agreed by all.

3. Brunswick Square, Torre – Preston by Torre Action Group

- Mr Kevin Fannon from the Torre Action Group made presentation. Pedestrianisation of Brunswick Square has not worked. The footfall has not increased. Businesses are suffering and this will inevitably result in businesses closing. Survey results – 61 in favour and 51 against the re-opening of Brunswick Square to traffic.
- Mrs Bradford – Torre Trader advised the TWP that they are losing traders. There only remains 4 shops and 1 café. The loss of footfall has resulted in businesses closing. PC considered consultation was fair. PC advised it would cost £3,000 for making shared space in Brunswick Square. Contribution requested from Community Partnership to help pay for the cost.
- PC raised issues of parking/loading requirement. Option loading for 20 minutes. Councillor Faulkner suggested 30 minutes.

Recommendation

Torre Action Group to progress – all were in favour with agreed contribution to cost from the Community Partnership if possible.

4. LSTF Executive Summary

- DW presented the report for the LSTF Bid Update.
- Bid to be submitted next Friday.
- July – successful bids will be advised. Councillor Addis requested if annual operations were sustainable? Can ferries operate in most weather conditions. It was considered a reliable service for commuters – network is designed to work in with integrated bus services.
- Members requested officers to consider a future Paignton Service. Advised there will be a second phase with a Park and Ride Service.

Recommendation

That the LSTF bid is submitted. Councillor Cowell proposed and Councillor Faulkner seconded. All in favour/Councillor Addis abstained.

5. Shiphay Controlled Parking Zone Review

- PC presented report. Additional feedback from Community Partnership and Councillor Hernandez was raised.
- Shiphay and the Willows Community Partnership requested an extension of the CPZ to help deal with hospital parking/meters at Newton Road.
- Mr Edgehill/Councillor Kingscote spoke on behalf of Shiphay Partnership. Consider the three extra roads to be included in the scheme, Higher Cadewell Lane, Berkley Rise and Berkley Avenue.
- It was confirmed to include the three additional roads and Grosvenor Close to progress to implementation.
- Councillor Faulkner raised concerns the hospital have not sorted the parking out.
- Councillor Excell has tried to discuss issues with hospital.
- Members were advised Babbacombe area consultation being started the next month.

Recommendation

Proposal to change CPZ area as outlined in the report and implement Residents parking in Higher Cadewell Lane, Berkley Rise, Berkley Avenue and Grosvenor Avenue. Proposed by Councillor Faulkner, seconded by Councillor Addis. All in favour.

6) Coach Parking Review

- PC presented a report reviewing coach parking – changes recommended in report.
- Car parks may lose parking space if coaches are brought in due to turning circles required.
- Agreed to introduce a “cars only” restriction to stop coaches parking on roads around Cary Park and to create new coach spaces elsewhere in the area to compensate.
- Councillor Doggett raised concern over the continental coach drop offs on right hand side so not disembarking into traffic.
- PC to consider UK coach drop off in the Torquay Town Hall area.
- PC to review how many cars use Shedden Hill (peak times) and affect on parking income. Feedback to TWP at a future meeting.

Recommendation

To introduce the changes outlined in the report except Shedden Hill Car Park. Councillor Cowell proposed, seconded by Councillor Addis. All in favour.

7) A380 South Devon link Road – Update

- PC presented a report to update on SDLR progress.
- Gateway review required by DFT before they release the money. SDLR commencing onsite October 2012 – opening 2015.

8) Proposed Loading Bay – Belgrave Road

- Introduce 12.5m section of loading bay 8am – 6pm. No informal objections have been received. Formal procedures to be commenced. Councillor Cowell registered interest.

Recommendation

That the loading bay be advertised and if no objections received, implemented. Councillor Addis proposed, seconded by Councillor Amil. All in favour.

9) Roundhill Road – Proposed Parking Restrictions

- Introduce 1 hour limited waiting outside shops at Roundhill Road between 8am – 6pm Monday – Saturday.
- Councillor Amil in support of the proposal and will raise with the Community Partnership to ask for funding.

Recommendation

That the works be progressed if funding is identified. Councillor Addis proposed, seconded by Councillor Amil. All in favour.

10. Date of Next Meeting – 29th March 2012, 4pm, Meadfoot Room, Town Hall



Title: St Michaels Traffic Action Zone – Consideration of Objections to proposed Traffic Regulation Order

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Clifton with Maidenway
Goodrington with Roselands
Roundham with Hyde**

To: **Transport Working Party** On: **29th March 2012**

Key Decision: **No.** How soon does the decision need to be implemented **April 2012**

Change to Budget: **No** Change to Policy Framework: **No**

Contact Officer: **John Clewer**
☎ Telephone: **7665**
✉ E.mail: **john.clewer@torbay.gov.uk**

1. What we are trying to achieve and the impact on our customers

1.1 The Local Transport Plan 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

As part of the Integrated Transport Allocation, £200,000 has been allocated in 2011/2012, to enable works to be carried out within the St Michaels area of Paignton under the heading of Traffic Action Zone (TAZ). The purpose of this report is for members to consider the comments / objections received to the changes to the Traffic Regulation Orders (TRO) proposed as part of the TAZ.

2. Recommendation(s) for decision

2.1 It is recommended that members approve the proposals outlined under option 2 in this Issues Paper for implementation as part of the St Michaels Traffic Action.

3. Key points and reasons for recommendations

- 3.1 Consultation with the residents of the area, Council Ward Members, Paignton Town Community Partnership Steering Group has been undertaken and positive feedback received. However following the advertising of the proposed changes to the Traffic Regulation Orders a number of letters of objection and one petition have been received.

The recommendation takes account of these objections.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

A1.1 The Local Transport Plan 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

As part of the Integrated Transport Allocation, £200,000 has been allocated in 2011/2012, to enable works to be carried out within the St Michaels area of Paignton under the heading of Traffic Action Zone (TAZ). These works will target improvements in highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.

By consulting with the key stake holders, the Council hope to deliver the St Michaels TAZ using a range of innovative ideas and treatments.

A briefing note was presented to the members of the Transportation Working Party on 18th March 2011 and, after due consideration, approval was given to progress the scheme.

On the 25th May 2011 the authority sent out a questionnaire to approximately 2,400 properties located within the TAZ area in an effort to actively seek residents views on highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.

The objective of the project is to enable communities to become involved with the re-design of their streets to reduce vehicle speeds and provide safer / better access to the schools and other facilities within the TAZ.

Around 200 questionnaires were returned and the information received was collated and used to develop draft proposals which were displayed at a Community Consultation event, which was held in the Beesley Room, Clennon Valley Leisure Centre over the period Friday 2nd – Saturday 3rd September 2011. The event was open from 10am – 4pm on both days.

The plans have also been uploaded to the scheme web site which can be found via the following link:

www.torbay.gov.uk/index/transportandstreets/highwayimprovement/stmichaelstraffactionzone.htm

The draft proposals were generally supported with some minor amendments and the final proposals were as follows:

1. Totnes Road / Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road – formalised parking.
2. Totnes Road – Zebra crossing improvements.
3. Hayes Road / St Michaels Road – junction improvement.
4. St Michaels Road / Corsham Road / Climsland Road / Elmbank Road – formalise parking.
5. St Michaels Road / York Road – junction improvement.
6. Fisher Street / Sunbury Road – junction improvement.
7. Penwill Way / Whitley Road junction – parking restrictions.
8. Broadlands Road / Footlands Road junctions – parking restrictions.
9. Clennon Rise – parking restrictions.
10. Derrell Road – construction of build out and parking restrictions.

A report was presented to the members of the Peoples (Communities) Policy Development Group for consideration on the 6th October 2011 and after due consideration permission was given to implement the proposed engineering works as detailed in schemes 2, 3, 5 and 6. Also advertise the amendments to the Traffic Regulation Orders as detailed in schemes 1, 4, 7, 8 and 9 of the St Michaels Traffic Action Zone and implement should no objections be received. Any objections to then be submitted to a forthcoming meeting of the Policy Development Group, now renamed Transport Working Party.

The proposed changes to the parking restrictions were advertised both in the local media (Herald Express) and also on site, objection period ending Friday 17th February 2012. Plans were also lodged in the local connections office (Paignton Library) and were also on the scheme web site which can be viewed via:

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

This report is to deal with the objections and petition which were received and **Appendix 1** details the areas where alterations to the existing Traffic Regulation Orders are proposed, whilst **Appendix 2** details the objections received regarding the changes to the Traffic Regulation orders.

A 179 signature petition (from 121 separate properties in Collingwood Road, Derrell Road, Ebenezer Road, Elmbank Road, Hartley Road, Hayes Road, Hayes Gardens and Willicombe Road) was submitted on behalf of the residents of the St Michaels TAZ, further copies were received having been posted to Streetscene Services, Mr. Adrian Sanders MP and the Mayor of Torbay. The petition objected to the implementation as a whole of any advertised amendments to the existing parking restrictions.

Eight other general letters were received, along with thirteen letters relating to specific parts of the scheme. Copies of all the correspondence received is as per **Appendix 2**.

Scheme 1. Totnes Road / Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road – formalised parking.

The proposal is to implement 'No Loading' restrictions on Totnes Road to improve vehicle flow and safety by preventing footway parking at school times. Formalise parking in Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road by the use of access lines, box markings, bus boxes and double yellow lines at the various junctions.

One letter was received regarding **Rossall Drive**, asking for the new parking restrictions in Totnes Road to be extended slightly further into Rossall Drive.

One letter was received regarding **Ebenezer Road** and the implementation of double yellow lines along an area of carriageway where no one currently parks. Despite the fact that a vehicle parked in this area would obstruct the carriageway, there is nothing to say that vehicles can not park and therefore as part of formalising parking within the TAZ, it has been decided to implement restrictions in this area.

Scheme 4. St Michaels Road / Corsham Road / Climsland Road / Elmbank Road – formalise parking.

The proposal is to formalise parking by the use of access lines, box markings, bus boxes and double yellow lines at the various junctions.

Three letters were received regarding the proposed change in restrictions outside properties 30 – 34 **St Michaels Road** (opposite the junction of York Road). The comments made have been considered and are considered valid; therefore this proposal has been removed and the area will remain as unrestricted parking.

Three letters were received regarding the creation of the proposed passing place in **Climsland Road** stating that this was not required and would cause the loss of valuable spaces. These comments have been considered and are considered valid; therefore this proposal has been removed.

Scheme 7. Penwill Way / Whitley Road junction – parking restrictions.

The proposal is to introduce new ‘no parking at any time’ restrictions at the junction to aid visibility.

One letter was received regarding the possibility of extending the proposed parking restrictions a further 45m on the East side of **Whitley Road** to prevent parked vehicles obstructing vehicles turning out of the driveways of properties 12 – 18 and access to the garage block. This action would lead to an increased loss of on-street parking and therefore will not be implemented.

Scheme 8. Broadlands Road / Footlands Road junctions – parking restrictions.

The proposal is to implement new ‘no parking at any time’ restrictions at the junctions of Broadlands Road / Derrell Road and Footland Road / Elsdale Road to aid visibility.

One letter was received regarding **Footlands Road** and the implementation of double yellow lines at the junction with Broadlands Road, this area is around the mouth of the junction and it has been decided to implement restrictions in this area.

Scheme 9. Clennon Rise – parking restrictions.

The proposal is to implement new ‘no parking at any time’ and ‘a parking 8am – 6pm’ restrictions to aid vehicle access.

Four letters were received regarding the changes to the parking restrictions in **Clennon Rise**, one was an objection in principal, whilst three thought the restrictions went to far. After due consideration it was decided to reduce the single yellow 8am – 6pm restrictions to the same length as the double yellow lines, i.e. to a distance 38m from the centre line of Dartmouth Road.

Scheme 10. Derrell Road – parking restrictions

The proposal is to formalise parking in the vicinity of the new pedestrian build out by the use of access lines, bay markings and double yellow lines.

In response the following actions are proposed:

Scheme 1. Totnes Road / Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road

Totnes Road

- Reduce the loading ban to the area adjacent to the school crossing patrol.

Hayes Road

- Do not implement Hayes Gardens/Hartley Road junction
- Do not implement parking bays or double yellow lines to the west of the existing school Keep Clear markings due to impending redevelopment of this section of Hayes Road

Collingwood Road

- Do not increase the length of the double yellow lines by 2m North from their original location near the junction with Hayes Road

Willicombe Road

- Implement as advertised

Ebenezer Road

- Do not implement the double yellow lines outside 18 to create one extra space and readvertise as a parking bay

Merritt Road

- Implement as advertised

Scheme 4. St Michaels Road / Corsham Road / Climsland Road / Elmbank Road.

St Michaels Road

- Do not implement the double yellow lines outside properties 30 - 34 and re-advertise as a parking bay.

Corsham Road

- Implement as advertised

Climsland Road

- Do not implement the double yellow lines outside properties 23, 25 and 27 and re-advertise as a parking bay to create 2 extra parking spaces.
- Extend the parking bays to the side of property no's 76 and 78 St Michaels Road by a total of 4m (2m either end) to create 2 extra parking spaces.

Elmbank Road

- Implement as advertised

Scheme 7. Penwill Way / Whitley Road junction.

- Implement as advertised

Scheme 8. Broadlands Road / Footlands Road junctions.

- Implement as advertised

Scheme 9. Clennon Rise

- Implement the double yellow lines as advertised.
- Reduce the single yellow 8am – 6pm restrictions to the same length as the double yellow lines, i.e. to a distance 38m from the centre line of Dartmouth Road.

Scheme 10. Derrell Road

- Implement parking bays 23 – 29 as advertised
- Implement double yellow lines west side 13 – 17 as advertised
- Do not implement bays or double yellow lines outside 31 / 33 south

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Whilst consultation has been undertaken with major stakeholders, 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 a future meeting of the Transport Working Party for consideration.

A2.2 Remaining risks

A2.2.1 By making the best use of the available road space we will be able to formalise parking and therefore reduce the number of wasted journeys made by drivers as they search for on-street parking spaces. If these changes to the existing Traffic Regulation Orders (TRO) are not approved due to objections, these wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

A3.1 Do not implement the proposed alterations.

A4. Summary of resource implications

A4.1 Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with the residents, Council Ward Members and the Paignton Town Community Partnership Steering Group has been undertaken and positive feedback received. However following the advertising of the proposed changes to the Traffic Regulation Orders a number of letters of objection and one petition have been received.

A6.2 Further feedback is expected from the Ward Councillors as a result of a public meeting. This will be provided at the meeting.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

- Appendix 1 Detail the proposed changes to Traffic Regulation Orders
- Appendix 2 Copies of the correspondence received
- Appendix 3 Detail the revised changes to the Traffic Regulation Orders.

Documents available in members' rooms

- Appendix 2 Large scale versions of these plans will be available for members to view in the committee rooms prior to the meeting.

Background Papers:

The following documents / files were used to compile this report:

The Local Transport Plan 3 (2011 – 2016)

1:1500 Scale - St Michaels TAZ
Hayes Road/ Totnes Road,
Collinswood Road/ Willcombe Road/
Merritt Road/ Ebenezer Road parking restrictions

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of HMSO. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Torbay Council, LA093182, 2012.



KEY

Double yellow lines

No Loading at any time

No Loading 8am-6pm

Unrestricted parking (cars only)

Bus Stops

Access lines

School Keep Clear



1:500 scale - St Michaels TAZ-
Whitley Road - Parking Restrictions





1:1000 scale - St Michaels TAZ
 Broadlands Road/ Footland Road
 - Parking Restrictions

KEY

Proposed no waiting
 at any time.



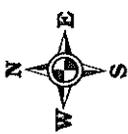
1:1000 scale - St Michaels TAZ
 Clennon Rise parking restrictions

KEY

Current no waiting at any time.

Proposed no waiting at any time.

Proposed no waiting 8am-6pm







Rossall Drive,
Paignton,
Devon

Telephone :

09th February 2012

Residents & Visitors Services,
Highways Management,
Torbay Council,
4th Floor Roebuck House,
Abbey Road,
Torquay.
TQ2 5TF

Reference :- Amendment Order No1 2012

Dear Sir or Madam,

We have no objection in principal to the No Waiting Restrictions in Totnes Road – Rossall Drive but have concerns about the 15 metre proposed.

Our garage with dropped kerb is on this corner, and we are worried that the restrictions may not quite reach this point, and so will encourage people to park on the end of the no waiting lines and so obstruct our garage entrance.

We would be most grateful, if you could advise us on this deep concern of ours. We have no problems with the restrictions reaching our garage entrance.

Please could you respond to this query we have.

Thank you for your valuable time

Yours sincerely

E-mail: _____

Tel: _____

13-2-12

Residents and visitor services
Highways management
4th floor
Roebuck house
Abbey road
Torquay
TQ2 5TF.

Control of waiting etc order No1 2012

I am writing to object to the above proposals insofar as they relate to Clennon Rise both as outlined in schedule 2 and schedule 3
This objection is made on the grounds that both proposals are idiosyncratic and an abuse of local authority powers.

I do not believe either proposal can be objectively justified but I do believe there is an obligation on the Council to demonstrate such justification before making such an order. It may well be that one or two frontagers do not wish people to park near their property but this cannot amount to justification.

I have looked to see if any road traffic hazards or obstructions are caused by parking in this road and can see none. Indeed it is a relatively quiet road and plenty of opportunity for vehicles to pass [even when parking occurs on both sides] given the frequency and disposition of property accesses and side roads. In short the proposals are unwarranted and not justified.

Might I suggest that the council would be better advised to legislate to stop vehicles for sale or motor trade sales advertising vehicles permanently parked along such roads as Dartmouth road [but also at Oldway, Long road and a host of other places.]

At a stroke this would clear any problem at Clennon Rise because as many as 14 spaces in Dartmouth Road are blocked off by the type of vehicles I have referred to.

Yours Sincerely

RECEIVED
09 FEB 2012

[REDACTED]
Clennon Gardens
[REDACTED]
[REDACTED]

ref. CLENNON RISE PARKING

7.2.12

Dear Sir,

I am writing to complain about the proposed parking restrictions for CLENNON RISE. These restrictions I feel are an over reaction. There should be no parking from the DARTMOUTH RD Junction to the entrance to Romelyn Gardens and also no parking on the other side of the road from its junction of DARTMOUTH RD to its junction with CLENNON PARK. This is essential as turning up into CLENNON RISE is very dangerous when cars are park at the bottom of road on both sides, especially if traffic is coming down the hill. However taking the parking restrictions up as far as its junction with CLENNON Gdns will encourage parking in CLENNON Gdns, already a narrow road, causing difficulty of access. I also feel the restrictions will be inconvenient for friends and relatives who wish to visit residents of CLENNON RISE. This seems the thin end of the wedge next there will be meters yet again the motorist being penalised.

Yours faithfully
[REDACTED]
[REDACTED]

- 6 FEB 2012

2 February 2012

Clennon Rise



Dear Sir

We wish to comment on the proposed parking restrictions for our road. We moved into our property last year and have a very steep drive which has limited use in poor weather conditions. We therefore rely on being able to park outside our property. Since moving in we have experienced issues where people park immediately opposite our drive and if we are parked outside our house the road is then blocked to other road users. It is for this reason that we believe the no waiting restriction (as we have highlighted on the enclosed map) is a good idea.

However we have noticed that the lower end of the road is used mainly by commuters who park there during the day and walk into the town or park there and cycle to work. At this time of the year there are not too many cars parked there but once the May 1st parking restrictions nearer to town are in place many more people park there. We believe that by imposing the no waiting restrictions this will result in those commuters parking outside the homes of nos 3,5,7,9 (and on the bend) and all along the road on both sides making the road even more blocked and dangerous as it is much narrower and steeper further up. Unless you bring in resident parking with the proposed changes you will simply be adding to the problem in the road.

If you visit the road during the evenings and at weekends you will see that the area is free of congestion and it is only during the day when commuters are parked there that there is parking problems.

We hope that you will reconsider the proposed ideas in favour of the residents who will find it even harder to park outside their properties if resident parking is not introduced as well as the new parking restrictions.

We welcome your reply.

Yours sincerely

CLENNON GARDENS.

14 FEB 2012

13th FEBRUARY 2012

RESIDENTS AND VISITORS SERVICES,
HIGHWAYS DEPARTMENT,
TORBAY COUNCIL, 4th FLOOR,
ROBBUCK HOUSE,
ABBAY ROAD, TQ2 5TF.

Dear Sir,

I write in regard of the displayed notifications proposing parking restrictions up Clennon Rise.

There is probably a need for no parking up to the entrance of Roundly Gardens for ease of access.

We are dismayed that once again either the council or yourselves seem determined to squander money on totally unnecessary schemes. I have never encountered any problems with cars, even trucks parked up Clennon Rise and resent the attempted invasion of ever more creeping urbanisation into quiet residential areas.

This whole yellow line system is Philistine, crypto military and plain ugly. Then there is whole matter of back-up for it in the form of idiotic posts telling us "not at any time" which could be a good slogan for the 'CAMELEGG' government! Next there will be privatised tin hitlers with ticket machines strutting around.

NO - PLEASE - ENOUGH OF THIS NONSENSE.

Please concentrate on rebuilding our roads as New Street has crevices which are death to old Minis. I notice the lines have been redone in Palace Avenue, on top of a third world road surface, why?

Parking space has been obliterated when the reverse should be encouraged - yes actually doing away with lines whenever possible to help our local economy by bringing people in. Life is going to get much more difficult when the big depression greets us, so please do not make things even more difficult than they need be.

Yours sincerely,

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

From: consultation

Sent: 03 February 2012 15:22

To: Clewer, John

Subject: UNCLASSIFIED: Parking

Hi John,

Just had a return from the St Michaels questionnaire they must have done an internet search.

Text follows.

Having just read the notices posted in and around our road and finding the link on the Torbay Council web site I am dismayed that the "Passing Zone" and Double yellow lines are directly outside our house in Climsland road. Not only do I find this unfair just to be singled out without at least someone discussing the matter with us directly I feel that the value on our house will be deminished as there is little enough parking in the area as it is, now we will be unable to park directly outside our house a really bad selling point if you ask me. We would really like someone from the Council to contact us to discuss the matter.

tel _____

INCOMING EMAIL

From: _____
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 08/02/2012 17:16:08
Subject: yellow line

Dear Sir/Madam,

I am writing this to object to the double yellow lines your department are proposing to under go out side our home at _ Climsland Road Paignton.

It would of been polite for someone from your department to speak to myself and my neighbours, or write to each and every one of us concerned.

The proposal of parking permits to my mind would be a good thing if the permits where just for Climsland Road and not for a mile radius which was proposed before. And only issue the right amount of permits to parking spaces.

Yours sincerely

†Climsland Road,

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

From: _____
Sent: 05 February 2012 08:52
To: Clewer, John
Subject: FW: Climsland Road

From: '_____
Sent: 03 February 2012 15:35
To: 'John.Clewer@torbay.co.uk'
Subject: Climsland Road

Hello John,

I have been trying to read the numerous flyers posted on umpteen lamp columns and road signs around our area without freezing to the spot.

I managed to find a link to the proposals in our area in regard to the TAZ in St Michaels Road area of Paignton, I was very dismayed to find that in Climsland Road a proposed Passing Zone to be marked out with double yellow lines is directly out side our house number _____

Not only do I find this very unfair to be singled out without at least someone discussing the matter with us directly I feel that the value of our property has been severely diminished due to the fact that there will now be absolutely no chance of parking directly outside. I understand that this luxury is not a right but at least there was the opportunity of a parking space.

We fully supported the proposal of resident parking permits which would free up parking spaces for residents in the area but with this Passing Zone you are taking away parking spaces! not improving the situation but making it worse.

I understand that the Passing Zone is proposed because vehicles park along both sides of the road and at certain times motorists have to reverse to let others through if this is the case then why has no other road in the area been penalised with a Passing Zone when vehicles are parked both sides? My wife and I have lived in Climsland road for many many years and have never witnessed a situation with frustrated motorists complaining that they had to reverse to let others through this zone is just not needed or required, if you asked some residents they would probably

say oh yes that is a good idea but not if you put the yellow lines outside my house!

I would like someone to explain to me the following please:-

- * On what information was the decision made that the road needed a passing zone.
- * On what information was the decision made that the passing zone needed to be where it has been proposed.
- * If the TAZ is there to improve access, parking, safety and the well being of the residents why are at least three parking spaces being lost when parking is at an all time premium.

The banning of large works vehicles parked would free up so many parking spaces in one go than miles of yellow lines.

Could someone please contact me either by phone or E-mail to discuss this situation?

Thank you.

Yours truly,

Climsland road,

mob

RECEIVED
16 FEB 2012

Footlands Rd.

14th February, 2012

Re: Amendment Order No 1, 2012 (posted on Footlands Rd)

Dear Sir/Madam,

I am writing to express my concerns re. this proposal. Parking for residents in this area is already very difficult and by restricting it even more, it will undoubtedly cause problems. If this goes ahead, please consider making a parking area/alternative arrangements for residents' cars.

Yours Sincerely

Subject: St Michaels TAZ

✓ Ebenezer Road

Email _____

Phone _____

Reference telephone conversation 8/2/12.

As we explained we were not notified of the public consultation held at Clennon Valley during September 2011 in respect of the St Michaels traffic Action Zone. After filling in and returning the POST CARD sized questionnaire which to be frank was a bit daft as there was very limited space to write anything useful.

After studying the proposed alterations I must say that to put Double Yellow Lines on Roads were nobody parks is nothing but a waste of MONEY that surely could be put to better use elsewhere.

The new Crossing poles installed in Totnes Road are themselves a DANGEROUS addition as any Pedestrian Standing at the Crossing are obscured by the Illumination of the Poles and are therefore not seen by Drivers. The added problem to this is Head lights of approaching traffic also obscure the Crossing as I have witnessed myself and know it to be fact.

The problem of Traffic using Ebenezer Road as a cut through is a Major issue as this is clearly signed Access Only and One way both of which are regularly ignored. The Money wasted on Double Yellow Lines could have been used in to Install a Narrowed Exit from Ebenezer Road into Totnes Road thereby Preventing Traffic from ENTERING Ebenezer Road from Totnes Road and People visiting CONWAY HOUSE Driving Straight into the Entrance from Totnes Road. Also used as a Turning Point by Drivers (mostly local MINICABS). Again I have had many discussions with the said Drivers over the Legality of such a Manouver. For the sake of Safety this needs to be Addressed.

As for the Public Consultation maybe the proposed work should be put on hold until the Public have been Consulted rather than Insulted. The claim that it was advertised on the Radio and in Certain Publications which I for one do not listen to the Radio or Read News Papers. The Money spent on that advertising could have been better used by Addressing a Card to the affected Households as in the previous Questionnaire.

Please acknowledge the receipt of this Email and inform me of any proposed Changes to this Area.

Regards _____

Residents & Visitors Services
Highways Management
Torbay Council
4th Floor Roebuck House
Abbey Road
Torquay
TQ2 5TF

27 January 2012

1 - FEB 2012

Dear Sirs,

**BOROUGH OF TORBAY (VARIOUS STREETS, PAIGNTON)
(CONTROL OF WAITING, LOADING AND UNLOADING AMENDMENT ORDER No 1 2012**

(iv) the north side from a point 3 metres west of the party wall of Nos 28/30 westwards to the party wall of Nos 24+36.

As per my address above the property I own is St Michaels Road where I have lived for . . . I have read the planned changes under Public Notices in the Herald Express and write to strongly object, in particular to plans to have a 'waiting' area outside my property.

Living in a house with no front garden means that my front door leads straight out onto the public pavement and that my sitting room window is within a couple of feet of the road; therefore the chair that I sit in to watch my TV or read the paper is also literally a couple of feet from the road. If the space outside my window is used for residential parking I know that the car is parked and is not about to move any time soon so I am able to enjoy being in my living room in relative piece; however as soon as a parked car moves and a space becomes available, cars drivers who are using the post office, shop or Chinese takeaway, begin to pull up and then drive away and this will continue until another resident parks in the space more permanently. The problem is that every time a car pulls up the car doors slam and then when the owners get back in the car the doors slam again and then there is the noise of the engines starting up and driving of and sometimes people even leave their engines running while they pop in for a paper or something; imagine if you would that this noise is happening the other side of the glass this is my sitting room window, and the takeaway is open until 11pm. I can't stress enough how disturbing the door slamming and engine noise is, when it is happening frequently, therefore allowing cars to 'wait' right outside my house will potentially create a living hell for me in the sanctuary of my home and this is why I strongly oppose these plans.

Regarding 'loading' and 'unloading', vans and lorries of course deliver to the shops, and I understand that specially designated space would appear advantageous; however I cannot imagine that the lorry drivers will use their new found loading & unloading space situated further along the road, when they can pull up right outside the shop (most of the deliveries are to Sunbury Stores) which is quicker and more convenient rather than carrying or wheeling their deliveries up and across the road. I also wonder how the proposed spaces are going to be policed as at present the double yellow lines outside No 30 and the Post Office always have cars parked on them, often over night, and no council parking operatives ever appear to penalise the perpetrators. Can I have assurances from the council that if any restricted parking does go ahead, that council parking operatives will be monitoring the spaces and penalise those who abuse the new restrictions?

I also hope is that if the council is set on implementing loading and unloading outside my house, that the hours of restricted parking will be set sensibly so that residents can still park during evenings and weekends.

I strongly urge you to consider what is genuine objection and a heart felt plea and I would be most grateful if you would kindly let me have a speedy response and details of your renewed plans.

Your Sincerely

1 - FEB 2012

Residents & Visitors Services
Highways Management
Torbay Council
4th Floor Roebuck House
Abbey Road
Torquay
TQ2 5TF

30 January 2012

Dear Sirs,

**BOROUGH OF TORBAY (VARIOUS STREETS, PAIGNTON)
(CONTROL OF WAITING, LOADING AND UNLOADING AMENDMENT ORDER No 1 2012)**

I posted a letter of objection plans for a 'Waiting' and 'Loading & Unloading' are outside my property to the above address on Sunday 29 January which I had composed, in haste after reading about the plans in the Herald Express (copy enclosed).

In my original letter I strongly objected to having 'waiting space' outside my home due to the proximity of my sitting room window to the road and the amount of noise coming from car doors slamming and engine noise from cars that would be continuously coming and going as late as 11pm.

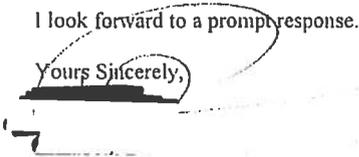
However having thought further about the plans I also wish to strongly object to vans and lorries using the space outside my home for 'loading and unloading' and for very good reason; a factor that had not come immediately to mind, probably because of the time of year in deepest, darkest winter, is the light and warmth that is generated from my sitting room window; my terraced house has one front room with a bay window which benefits from being south facing; this means that during the day I enjoy bright sunshine and plenty of warmth in the room, even in winter time when it's sunny – however if a van or lorry parks outside my window it blocks all the light and heat, plunging my sitting room into relative darkness; in addition my 'vista' changes from a rather pleasant view up York Road, to the side of a van or lorry, because my window is so low down that vans and lorries complete obscure my window; therefore if vans and lorries are encouraged to park outside my window this will seriously affect my standard of living in my home.

A second factor I considered is that, many deliveries to Sunbury Stores take place in the early hours of the morning, often from around 5.30AM; although I doubt whether most of the drivers would even use the loading & unloading space, because it's too far away from the shop, but if they do use the space it will mean that they will be making their early morning deliveries right outside my bedroom window, as my bedroom is also at the front of the house, creating yet another problem.

Therefore because of the light *and* heat problems that vans and lorries will create when parked outside my home and because of the noise from early morning deliveries and because of the objections already raised in my previous letter (attached) I strongly object to the plans for both waiting and unloading and urge you to reconsider these plans.

Any member of the council is welcome to come and visit myself and my husband at our home, where I will happily demonstrate how the plans will affect us.

I look forward to a prompt response.

Yours Sincerely,


YOUR REF: AH/SM

Residents & Visitors Services
Highways Management
Torbay Council
4th Floor Roebuck House
Abbey Road
Torquay
TQ2 5TF

8 February 2012

13 FEB 2012

Dear Sirs,

**BOROUGH OF TORBAY (VARIOUS STREETS, PAIGNTON)
(CONTROL OF WAITING, LOADING AND UNLOADING AMENDMENT ORDER No 1 2012**

(iv) the north side from a point 3 metres west of the party wall of Nos 28/30 westwards to the party wall of Nos 34+36.

I have already sent 2 letters of objection to the above plans; I have since had further thoughts about this issue that I wish to convey.

I write again today to raise another concern; when my husband and I bought a property on St Michaels Road in 2008 we bought a property that we were able to park directly outside; if the councils plans go ahead, our property will no longer have a residential parking space outside it. We have spent a great deal of money on home improvements over the past few years, with a view to putting the property up for sale once the economy starts to improve and the property market starts moving again.

I strongly believe that removing the residential parking spaces from outside my property will make it more difficult to sell the property and will effect the price that the property will eventually fetch.

I would like the council to answer a specific question. If the council decides to go ahead with these plans, despite my strong objections, will the council pay me compensation for the potential devaluation that putting a loading bay outside my home will result in?

I do have an alternative suggestion, which is to create a loading/waiting space around the corner from my home, rather than outside it. On the corner of St Michaels Road, opposite Sunbury Stores is a glass shop called Colourglaze; the pavement next to colour glaze the pavement is very wide and the road widens too; I feel there is ample space here to accommodate a loading/waiting bay and this way the loading/waiting bay will be positioned outside a commercial property rather than outside a residential property. In addition, the residents of St Michaels Road will also get to keep much needed residential parking spaces.

Finally I wanted to say that I have not had a chance to speak with my neighbours at number 32 St Michaels Road regarding this issue; however I felt it important to mention that 32 St Michaels Road is a rented property and therefore my neighbours may not have such strong opinions as my husband and I do about the councils plans.

I look forward to receiving a prompt reply.

Yours sincerely,

RESIDENT & VISITOR SERVICES -

HIGHWAYS MANAGEMENT.

TORBAY COUNCIL.

- 6 FEB 2012

6.2.2012

Dear Sir.

REF TO - Control of Waiting, Loading and unloading
Amendment order No 1 2012.

Schedule 2 No waiting at any time. Whitby Road / Penwill Way.
The schedule specifies. Whitby Road both sides from its Junction
with Penwill Way in a northerly direction for a distance of 13 meters.

Will you extend the proposed restriction and add an additional
45 meters approximately on the East side of Whitby Road to
a point past the block of 5 private garages and forecourt.

My reasons being. There is already a considerable amount of
unlawful parking by Penwill Way residents and others, the main
cause being too many vehicles per household. They park with two
wheels on the Pavement and often the complete vehicle causing
obstruction to Pedestrians, Mothers with prams, children, and
disabled persons buggys'.

Whilst I completely agree with the proposed no waiting
restrictions. I fear the problem of unlawful parking may occur
in other places once the order comes into force.

For example should any vehicle park opposite No 12, 14, 16, 18, Whitley Road which is only 4.800 meters wide no vehicle will be able to access these driveways.

Should vehicles park unlawfully with two wheels on the pavement, or straddling the pavement with two wheels on the road and two on the grass of the Visual Splay, access to these four properties and the block of private garages will still be impeded

I trust that common sense will prevail and prevent a future problem which can be easily remedied by including it within the present scheme.

Yours Sincerely



15/02/2012

RE: St Michaels Traffic Action Zone

Dear S. Clever.

This is a petition of 179 signatures, presented to you for and on behalf of the St Michaels Traffic Action Zone Scheme, and residents of the ward.

As you are aware I fought this case with you on a much smaller scale 3 years ago to the month and date back in February 2009.

This time the scale of your proposed amendments to AS STATED EVERY POINT ON THE TWO GREEN SHEETS, ALSO THE HERALD EXPRESS LISTING ON JAN 26TH 2012, to the following attached is just diabolical and disgraceful to the local community and the tax payer, also as the residents of the ward just remember we elect the council, the councillors and the officers on merit, to work for and on behalf of the client within the ward not the other way round.

As it's our tax payers money you continually squander on ridiculous road schemes, Paris Road Preston, Totnes Road is now so wide its dangerous at Tweenaway, it goes on and on you lot just don't have a clue.

I have had a huge response from the local community again at my door in Hayes Road, as they are so disgruntled with the following issues that are urgent that I will highlight to you, in amongst the petition as follows:

- Major road surfacing needs to be under taken on all of the roads below
- At least 50 potholes to be filled in
- Pathways to be resurfaced
- Overhang to be cleared from pathways to make it clearer and wider to see up and down and around corners
- Litter
- Dogs mess
- Lighting is disgraceful
- Anti social behaviour

As you can see just some of the issues that have been brought to light by door to door canvassing that I have done from over 500 residents within the following roads you have planned the road works order in:

- Elmbank Road
- Ebenezer Road
- Merritt Road
- Willacombe Road
- Collingwood Road
- Hayes Road
- Hayes Gardens
- Hartley Road
- Darrell Road
- Penwill Way
- Totnes Road

You have planned and reacted to a disgraceful questionnaire tick box that you sent to us all back in June 2011, by analyzing your findings to now a £200,000 works order for all of the areas see attached map:

As you are well aware if you try and get a bigger clearer copy printed off of the net its impossible so we have to decipher this appalling laid out small inaccurate map.

I have mail shot 500 homes and the response have been over whelming, they elderly sector of the ward, had no idea on how to decipher the green plans you have displayed around the place, as they are to dark and unclear, the young and families of the areas are concerned as their house prices will drop by anything from £5-10k if a lack of parking is incurred within our area, also this I discussed with an expert I have in property, and I will quote him if necessary.

Also I again have discussed this issue with the Police Traffic Liaison Officer and he had no idea of the proposed plans, he was disgusted to think that you feel it necessary to open up such a vast area to the local community around a school to make the health and safety of the young children and families greater than it its at present.

As statistics prove parked vehicles of any kind in any accessible road acts as a natural calming measure, as people have to slow down to give way and to adhere to the local conditions, and traffic calming measures that is present within that road at the time.

Also the opening up of such a vast area as your proposing will make the ever growing number of speeding motorists greater, the accident leveal that is zero at present will climb to 100% and the safety for the school kids and the eldery also families will be of greater risk walking and crossing our local area.

Again the canvassing from Roebuck House and the Council had been totally pathetic and a diabolic shambles, the feed back the residents have had has been zero, you did state in an early letter that you would advertise the open date of the scheme at Clennon Leisure Centre in the press this never happened as I have been back on their web site and its no where to be seen.

You should have advertised it within the ward of St Michaels not expecting us to go to the ward of Goodrington to view our road scheme it should have been at the Hayes Road School for viewing.

Also you did state you would contact us all re the date of this meeting, which you never did, just placing a rough September billing in our initial letter, also you have to realize now the herald is once a week publishing, many people don't buy it any longer or forget to buy it, also many of the elderly don't require or posses a computer for internet, so again your wrong in assuming this.

Your full scale plans of the area has not been on display to the public at any time for us to view at Paignton library, this is a utter disgrace, also you have broken the consultation rule of not sending a A4 coloured map to every house hold who will be affected within the areas of the proposed scheme to view and log their views, again a lot of back and underhand goings on to get this works order passed, without much fuss and agro, by not doing your job that we have put you all in place to do by working with us the locals of the area to get the best outcome for the scheme.

Many of the households that received my letter didn't even get a questionnaire from you the first they heard of it was when my letter went through their door, and there had been some very angry residents I can tell you.

The advertising act had been broken by you once again, as you have only displayed the green listings for 2 half weeks the legal ruling is (21days min) 3 weeks minimum and up to 3 months, also, you have not presented it in the local paper for 3 consecutive weeks, the advertising on the Torbay council web site had been disgraceful the clarity of your maps and proposals are horrendous to view or to even access. Also you never advertised it on Palm FM as I have a good contact there and he does the main advert listings he can't recall letting the public know of the meeting at Clennon.

Id also like you to take note that from your green signs both attached in this pack and the newspaper advertising of the planned proposals, you have not even managed to present 2 identical lists of the schemes that you wish to under take, please find both parts of the green sheet and the paper schedule included within this pack.

As before the feed back suggests that if you had canvassed on foot like I have you would have had a general feed back as follows to act upon which I will list below:

- A road calming scheme (Speed bumps and or chevron parking, staggered give way accesses)
- A 2 way split one way system, would make it so much easier for us all to use
- Chevron parking
- Access only(one way)
- New speed limits enforced
- Why the need for 7 bus stops in Hayes Road to many(As the company don't pay a rent to you for the space its out of courtesy that that have a space)
- The need for disabled parking as many of the spaces around need to be reviewed as they have died or have moved away.
- The fact the licences you will have to upkeep every year for the right to enforce the new yellow line proposals out weighs the cost of the plans you are trying to enforce around the area
- CPZ if need be you provide the initial bits we require for our areas and we would be in discussing over this issue with you in due course

As you can see I am submitting a petition of 179 signatures from all of the roads listed above and in conjunction of every point you have proposed within the Herald Express listings from Schedule 1 Revocations to Schedule 7 Motor Car Parking Only, and on the green notice board, also every point you have listed on the green signage from Schedule 1 Revocations to schedule 7 Motor Car Parking Only.

We have also been in discussion with a legal team as to where we stand on the loss of car parking and devaluation of property, and we can if needs be log a legal battle through the courts to gain compensation for the devaluation we would incur to our properties due to your drastic measures. This would cost more to you than £200,000 of road schemes you're proposing.

You have to realize if you walked the area and did your home work, there is less than a 5% area within the roads mentioned that even have a off road space a garage or a lay-by to use, so to do away with your stupid proposals will not just make congestion in other areas worse, it will bring crime back up as we wont have any visual aspect on our cars, also other residents in other areas will be fighting with each other for spaces, this ward had hardship and issues as it is ,not needed to make it worse by what your submitting.

We are in the process of discussions with Mr Wright of Hayes School to gain access to his hall for an opening evening as this is what all of the residents have asked for to put forward their views and proposals for our area ,also we will write to you the Councillors B.Davies, S.Brooksbank, B.Excell, R.Hill, .J.Clewer, P.Carney, MP A. Saunders, Mayor Elect G.Oliver also the local and national media through the paper the radio and television will be notified if you do not respect our wishes and attend a proper organized open meeting for us all to support in the correct and proper fashion.

We will be in contact with you within the next two weeks to confirm a booking for the School meeting and we do hope that all 8 of you have the respect and duty as elected for the ward and the bay to turn up and help resolve this issue, not make yourselves look silly and the system a total mockery, by not attending.

I'd also like recognition from all of you in form of a hard letter of receipt of my bundle and outcomes, as I will make sure it is signed and receipted for at office, and I wish for you to acknowledge the fact also.

Yours Sincerely

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke that ends in a small hook.



1

1:200 Scale - 21' Maximum T&E
Hayes Road / From Road
Catherine Road / Catherine Road
Merritt Road / Catherine Road / Hayes Road



KEY

- Display property lines
- No Loading at any drive
- No Loading (San-Spin)
- Unreserved parking (cars only)
- Bus Stops
- Access Ways
- School Drop-Off

Paignton
Devon

14.2.2012

Ref :- proposals for new road layout in Hayes
and surrounding area of St. Michaels.

Dear Mr Clewer,

Again my family and local residents find themselves subject to plans to alter our residential area, much to the annoyance and objection of the residents.

Yellow lining our roads and vital car parking spaces to the residents who have no where else to park is outrageous.

Opening up our roads to fast traffic to endanger childrens lives not to mention the elderly and adults How dangerous!

To top it off parking our vehicle streets from where we live, congesting other neighbourhoods (If we can find parking at all) will undoubtedly open up the community to vandalism and thieves. If you care to look back in your records a massive problem in the St. Michaels area only a few years ago - which has finally been controlled. i.e. Car damage and Car theft.

If our vehicles are parked away from our homes you can guarantee crime in our area will ultimately increase.

Please look at my plan for alternative measures in St Michaels. Which if implemented would allow everyone to park their vehicles

Safely, and our residents can be safe on our local roads.

The proposals would include a one way system for the following roads,

- 1 Hayes Rd
- 21 Gillingwood Rd
- 31 Willicombe Rd
- 41 ment Rd
- 5 Possibly Whitley Rd.

The teachers of Hayes Road School have school off road parking that they can use.

Also, the Headmaster Mr. Wright has previously arranged for parking & drop off, pick up zone for parents to Hayes School within the Hayes entrance of Loughton Zoo.

Making Hayes Rd a one way system accessible only to residents / emergency service deliveries. A permit parking zone. You would eliminate all congestion near the school entrance and down the length of Hayes Rd. As our street is very quiet when the school is closed.

Also narrowing the entrance to Hayes at the top entrance of Hayes Road and just past the turning to Gillingwood Road to upper Hayes Road would greatly reduce the speed of the traffic. Enabling our children to have safe access to and from school with easy visibility on our roads combined with safe spaces

ment road, one way traffic. you will be able to park vehicles and to send both sides of these roads without congestion as there will be no on coming traffic when your entering the Street. Reducing risks of accidents considerably.

On looking at my proposal map you will also see that to restrict parking around Hayes School would be a very dangerous idea AS the parking outside the School car park in Hayes Rd, Along with the parking the other side of the road at Hayes Rd and above ^{speed} greatly reduces the traffic in this zone.

To open up this particular zone would be waiting for a major accident to occur as I have witnessed many children leaving school run from the school car park onto the road only prevented from an accident by the cars parked both sides of the road, Along with either side of the car park.

Please look further into our car park issues and the safety of our pupils as there will be many very concerned residents and parents if ~~our~~ streets are opened up to vandals and fast moving traffic.

Re:- Putting our children's lives at risk.

We look forward to hearing from you with a positive response

Sincerely.

RED ARROWS SHOW DIRECTION OF TRAFFIC.

NO ENTRY

EXIT ONLY = NARROW EXIT

WHITNEY ROAD

HAYES SCHOOL

HAYES CAR PARK

SPEED Bump

HAYES MENS

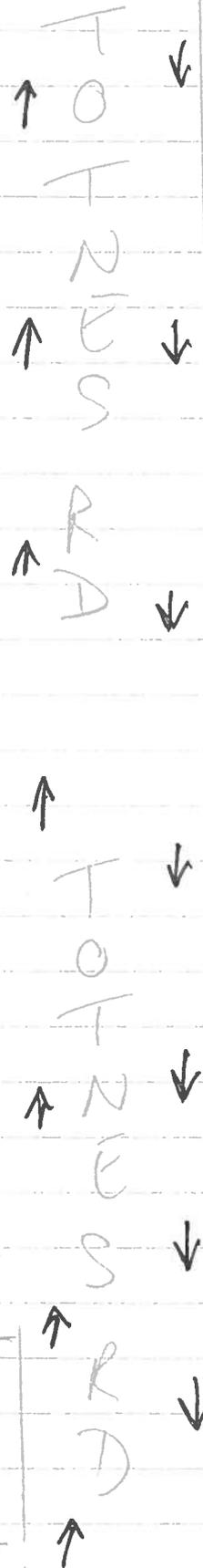
Access lane

ONE WAY
NARROWING
ROAD
ENTRANCE
INTO UPPER
HAYES RD

College Wood Rd

Willowbe Rd

Remie Rd



Collingwood Road
Paignton
Devon

RECEIVED
13 FEB 2012

C

Tel

Re- Control of Waiting, Loading and Unloading Amendment Order No.1 2012

I am writing to object to the Control of Waiting, Loading and Unloading Amendment Order No.1 2012 Schedules 1 – 7 and all paragraphs contained within.

My objections are as follows:-

1. Road Safety will not be Improved : To my knowledge there have been no road traffic accidents as a result of the present parking conditions in this area. Therefore I question any legitimacy on the grounds of road safety. If anything, with parents having to park further away when collecting children from school, it could be argued road safety shall be reduced.
2. Access for Emergency Services not Currently Impeded: To my knowledge the emergency services have never been impeded as a result of the present parking conditions and therefore I question the legitimacy on these grounds
3. Loss of Parking Spaces: A number of necessary spaces for parking will be lost. Where feasible this will force residents to make parking available in the front or rear gardens of their properties. With the loss of a large percentage of garden space this would not be carried out to improve the property (as it wouldn't), but out of necessity as a result of the proposed Order being implemented. I say 'where this is feasible' as having walked the area and taken notes, in many instances it is not feasible to make off road parking.. Even where it is feasible this could prove to be dangerous if there was an emergency in the household (bringing into question the emergency services being impeded). The cost of making off road parking has to be questioned. The majority of properties in this area are occupied by ordinary working class people, some unemployed and some elderly. These people cannot afford to pay for such work to be carried out, especially when they are not responsible for the reduction in spaces themselves. Therefore Torbay Council could be forced to compensate the cost of creating off road parking. This is something residents may be forced to push for if this work goes ahead and roadside parking is reduced.
4. Residents Objected Previously: It should also be known that residents in Collingwood Road, Hayes Road, Hayes Gardens, Hartley Road and Totnes Road have previously won an appeal against these measures the roads mentioned being introduced. This followed a successful petition being submitted. Therefore I question whether Torbay Council can overrule this decision by forcing through this Amendment Order as quickly as possible, when it has already been overturned once. I also raised this question (amongst others) when I received proposals for parking amendments in St.Michaels last summer. I have yet to receive a reply to my questions.

5. Detrimental Effect on Property Prices: This order will have detrimental effect on local property prices. Although the roadside parking in this area is not perfect, on the majority of occasions it is adequate. As an estate agent put it 'Currently there is adequate roadside parking'. If these restrictions are introduced it will impact on this, and therefore 'adequate roadside parking' would not exist in the area or on estate agents literature. Thus the value of properties shall be reduced. Therefore Torbay Council could be forced to compensate the owners of properties. Again something property owners will push for if necessary.

Yours



13 FEB 2012

Collingwood Road
Paignton

Tel

Re- Control of Waiting, Loading and Unloading Amendment Order No.1 2012

I am writing to object to the Control of Waiting, Loading and Unloading Amendment Order No.1 2012 Schedules 1 – 7 and all paragraphs contained within.

My objections are as follows:-

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Yours



- 6 FEB 2012

Totnes Road
PAIGNTON
Devon

5th February 2012

(Control of Waiting Loading and Unloading) Amendment order 1 2012

Dear Sir/Madam,

I am writing concerning the recent traffic and parking proposals that are affecting the area in which we live.

I would like to know why these proposals have been put forward, is it to improve the traffic flow and congestion?

I am strongly objecting to all the restricted parking proposals that have been put forward for this area, Totnes Road, Hayes Road, St Michael's area and all the side streets in between. I would like to point out that all the houses that would be affected by these proposals are terraced with no private driveways or garages, therefore everyone has to park on the streets around. We ourselves live on Totnes Road we are a family and have to use the side streets to park our car which up to now has never been a problem. There are many young families and old people who live in this area who also need to park not too far away from their properties. In many of the streets mentioned there are already people with disabled bays which hopefully will not be affected.

I realise that roads get more congested with Hayes school being there, but this has been there for many years and as previous governments and councils have encouraged people to choose schools outside their area of living, this in itself has increased the amount of traffic dropping off school children. Maybe Torbay needs to go back to the times of children going to their local school so that the majority are able to walk there and back, thereby reducing the traffic on the roads.

I also feel that the way in which the proposals have been made and the way the community are able to respond to these proposals has been very narrow. I believe a leaflet drop to all the houses to be affected by these changes should be made. With pictures and diagrams of the streets involved so that people can see and understand clearly what is being proposed. Even a website with the information accessible to all would be a help. The community could then be asked to voice their opinions by email, face book and twitter or a questionnaire that could be returned giving everyone an equal chance to respond. To advertise the proposals on lampposts high up and in small print with no clear understanding of what's being suggested is actually more confusing than informing! Trying to jot down addresses and amendments is quite difficult. I know that the plans can be viewed in more detail at the library or town offices but if you are working during the week this is not possible and yesterday (Saturday), when I popped into Paignton library to look at the plans there was no sign of them!

I would like to point out that people don't park in these streets and go into town, so the parking restrictions will only affect the local community and school users. Where exactly are the people that live in this area, and myself expected to park our car? I have noticed that on the roads just outside of the proposed areas where people have driveways and garages there are no restricted parking proposals.

I do however have some proposals of my own;

- I would like to see a leaflet of clear, informative information sent to all the houses to be affected by these proposals, so that everyone knows of the changes that could take effect.
- More up to date methods to be employed so that people can voice their opinion either through questionnaire, email, face book or twitter.
- **A one way traffic system around the area, especially up the side streets and Hayes Road, would be much more beneficial and would not create parking problems for the locals but would still help traffic flow and ease congestion.**
- **A 20 mph speed limit be imposed on Totnes Road near Hayes School up to Tweenaway lights especially during school morning and afternoon runs, when children and families are using the roads in high numbers.**
- **A speed camera should be installed on Totnes Road to enforce this speed limit and would also prevent cars and motorbikes zooming up and down the road late at night.**

I hope that the community will therefore be consulted properly with these restricted parking proposals, I would like to know why they have been proposed and where households especially those living on Totnes Road and at the ends of the streets where there will be no parking, are expected to park their cars.

Yours faithfully

(Copy to Torbay Council & copy to local MP Mr Adrian Sanders)

Totnes Road
PAIGNTON
Devon

RECEIVED
13 FEB 2012

11th February 2012

Dear Mr A Hooper,

St Michaels Traffic Action Zone (TAZ), Paignton

Many thanks for your recent letter and for some of the information that I have been able to follow up. I can see the reasons behind the St Michaels Traffic Action Zone (TAZ) Paignton are with good intention, ie. making the area safer for everyone.

However I would still like to ask, where are local residents expected to park their cars when they have no private driveways or garages?

With all the parking restrictions proposed to be imposed, many people will not be able to park near their houses or anywhere hardly in the area, how will this help young families, disabled and the elderly? I myself cycle to work, but we do have a car that we need to park somewhere especially throughout the day, when it is not in use.

Also where are families expected to park when dropping off and picking up their children at school? I realise that the roads get very busy at these times but I cannot see where all the cars that are usually lined up on Totnes Road at 3pm are expected to go. I do feel a 20mph speed limit in the area would be much safer both for the Hayes Road school students and also for the students from Paignton Community and Sports College.

Thank you for your time,

Yours sincerely,

RECEIVED
06 FEB 2012

Hayes Gardens
Paignton
Devon

Tel:

31/01/2012

Residents and Visitors Services
Highways Management
Torbay Council
4th Floor Roebuck House
Abbey Road
Torquay
TQ2 5TF

Re: - Notice of Proposals Control of Waiting St Michaels Paignton
Schedule 7 Motor Car Parking Only

Dear Sirs,

I am writing to most strongly object to your proposals regarding no waiting restrictions for cars in the St Michaels area of Paignton, as published in your notice of proposals in the Herald Express, Thursday 26th January.

In putting forward these proposals I would ask if you have taken into consideration where the displaced vehicles are going to park and the impact that this is going to have on an already difficult situation for residents parking?

My particular concern is Hayes Gardens.

To understand the situation you need to observe the parking patterns after 6pm weekdays and at the weekends. You will see that hardly a vacant parking space is available.

We the residents are well aware of the parking problems and in the main sort out any issues ourselves. At the moment with the available parking, although not ideal, it sort of works.

What puts real pressure on parking is the parking of non-residents cars and works vans and your proposals are going to seriously compound this.

I appreciate that your proposals are in the spirit of road safety but are the extensions to the existing yellow lines around the Hayes Road and Hartley Road junction going to make it safer? I cannot recall any accidents in this area caused by the parking. The main issue here is the speed of traffic in the straight section of Hayes Road from the Ebenezer Road junction up past the school to the Penwill Way junction at the top. This has not been addressed

The plan appears to be yellow lines around the junctions regardless of any understanding of the parking and traffic issues in the street. Why try and fix something that's not broken and create a problem in the process. It's the residents who then have to live with the problems.

Pressure is also being put on this area by the increasing numbers of shoppers and town centre workers parking here due to of the loss of car parking and restrictions in the town centre. This will inevitably increase as further restrictions are introduced e.g. Sands Road.

Surely a more constructive process would be proposals for residents parking only in these streets around St Michaels.

I would ask you, as I am sure would the majority of residents in this area, to think again about your proposals and its effect on the overall parking situation.

Yours Faithfully,



Residents & Visitors Services
Highways Management
Torbay Council
4th Floor Roebuck House
Abbey Road
Torquay TQ2 5TF

RECEIVED
U 2 FEB 2012

Dear To Whom It May Concern,

I am dismayed at your proposal to restrict so much parking in the St Michaels area of Paignton. I know some areas are really bad but much of that is due to bad and inconsiderate parking of drivers and these drivers should be dealt with accordingly.

Trouble is, in Merritt Road you have around 39 flats alone if they all own a vehicle or even two perhaps where are they all supposed to go?

I live in Willicombe Road and have done for the last years and the parking has always been busy, one car vacates a space and another comes around the corner and fills it up.

We have cars from Ebenezer, Merritt, Totnes, Collingwood Roads, Manor Terrace and the Gurneys parking in this road as well as the people who live here if they are lucky enough to get a space with no problems. During the week we have Hayes road school parents twice a day parking here as well as people who shop in town.

Evenings and weekends are different because if you do not do a nine to five job and not work weekends you will not be able to park any where close to where you live I know nobody can expect to park right outside their own home but to be close would be nice so you can keep an eye on your vehicle.

I know lorries and large vans have trouble tuning left out of Merritt Road onto Hayes road because people are always parking both sides of the road and that sometimes includes transit vans which we all know is wider than a car but I do think there should not be any parking at all on the north side of Hayes road between Collingwood and Ebenezer as the road is too narrow and the buses have to squeeze through a lot of the time.

My point is why put no parking at sites where there is not really a problem because I know some of the people in this area will not take any notice of parking restrictions anyway. As always the majority will suffer because of the minority and I would like to think you will look at some of the proposals again to see if you can make some changes to your plans.

Willicombe Road,
Paignton,
Devon

INCOMING EMAIL

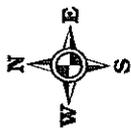
From: Planning <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=DEVELOPMENT/CN=PLANNING>
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 31/01/2012 08:38:31
Subject: FW: against parking alterations around Hayes gardens and Colingwood road

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

From: _____
Sent: 30 January 2012 20:29
To: Planning
Subject: against parking alterations around Hayes gardens and Colingwood road

I am commenting on the proposed planned extra parking restrictions on the end of hayes Gardens, Colingwood Road, hayes Road, and elsewhere in the area. I am opposed to reducing the parking in these residential streets, as there will not be enough parking places at night then. This will cause people to block drives, double park or get tickets, where they have up till now always parked. If reduction must be made in residential back streets due to visibility issues leaving junctions, just reduce it by one car space, not 4.

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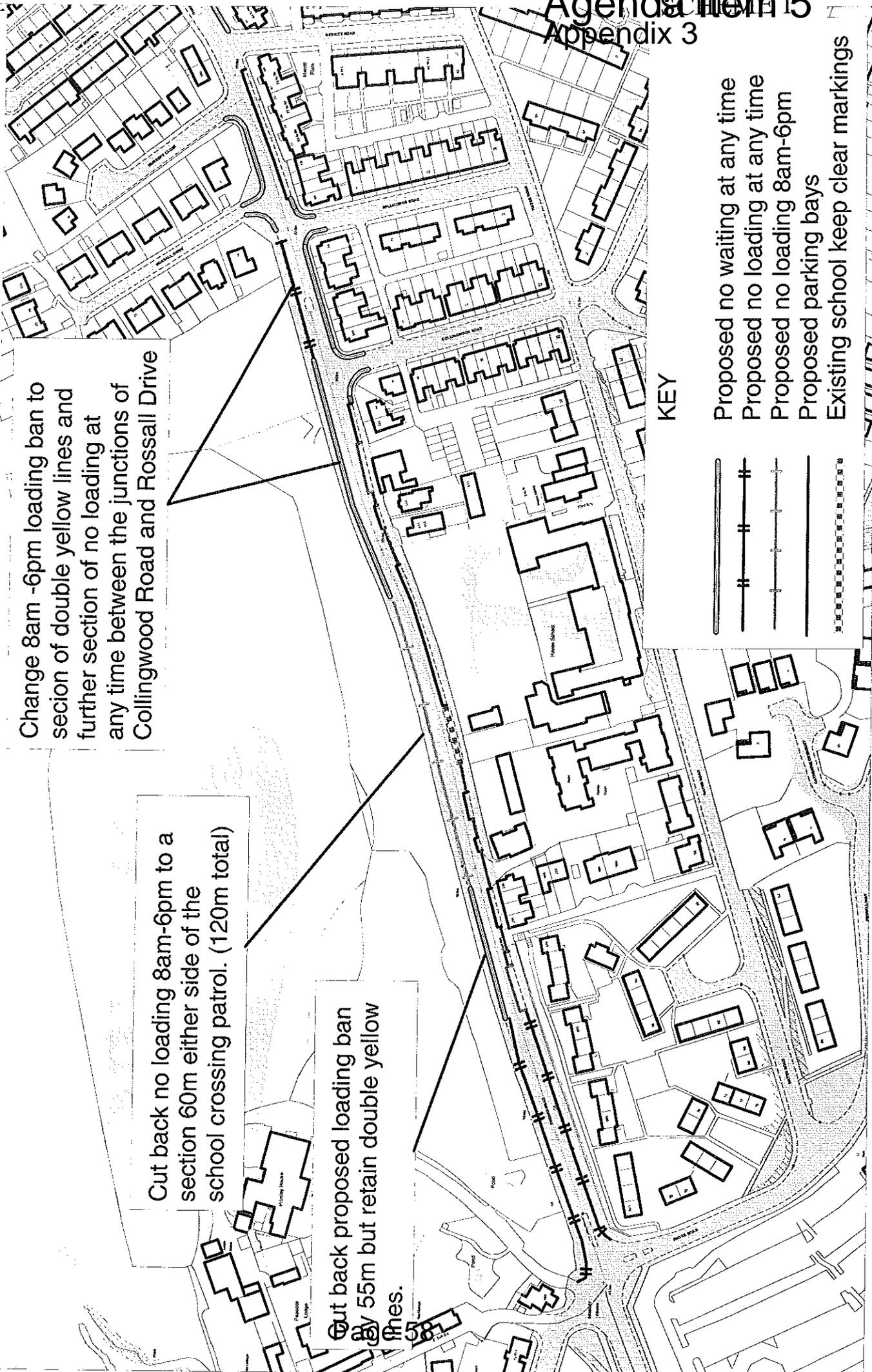


1:2000 Scale - Revised changes-
St Michaels TAZ- Totnes Road,

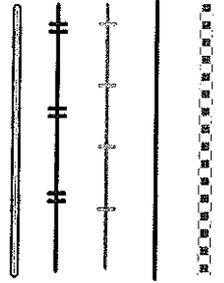
Change 8am -6pm loading ban to section of double yellow lines and further section of no loading at any time between the junctions of Collingwood Road and Rossall Drive

Cut back no loading 8am-6pm to a section 60m either side of the school crossing patrol. (120m total)

Cut back proposed loading ban by 55m but retain double yellow lines.



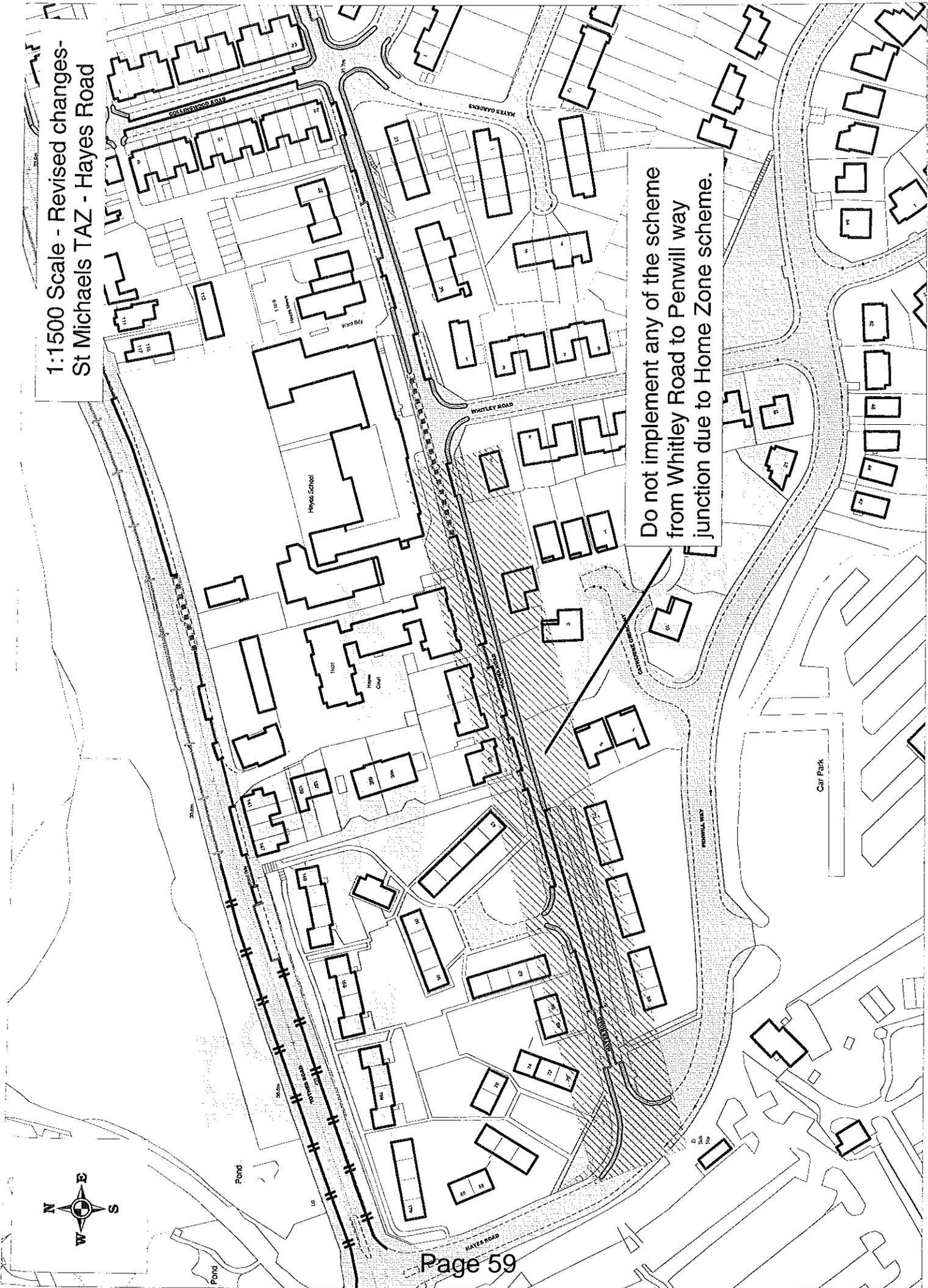
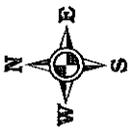
KEY



- Proposed no waiting at any time
- Proposed no loading at any time
- Proposed no loading 8am-6pm
- Proposed parking bays
- Existing school keep clear markings

1:1500 Scale - Revised changes -
St Michaels TAZ - Hayes Road

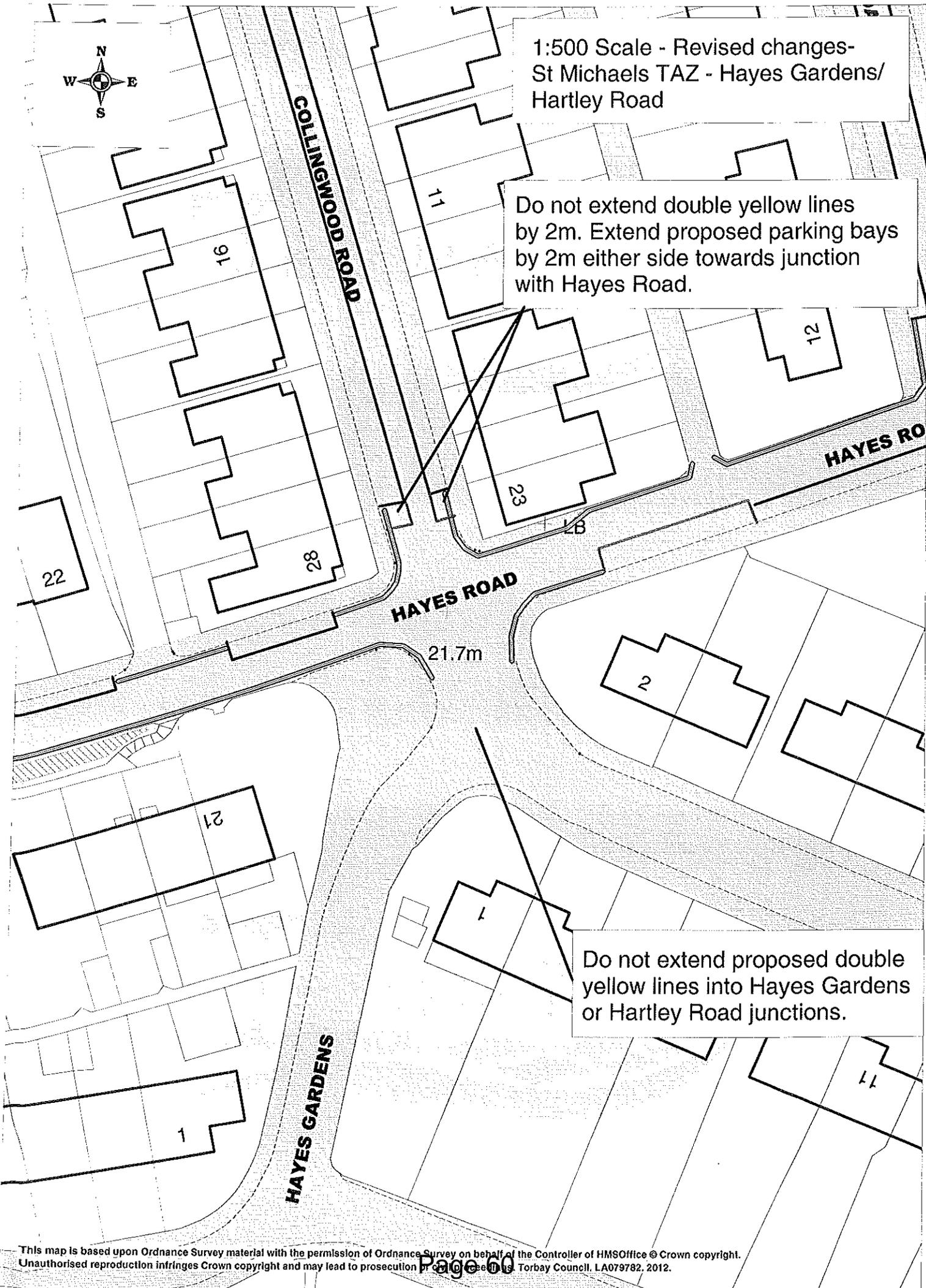
Do not implement any of the scheme
from Whitley Road to Penwill way
junction due to Home Zone scheme.





1:500 Scale - Revised changes-
St Michaels TAZ - Hayes Gardens/
Hartley Road

Do not extend double yellow lines
by 2m. Extend proposed parking bays
by 2m either side towards junction
with Hayes Road.



Do not extend proposed double
yellow lines into Hayes Gardens
or Hartley Road junctions.



1:500 Scale - Revised changes-
St Michaels TAZ- Ebenezer Road



Do not implement double yellow lines
outside 18 Ebenezer Road and extend
proposed parking bays in front of it.

1:500 scale - Revised changes -
St Michaels TAZ - St Michaels Road



ST MICHAEL'S ROAD

Remove proposed double yellow lines for a length of 11m and make cars only parking.

KEY

Double yellow lines

Proposed parking bays

19

16

20

22

26

28

PO

26a

31

27

04

35

2

34

49

52

51a

51

25

23

23a

25

407

BT

11C'8

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1:500 scale - Revised changes -
St Michaels TAZ - Climsland Road



CORSHAM ROAD

CLIMSLAND ROAD

Remove proposed double yellow lines for a length of 11m and make cars only parking.

Extend proposed parking bays by 2m either end on both sides of the road to create 2 extra parking spaces.

ST MICHAEL'S ROAD

KEY

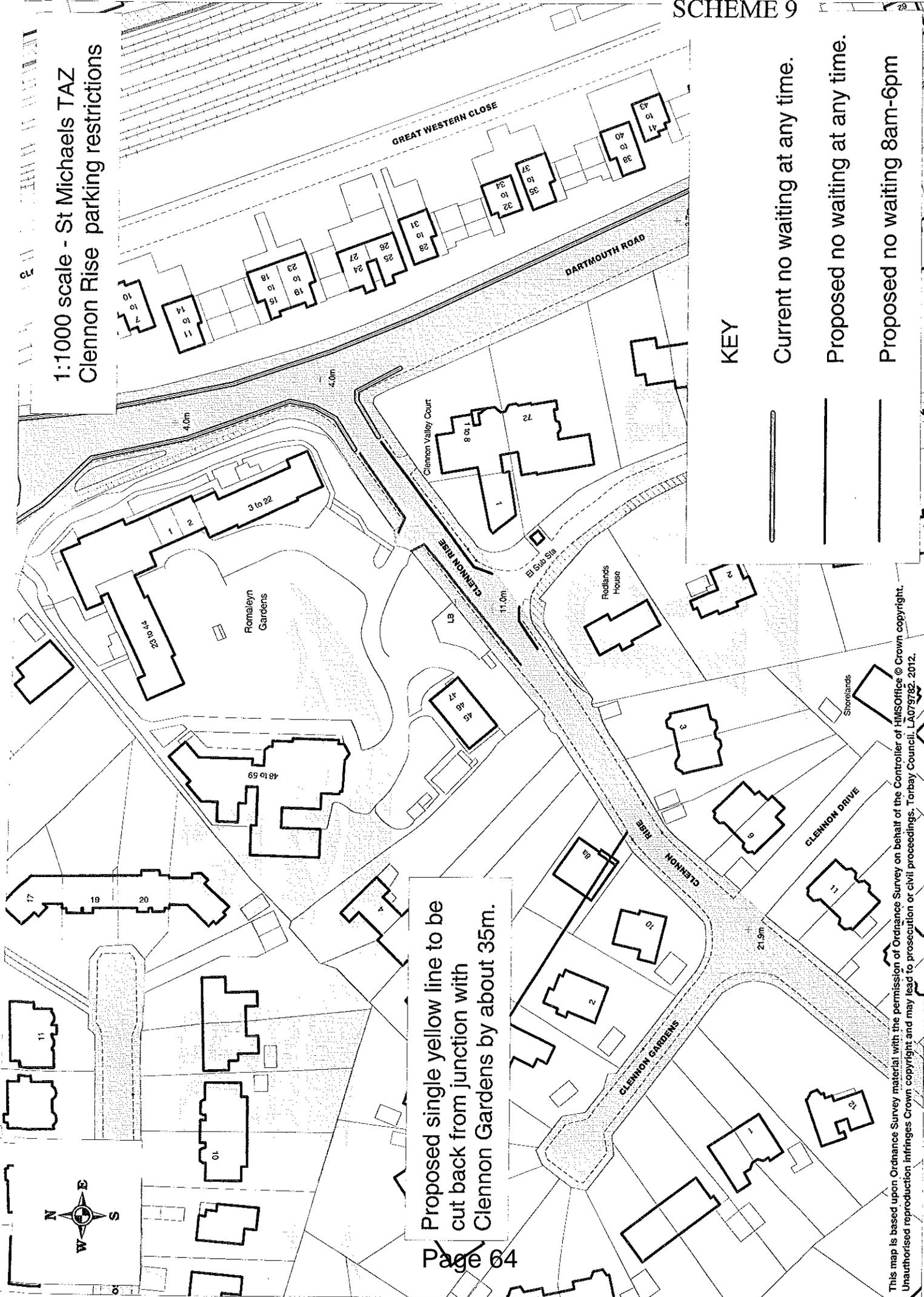


Double yellow lines



Proposed parking bays

1:1000 scale - St Michaels TAZ
Clennon Rise parking restrictions



Proposed single yellow line to be cut back from junction with Clennon Gardens by about 35m.

KEY

-  Current no waiting at any time.
-  Proposed no waiting at any time.
-  Proposed no waiting 8am-6pm

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1:500 scale - Revised changes-
St Michaels TAZ - Derrell Road



Depository

Do not implement proposed parking restrictions from beyond 29 Derrell Road to Hartley Road.
Run double yellow lines only as afr as access into Recreation grounds.

DERRELL ROAD

KEY



Proposed no waiting at any time.



Proposed Parking bays (cars only).



Title: **Windy Corner – Proposed Junction Improvement**

Public Agenda Item: **Yes**

Wards Affected: **Churston with Galmpton**

To: **Transportation Working Party.** On: **29th March 2012**

Key Decision: **No** How soon does the decision need to be implemented **Jan 13**

Change to Budget: **No** Change to Policy Framework: **No**

Contact Officer: **Ian Jones – Principal Engineer**

☎ Telephone: **01803 207835**

✉ E.mail: **ian.jones@torbay.gov.uk**

1. What we are trying to achieve and the impact on our customers

1.1 To consider the most appropriate option to improve traffic flow through the junction of the A379 and A3022 at Windy Corner.

2. Recommendation(s) for decision

2.1 That Option 2, the use of part of an existing section of Bascombe Road to create a southbound lane be progressed to implementation with the alterations as detailed in Appendix 3 to this report, and for monitoring of the Langdon Lane Junction to be carried out before and after implementation.

3. Key points and reasons for recommendations

3.1 A study was carried out in 2004 to identify improvements that could be made to the Windy Corner Junction. This recommended 2 options, which were consulted on at that time.

- 3.2 The Transportation Working Party recommended progression of the option (referred to as 'option 1' in this report) to widen the southbound approach by taking a section of Churston Common.
- 3.3 The proposed land exchange required to implement option 1 has been advertised and has resulted in a large number of objections being received.
- 3.4 Following a request from the Executive Lead Member for Safer Communities and Transport, the Churston, Galmpton and Broadsands Community Partnership have been requested to carry out a further consultation exercise to recommend a preferred option for a scheme to be progressed.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

- A1.1 A study into options for short and long term options was carried out in 2004 by Torbay Council's former partner consultant to evaluate potential improvements to the Windy Corner Junction. A consultation event followed in 2005 to ascertain views of both affected residents and commuters on the preferred option for an improvement scheme for the junction.
- A1.2 The study identified 2 options for improvements that would provide the required level of benefits for short term growth (estimated traffic levels at 2011). Option 1 was for a lane widening to a section of Dartmouth Road taking a section of Churston Common to provide additional length to the south bound approach lanes. Option 2 provided the same outcome but was achieved by taking part of the existing junction with Bascombe Road to create an additional lane in the north bound direction.
- A1.3 Following the consultation, the results were presented to the Working Party, which although there was not a high response showed more support for option 1. The Working Party recommended that this option was taken forward to be implemented.
- A1.4 In order to progress this option an order was advertised to request the Secretary of State to authorise the exchange of some common land with some existing Torbay Council owned land in the vicinity. The advertisement resulted in over 200 objections and this level of objection would be likely to have required the Secretary of State to hold a Public Enquiry prior to making any decision.
- A1.5 The majority of the objections were from residents in the Galmpton area due to the loss of amenity space.
- A1.6 Following discussions with the Ward Members, the Executive Lead Member for Safer Communities and Transport requested that officers allowed the Community Partnership to carry out a further consultation on the options in order that a preferred scheme could be put forward by the local community. Officers did not have a particular preference over the 2 schemes as they both provided the same desired outcome.
- A1.7 A consultation event was held in November 2011 at which the 2 original schemes were presented along with a third option which showed option 1 with a reduced land take to the Common on the western side. The Galmpton Residents Association (GRA) also put forward a potential 4th option which proposed providing additional forward lanes to the junction.
- A1.8 An indicative plan for option 1 is attached in Appendix 1 and for option 2 in Appendix 2.
- A1.9 Following the Churston, Galmpton, and Broadsands Community Partnership (CGBCP) consultation officers were advised that option 2 had been substantially preferred, however this was with a few issues that were requested to be looked at further. The issues included re-alignment and priority changes to the junction with Bascombe Road, re-location of the proposed bus stop closer to its present

position and the agreement on pre and post construction queue testing of the side roads, especially Langdon Lane.

- A1.10 An outline plan based on the recommendations listed by the CGBCP was produced and returned to them for comment. It should however be noted that the bus stop is shown in a constructed bay, however this could be marked on the carriageway to reduce loss of common land, however this would affect the performance of the junction. A copy of the revised option 2 drawing is included in Appendix 3.
- A1.11 Officers were also made aware that the GRA also showed support for their 4th option. Officers have however had the opportunity to review this and would advise that although the proposal had some merits, it would require the acquisition of some private land, may require major service diversions and will also require some land take from the common for the scheme to work effectively. Officers would therefore advise that this option is not deliverable in the short term and is not recommended for progression at this time; however the basis could be looked at in the future to provide further long term improvements to the 2 original options.
- A1.12 The issue of queuing from Langdon Lane has been identified by some residents along with the potential for increased difficulty in exiting the junction. The revised plan does not show any alterations to the junction, however officers would carry out a before and after study of waiting times for vehicles exiting the junction and if a significant increase in waiting times are observed look to make alterations. It should be noted that any additional traffic signals in the vicinity would have a significant impact on the capacity of the junction.
- A1.13 Members should also be mindful that more than 7 years has now lapsed since the original study was carried out and that means that we are already at the point in time that the study had designed short term improvements for. There may therefore be a case to consider whether the implementation of the short term options is cost effective at the present time and whether a more long term solution should be progressed.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.1.1 The preferred option will still require the acquisition of some common land. The consultation showed that there were a number of residents who felt that no action be taken. The acquisition of the land will require an order from the Secretary of State to which there are likely to be some objections. This may result in a public inquiry being required and may result in further delay.
- A2.1.2 The consultation also showed a significant level of concern regarding the perceived difficulties in exiting Langdon Lane. The preferred option has a requirement to carry out pre and post monitoring of queuing times for vehicles exiting the junction. There is a risk that if queuing and delay increases following completion of the scheme that further improvements may be requested. This would result in additional expenditure and have a detrimental effect to the performance of the junction.

A2.1.3 The proposed schemes were prepared as short term solutions accounting for traffic growth up to 2011. As the period for growth has elapsed there may now only be a relatively short period before further capacity to the junction will be required.

A2.2 Remaining risks

A2.2.1 Windy Corner already suffers from significant peak time delays. If improvements are not implemented congestion in this area is likely to increase.

A2.2.2 Congestion at Windy Corner may be seen as a barrier to future economic growth along the Western Corridor and to Brixham.

A2.2.3 The improvements will allow for improved pedestrian crossing facilities at the junction. The current layout does not enable crossing facilities to be improved and therefore if the junction improvements are not carried out, pedestrians in the area will continue to be disadvantaged by the lack of controlled crossing facilities.

A3. Other Options

A3.1 Option 1 could still be progressed in accordance with the original recommendation of the Working Party. Officers have produced an alternative version which takes less common land from the western side, however this would still require the order as advertised to be taken to the Secretary of State who is likely to require a public inquiry.

A3.2 Members may consider that due to the time which has now lapsed that the scheme be reconsidered in its entirety to take account of the long term traffic growth. This would mean that a scheme would not be delivered in the short term and would require the allocation of additional future funding.

A4. Summary of resource implications

A4.1 The scheme would be implemented by officers within the Streetscene and Place business unit and be funded from Growth Points Capital allocations with the possible use of section 106 planning contributions.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 The implementation of the scheme will contribute to a reduction in traffic congestion and an improvement to air quality in the area.

A5.2 The junction improvement will provide improved pedestrian crossing facilities which will benefit vulnerable members of society who have difficulty in accessing the local facilities in the area. It will also improve access to public transport.

A5.3 The improvement would result in the loss of some existing common land, which would be a reduction in amenity space.

A6. Consultation and Customer Focus

- A6.1 The Windy corner junction study and proposals have now been subject to two separate consultation processes.
- A6.2 The recommendation in this report is based on the response from the CGBCP following the most recent consultation event. The response from the Community Partnership is attached in Appendix 4.

A7. Are there any implications for other Business Units?

- A7.1 The acquisition of land will require a legal order to be made by the Secretary of State. Legal Services will be required to progress the issues relating to the order.

Appendices

- Appendix 1 Indicative Plan of Windy Corner Option 1.
Appendix 2 Indicative Plan of Windy Corner Option 2.
Appendix 3 Indicative Plan of Option 2 – Alternative Version.
Appendix 4 Copy of Consultation response from CGBCP

Documents available in members' rooms

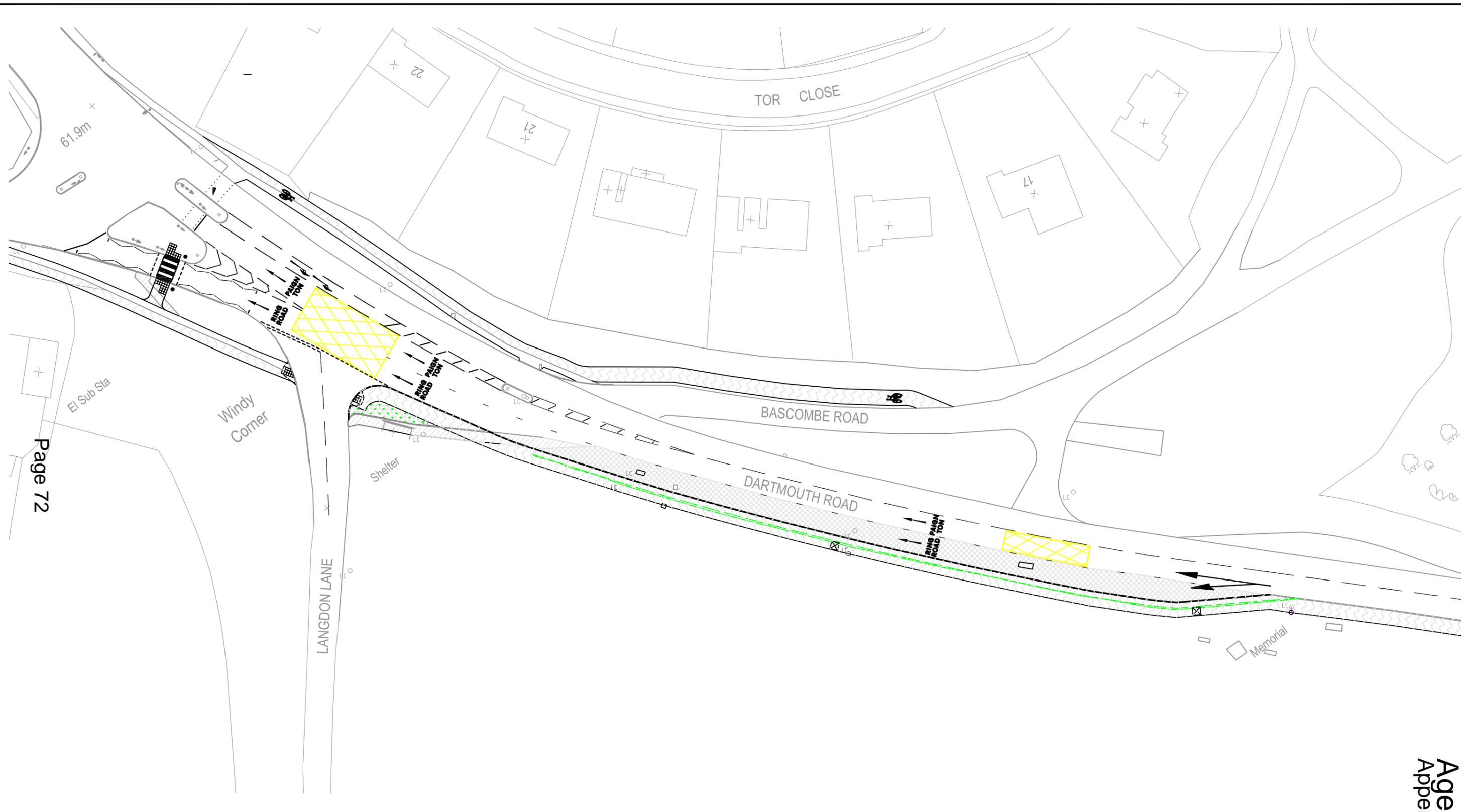
None.

Background Papers:

The following documents/files were used to compile this report:

Local Transport Plan 2005-2011
Local Transport Plan 2011-2016

Windy Corner Junction Study Report – 2004 prepared by Parsons Brinckerhoff

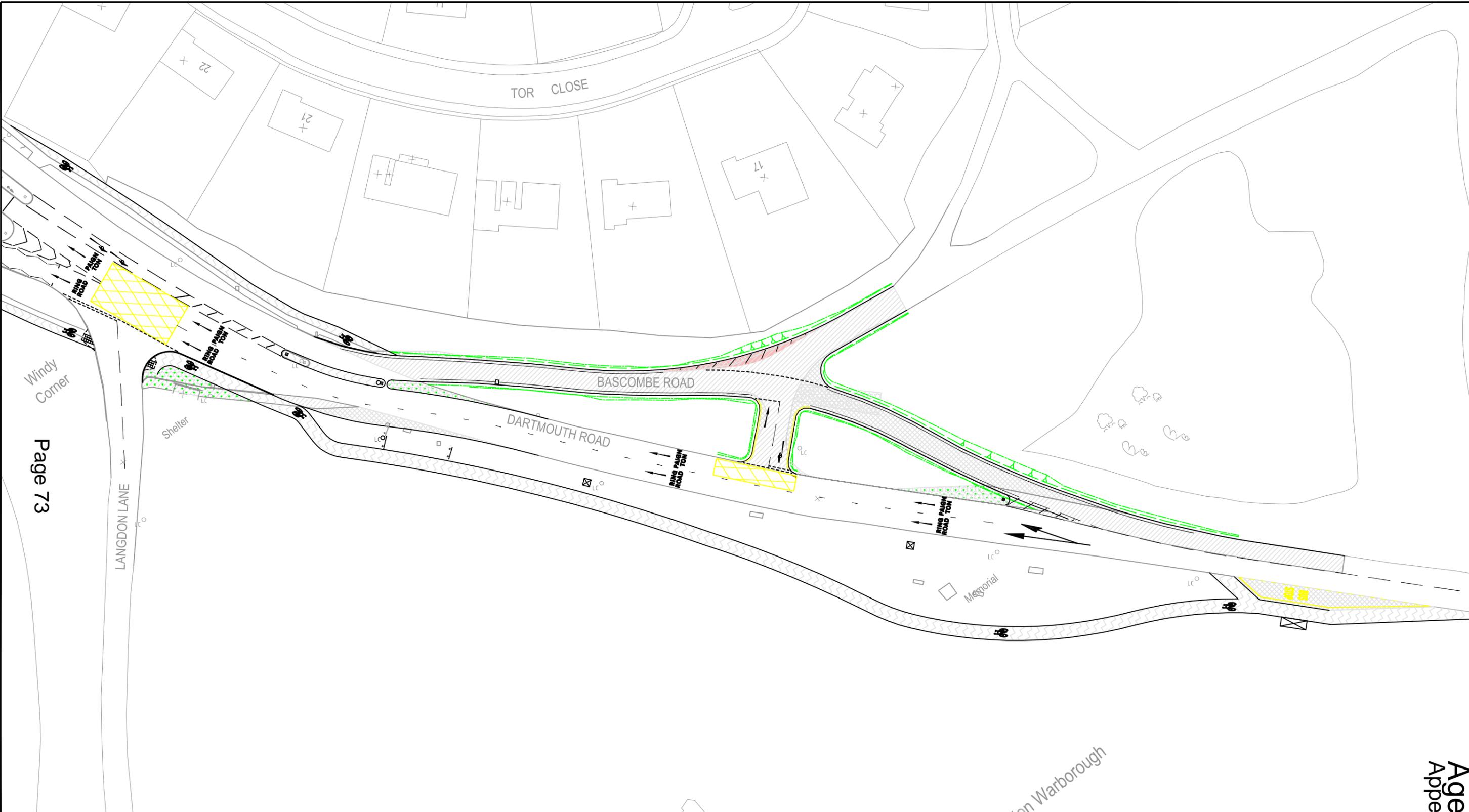


RESIDENT AND VISITOR SERVICES
 4th FLOOR, ROEBUCK HOUSE,
 ABBEY ROAD,
 TORQUAY
 TQ2 5TF
 Telephone 01803 201201

DRAWING TITLE
**Windy Corner
 Option 1**

No.	Date	Revisions

drawn SG	scale NTS
traced	acad ref
checked	
date March 2012	
drawing number Appendix 1	



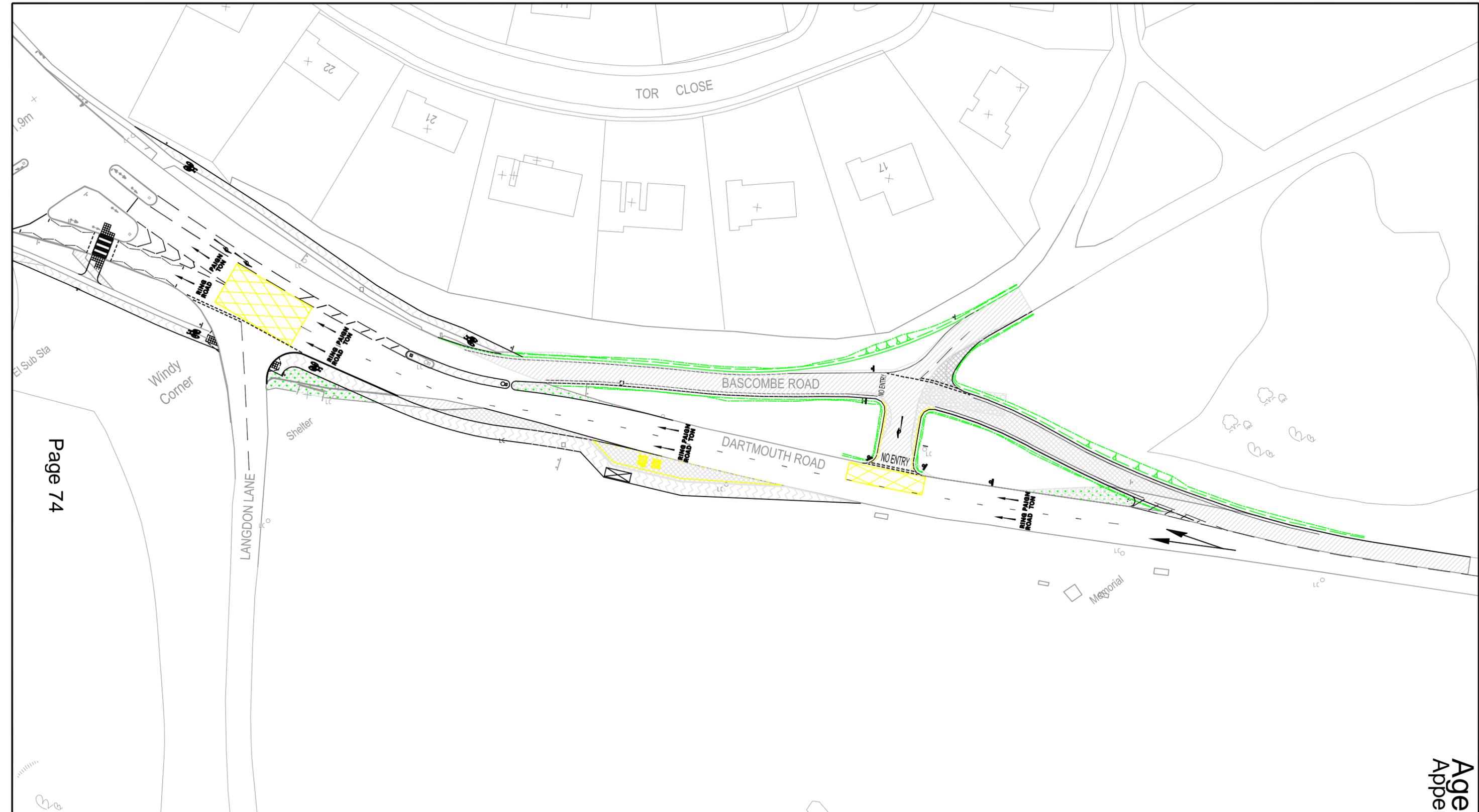
RESIDENT AND VISITOR SERVICES
 4th FLOOR, ROEBUCK HOUSE,
 ABBEY ROAD,
 TORQUAY TQ2 5TF
 Telephone 01803 201201

DRAWING TITLE

Windy Corner Option 2

No.	Date	Revisions

drawn SG	scale NTS
traced	acad ref
checked	
date March 2012	
drawing number	Appendix 2



HIGHWAYS AND ENGINEERING
 4th FLOOR, ROEBUCK HOUSE,
 ABBEY ROAD,
 TORQUAY
 TQ2 5TF
 Telephone 01803 207656
 Fax 01803 207670

DRAWING TITLE

Windy Corner Option 2 - Alternate version

No.	Date	Revisions

drawn SG	scale NTS
traced	acad ref
checked	
date March 2012	
drawing number	Appendix 3

Patrick Carney
Group Service Manager - Street scene and Place

30 January 2012

Dear Patrick,

Re: Windy Corner Junction changes.

I write in relation to the recent consultation held by the Community Partnership with the intention of updating you on the results and setting out a route forwards.

1. As you are aware within the CGB CP area there is on the whole reluctant acceptance of the need, having been so advised by your department, to upgrade the Windy Corner Junction to provide for increased traffic flow into the Brixham Peninsular.

Local residents are aware of the existing traffic problems but equally aware of the undesirable local impact of the changes themselves. It is clearly of utmost importance that the traffic capacity increase is used to reduce journey times and facilitate more employment rather than being sucked up the building of more housing developments. With local residents having had the good faith to accept your department's advice, I sincerely expect your department will similarly now show good faith in relation to the highways representations provided to the planning department in respect of proposed developments which make use of this junction.

2. As you are now also aware, having consulted the community on four separate junction modification options, the option informally known as option 2 (i.e., an island between the two carriageways of the Dartmouth Rd with part of Bascombe Road being used for the carriageway into Brixham) was in principle and subject to certain caveats substantially preferred. Hence, we can focus all further discussion on option 2 exclusively please.

3. Although option 2 is preferred in principle, there are a number of changes that residents have highlighted as important to the success of this scheme. These are as follows:

- The redesign of the Dartmouth Road and Bascombe Road junction so that one road becomes more perpendicular to the other – in the absence of this more traffic is likely to use secondary and not arterial roads;
- The removal of the right turn option into Bascombe Road on the Torquay bound carriageway of the Dartmouth Road – this is rarely used and it will likely make for a more satisfactory 'island' layout i.e., (1.) facilitating 2 separate rows of traffic to exit from Bascombe Road with (i) a 'right turn' onto Dartmouth Road to Paignton; and (ii) a 'straight across' onto the Ring Road to Tweenaway; and (2.) avoiding the need for traffic to cross each other on the island as it does at the Waterside / Cherrybrook / Dartmouth Road junction, all of which can only served to improve safety.
- Consideration of the Bus-stop at the junction of Langdon Lane. It is my opinion from the feedback that the retention of a bus stop is important, but that it does not have to be at this specific location if an alternative is similarly accessible etc. Please could you consider alternatives and their proximity particularly to the Dr's surgery in Galmpton village. For example only, could a bus stop be located a similar distance from the surgery but further towards Brixham along the Dartmouth Road if a pedestrian route cut across the Common? Clearly, the Galmpton Residents Association need to be involved in consideration of these options and the Community Partnership is the information conduit to facilitate this, but it would help if yourself and your colleagues could come up with a range of a couple of potential options for the local community to select from (in the same way we have done with the junction change itself).
- The agreement of queue testing of all Windy Corner access roads(inc Langdon Lane and Bascombe Road etc) pre and post change.

Please could you consider a revised drawing showing the above such that I can present it at a Community partnership meeting on 22nd February.

4. In relation to the continued discussions with the Galmpton Residents Association and other parties vis the loss of Common land and whether or not sufficient or satisfactory alternative land has been made available in offset, can I direct your attention to the grass verge at the junction of Bridge Road and Dartmouth Road.

It is my opinion that, considering the local community as a whole (i.e., residents in all of Churston, Galmpton and Broadsands), this land could be seen as a useful addition to the land adjacent Bascombe Road that is already being offered and particularly given in contrast to Option 1, Option 2 means the loss of Common land primarily from the Churston side of the Common.

The size of the whole of the verge fronting both Bridge Road and Dartmouth Road is of reasonable size (so as to avoid being seen as a token gesture) and I would recommend the Council offered the whole of this land parcel. This said, given Torbay Council has no long term policy that would necessitate retention of this land, and the land has no obvious potential use other than for local amenity similar to that of a Common anyway, such a transfer would not be at much cost to the authority.

As a result, such a transfer would surely appear prudent if, as part of the larger picture, it helped calm local community anxiety over loss of Common land in the Churston, Galmpton and Broadsands area.

With kind regards,

Adam.

Adam Billings



Chairman; Churston, Galmpton and Broadsands Community Partnership
Vice Chairman; Brixham Peninsular Neighbourhood Plan



Title: **Ebdon Way, Torquay – Objection to the proposed One Way Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party**

On: **29th March 2012**

Key Decision: **No**

How soon does the decision need to be implemented: **April 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **John Clewer**

☎ Telephone: **7765**

✉ E.mail: **John.clewer@torbay.gov.uk**

1. **What we are trying to achieve and the impact on our customers**

1.1 As part of the original strategic plan for the Torre Marine development, Ebdon Way was proposed to be one-way with a North-Easterly, South Easterly traffic flow as shown in the plan attached as Appendix 1. Members are asked to consider the objections received.

2. **Recommendation(s) for decision**

2.1 It is recommended that the proposed Traffic Regulation Order is implemented as advertised.

3. **Key points and reasons for recommendations**

3.1 The reason for making this Traffic Regulation Order is to:

- Prevent vehicle conflict due to the narrowness of Ebdon Way.

- To reduce the traffic movement on to Barton Road via the narrow Ebdon Road junction, by routing traffic via Oakhill Road.
- The proposals have already been identified as part of the original strategic plan.

For more detailed information on this proposal please refer to the supporting information attached.

**Patrick Carney
Group Service Manager – Streetscene Services**

Supporting information

A1. Introduction and history

A1.1 As part of the original strategic plan for the Torre Marine development, Ebdon Way was proposed to be one-way with a North-Easterly, South Easterly traffic flow (**see appendix 1**).

This traffic flow was proposed for the following reasons:

- To prevent vehicle conflict due to the narrowness of Ebdon Way.
- To reduce the traffic movement on to Barton Road, via the narrow Ebdon Road junction, by routing traffic via Oakhill Road

A1.2 The proposal was advertised in the Herald Express on Thursday 23rd June 2011, with notices placed on site on Thursday 30th June 2011. Documents giving more detailed particulars of the order, including a plan illustrating the length of road affected and a statement of the Council's reasons for making the order were available for inspection at the Connections Office, Castle Circus, Torquay.

A1.3 One objection to the proposed order was received and this is reproduced in **appendix 2**.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 To not implement the proposed one-way order will allow continued vehicle conflict due to the narrowness of the road and increase the associated road safety risks of a vehicle collision occurring.

A2.2 Remaining risks

A2.2.1 None

A3. Other Options

A3.1 That the proposed amendments to the existing Traffic Regulation Orders are not implemented.

A4. Summary of resource implications

A4.1 Implementation of the proposed Traffic Regulation Order will be carried out by the Street Scene & Place Group. Enforcement of the one way order will be provided by Devon & Cornwall Police. Signage will be provided by the developer as part of the adoption process.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 The proposal was advertised in the local media (Herald Express) as well as on site, documents giving more detailed particulars of the order, including a plan illustrating the length of road affected and a statement of the Council's reasons for making the order were available for inspection at the Connections Office, Castle Circus, Torquay.

A7. Are there any implications for other Business Units?

A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 A plan showing the location of the proposed one-way order.

Appendix 2 A copy of the objection received

Documents available in members' rooms

None

52 EBDON WAY
TORRE MARINE
TORQUAY
TQ1 4FE
20 JULY 2011

REF: GG 6/1/3

TO: THE HIGHWAY SERVICE MANAGER

RE: EBDON WAY BEING CHANGED TO A ONE WAY ROAD.

DEAR SIR,

I HEREBY RAISE SOME OBJECTIONS TO EBDON WAY BEING CONSIDERED TO BE CHANGED INTO A ONE WAY SYSTEM.

THE PEOPLE WHO LIVE AT THE BEGINNING OR END, DEPENDING FROM WHICH WAY YOU WOULD APPROACH EBDON WAY, WOULD THEN HAVE TO DRIVE COMPLETELY AROUND THE COMPLEX TO GET TO THEIR HOMES, PARKING SPACES OR GARAGES. IN A TIME WHEN PETROL PRICES ARE SKY HIGH, DO WE NEED TO USE MORE FUEL AND POLLUTE THE AIR MORE? THE WAY THE PARKING IS DESIGNED AND ALLOCATED IS ALSO NOT CONDUSIVE TO A ONE WAY SYSTEM DUE TO POOR DESIGN AND PLANNING.

THE LAST OBJECTION IS THE FACT BY CHANGING TO A ONE WAY SYSTEM, THAT MOST OF US WOULD THEN HAVE TO HAVE INCREASED NOISE POLLUTION FROM CARS. DO I REALLY WANT EVERY CAR IN THE COMPLEX DRIVING PAST MY HOME? NO, I DO NOT. THE ROAD BELOW EBDON WAY HAS A TWO WAY SYSTEM WITHOUT PROBLEMS, IF YOU REALLY WANTED TO SOLVE THE PROBLEM OR CHANGE A SYSTEM, THEN OPEN UP OAK HILL ROAD TO THE BENEFIT OF ALL RESIDENTS, SO THAT WE WOULD NOT HAVE TO DRIVE AROUND MORE OF TORQUAY DUE TO ONE WAY SYSTEMS.

YOUR SINCERELY

KARL REICHEL
K. Reichel



Title: Coach Parking Review – Shedden Hill Car Park Update

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards
Affected:

To: **Transport Working Party**

On: **29th March 2012**

Key Decision: **No.**

How soon does the decision need to be implemented **April 2012**

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **John Clewer**

☎ Telephone: **7665**

✉ E.mail: **john.clewer@torbay.gov.uk**

1. What we are trying to achieve and the impact on our customers

- 1.1 Torbay has a relatively successful and active coaching sector, however it is felt by members that there is a lack of long stay and overnight coach parking within some areas, as well as limited drop off and pick up facilities across the bay.
- 1.2 This review provides an update following the report on coach parking which was presented to the Transport Working Party on 16th February 2012 and deals with the possible introduction of coach parking within the Shedden Hill car park to improve the situation for coaches within central Torquay.

2. Recommendation(s) for decision

2.1 It is recommended that members approve the following

- That the alterations required to the existing Traffic Regulation Order are advertised to enable the existing car spaces (backing on to the tennis club) to be designated as permanent coach bays for up to six vehicles.
- That the existing height restriction barrier is removed.

3. Key points and reasons for recommendations

- 3.1 The Devon and Torbay Local Transport Plan 2011-2026 sets out how transport should be delivered over the next 15 years. It is the adopted Council policy document on transport, guiding all transport development and encourages the provision of additional dedicated coach loading bays in all three town centres to meet the demand from coach operators.
- 3.2 This report is as a result of reviewing a specific section of the Torbay Parking Policy 2006 (version 3 – TMA) which notes that coaches play a significant role in the provision of long distance travel and commuter services. A report entitled ‘Torbay Coach Parking Review’ was presented to the members of the Transport Working Party on the 16th February 2012 and, after due consideration, was approved with the exception of the plans for Shedden Hill, Torquay. Members asked for more information to be provided with regard to the possible loss of income due to replacing up to 50 car spaces with coach spaces.
- 3.3 Consultation with Council Ward Members and the coaching industry has been undertaken and positive feedback received.
- 3.4.1 **Appendix 1** shows the location of the proposed coach facilities within the Shedden Hill car park.
Appendix 2 shows a graph of the occupancy levels for the Shedden Hill car park during the months of June to September 2011.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

- A1.1 The Torbay Parking Policy 2006 (version 3 – TMA) notes that coaches play a significant role in the provision of long distance travel and commuter services and in the provision of transport for specific groups such as educational parties, theatre visitors, tourists and people with mobility difficulties.

Torbay Council recognises these values and provides coach parks in Brixham, Torquay and Paignton. In addition to these facilities specific on-street drop off points will be provided in the town centres and waterfront areas.

The Devon and Torbay Local Transport Plan 2011 – 2026 notes that Torbay attracts many coaches to the area, mainly from holiday coach tours and foreign student exchanges. Long term parking is available at various Council car parks and in particular Torquay Coach Station. However there is increasing demand for facilities in town centres to enable coaches to load and unload their passengers, given many long stay parking facilities are located out of town. Currently many coaches are illegally parking on bus stops, which in turn is causing delays and disruption to local bus services.

In addition to these provisions it is recommended that good relationships are established and maintained between the council and the coach and tourism industries. This will encourage responsible behaviour by operators and drivers as well as providing feedback on any arising coach parking problems.

- A1.2 The parking strategy provides a balance between the provision and use of on-street and off-street car parking. Each of these parking provisions has its role to play within the overall parking stock in supporting the various activities that take place in Torbay.

The balance in the deployment of both on-street and off-street parking is generally recognised as an effective tool in the management of traffic in and around town centres.

There is sufficient evidence to uphold the view that there is an adequate supply of parking provided for residents, shoppers and visitors to the bay area. However, it is the mix in the available parking stock that needs to be regularly assessed so as to ensure that the most effective and efficient use is being made of these facilities.

In meeting this aim the Council is required to periodically review the operation of its parking stock and as such has recently reviewed on-street parking within both Paignton and Torquay town centres, with Brixham to follow.

- A1.3 The provision of adequate parking for coaches for both set-down and pick-up, together with overnight layover is a vital element of the parking strategy. However, it is important to recognise that this parking provision must meet a number of basic requirements:

- The facilities should be located away from residential areas to minimise disruption, particularly during vehicle parking and start up activities.
- Layover areas must be secure and provide adequate facilities for vehicle servicing
- Coach pick-up areas must be easily accessible to the main attractions in Torbay.
- Pick-up and set-down areas must be large enough for the vehicles that will use them and must provide sufficient capacity to meet demand and to minimise disruption to other traffic.
- Where practical, loading areas for coaches should be off-carriageway.

The review of coach parking within the bay area is included in the Devon and Torbay Local Transport Plan 2011-2026 and members have been requested to provide comments in respect of this review.

A1.4 A report entitled 'Torbay Coach Parking Review' was presented to the members of the Transport Working Party on the 16th February 2012 and, after due consideration, was approved with the exception of the plans for Shedden Hill (see **appendix 1**), Torquay. Members asked for more information to be provided with regard to the possible loss of income due to replacing up to 50 car spaces with coach spaces.

Appendix 2 shows a graph of the occupancy levels for the Shedden Hill car park during the months of June to September.

From studying the graph it can be seen that the car park only ran at maximum capacity (258 vehicles) for one day on 5th August. There were two other days when the car park held over 200 vehicles, recording totals of 239 (6th August) and 211 (17th August) vehicles respectively.

Therefore if coach parking was introduced and the capacity of the car park lowered from 258 to 200 vehicle spaces, using the occupancy figures for 2011 income would have been lost from 108 vehicles. Using the current parking charge of £8 for between 5 and 24 hours, the maximum lost income is £864.

However, extra income would be generated from commercial coach parking charges which currently range from £2 for up to 80 minutes to £10 for between 4 and 24 hours. It should be noted that coaches receive an additional one hour free of charge to the time purchased. Therefore the lost income created by providing this coach parking facility is thought to be negligible.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Whilst consultation has been undertaken with major stakeholders, 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 a future meeting of the Transport Working Party for consideration.

A2.1.1 The removal of the height barrier will leave the car park vulnerable to travellers.

A2.2 Remaining risks

A2.2.1 By making the best use of the available car park space we will be able to reduce congestion and therefore reduce the number of wasted journeys made by coach drivers as they search for on-street parking spaces. If these changes to the existing Traffic Regulation Orders (TRO) are not approved due to objections, congestion will continue and wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A2.2.2 The occupancy of Shedden Hill Car Park appears to be very weather related and numbers in the future may not always reflect historical figures.

A3. Other Options

Option 1

It is recommended that members approve the Implementation of coach parking within Shedden Hill car park.

Option 2

Do not implement the introduction of coach parking within Shedden Hill car park.

A4. Summary of resource implications

A4.1 Advertising of the proposed Traffic Regulation Orders will be carried out by staff from within the Residents and Visitor Services Business Unit using existing resources. Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit. Implementation of the proposed coach parking areas will be carried out by the Street Scene & Place Group.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with Council Ward Members and the coach trade, in the form of Mr Alan. Has being undertaken and positive feedback received.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

Appendix 1 Shows the location of the proposed coach facilities within the Shedden Hill car park.

Appendix 2 Shows a graph of the occupancy levels for the Shedden Hill car park during the months of June to September 2011.

Documents available in members' rooms

None.

Background Papers:

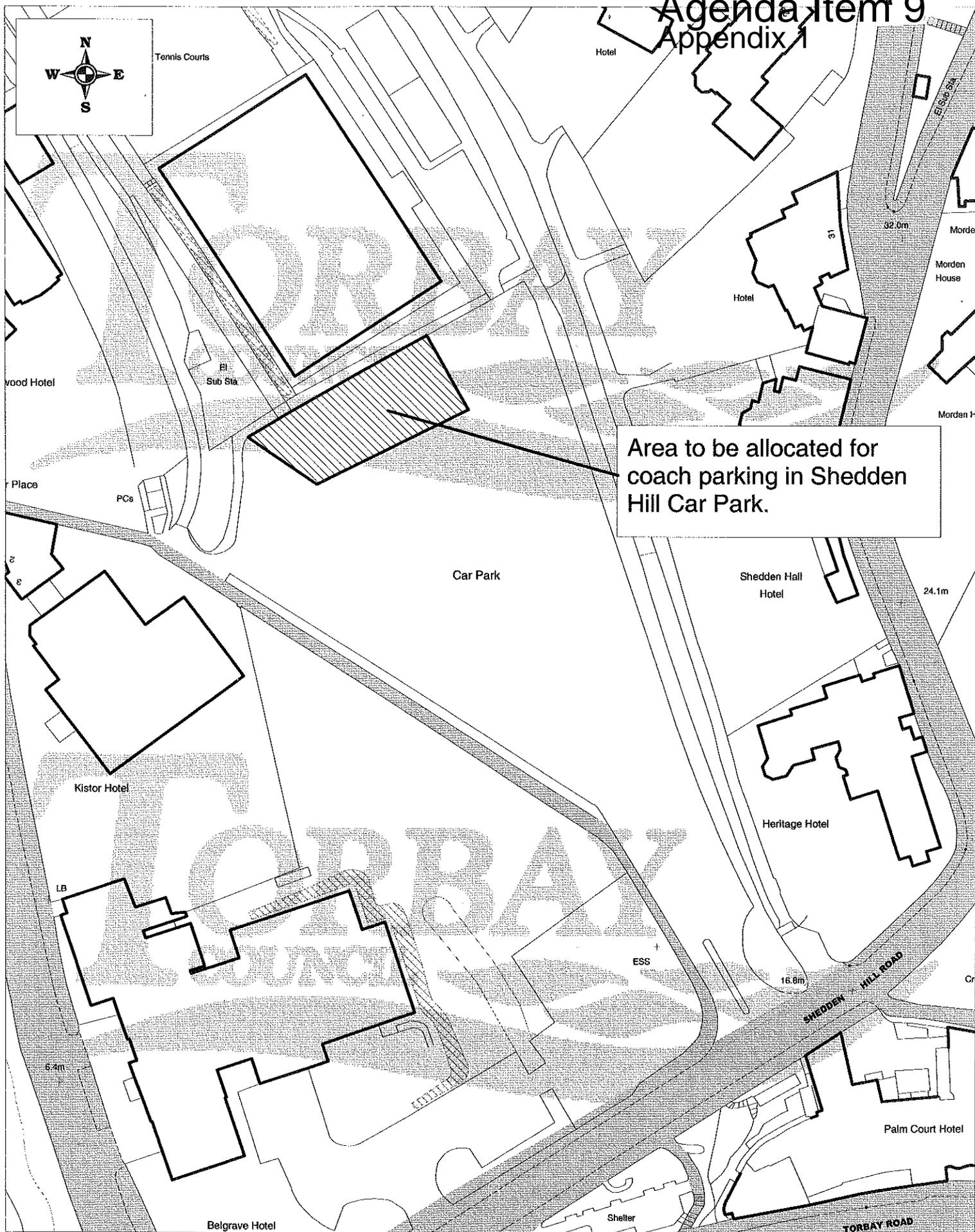
The following documents / files were used to compile this report:

Devon and Torbay Local Transport Plan 2011 - 2026

Torbay Parking Policy 2006 (version 3 – TMA).

Coaches and parking in and around Torbay, Councillor Ray Hill – November 2011

TWP Report - Coach Parking Review 16th February 2012



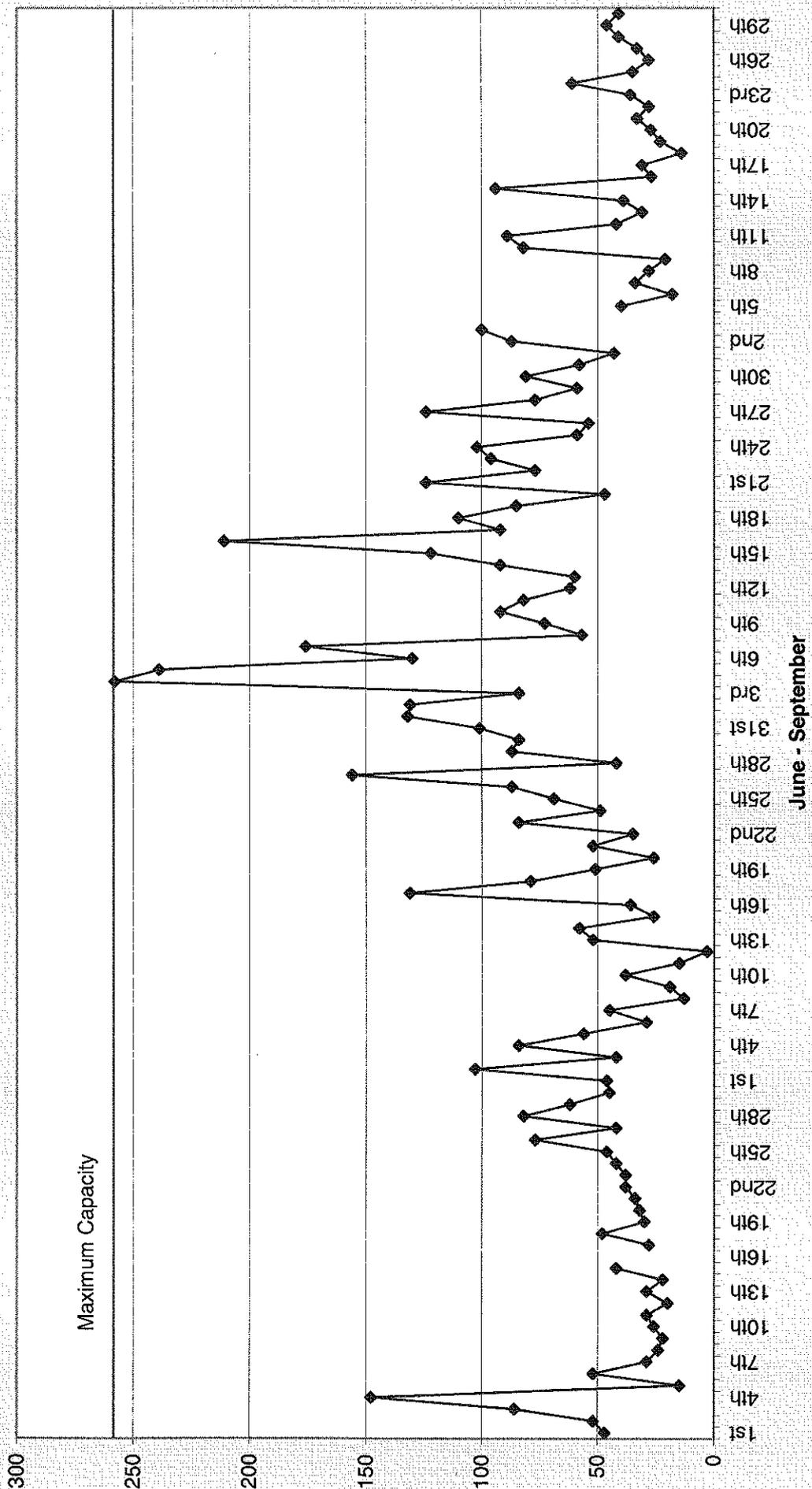
Area to be allocated for coach parking in Shedden Hill Car Park.

1:1000 scale

Shedden Hill Car Park
Torquay



Shedden Hill Occupancy 2011





Title: **Torbay Parking Review (Pay and Display) – Consideration of Objections to proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **All Wards**

To: **Transport Working Party** On: **29th March 2012**

Key Decision: **No** **Implemented following legal procedures.**

Change to Budget: **Yes** Change to Policy Framework: **No**

Contact Officer: **Richard Brown**
☎ Telephone: **207674**
✉ E.mail: **Richard.brown@torbay.gov.uk**

1. What we are trying to achieve and the impact on our customers

- 1.1 Improve the management of parking in areas of high demand through the use of on-street pay and display to encourage turnover of parking.
- 1.2 Promote sustainable travel through the introduction of on-street pay and display in areas of commuter parking.
- 1.3 Allow income from parking to be re-invested into frontline services.

2. Recommendation(s) for decision

- 2.1 That the following actions be progressed in the identified areas.

Lymington Road

Implement scheme as advertised but offer free parking on Sundays

Magdalene Road

Implement scheme as advertised but offer free parking on Sundays

Babbacombe Road

Implement scheme as advertised

Newton Road

Defer scheme until the Autumn to ensure the review of Shiphay CPZ has been completed

Sands Road

Implement scheme as advertised

Stearfield Road

Implement scheme as advertised

Adelphi Road

Implement scheme as advertised

3. Key points and reasons for recommendations

- 3.1 Following a meeting of the Full Council on the 31st October 2011 Members decided to implement a number of new on street pay and display locations subject to the necessary statutory consultation with the public, these locations, revised income, capital costs and tariffs are included in appendix 2.
- 3.2 In light of the response received from the statutory consultation, some amendments to the proposal approved by Full Council are recommended.

For more detailed information on this proposal please refer to the supporting information attached.

Richard Brown

Service Manager – Community, Leisure and Transport

Supporting information

A1. Introduction and history

- A1.1 The Council needs to respond boldly to the Coalition Government's plans and the state of public finances that became evident through the second half of 2010. As a result of this the Council established the Productivity Improvement Programme (PIP) in October 2010. PIP included the following three projects: 1. Torbay Council Design (currently on hold); 2. Procurement; and 3 Revenue Income and other associated efficiency programmes.
- A1.2 A collaborative approach was used to identify and develop income generating opportunities working closely with lead officers from across the Council. As a result of the initial proposals officers identified potential locations of high demand or long stay commuter parking.
- A1.3 An initial open Public Meeting of the Transport Working Party was held on 5th September 2011 to consider the proposals included in the parking opportunities originally included within the PIP Project. Following the meeting further consultations took place with town traders, local groups and Community Partnerships in the areas affected specifically by the introduction of more parking meters.
- A1.4 The initial on street parking meters proposals specifically considered a number of new locations which included shopping areas, commuter zones and seafront parking sites. As a result of the extensive consultation a number of proposed locations were withdrawn completely, replaced by alternatives amended, or deferred for further investigation following a meeting of the Transport Working Party on the 18th October 2011.

The key changes in view of the consultation are as follows:

- Secondary shopping areas -These areas were shown to be already suffering in the current economic climate and could not sustain parking meters
 - High investment requirements – some areas required expensive infrastructure improvements which would not be justified against the level income expected and were withdrawn
 - Residential areas – some areas were adjusted or withdrawn as these were considered mostly residential zones
 - Wider parking reviews - required in some instances where there was conflict between the needs of different groups within an area or additional works to be costed
- A1.5 The recommendations in this report reflect the proposals put forward by the Transport Working Party and after further consultation with the local traders and businesses, the community partnerships affected and other interested groups.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.2 The public are aware of the plans to extend on street pay and display locations which have generated many objections to the schemes – these have been

included in determining these proposals which have been assessed along with other budget pressures.

A2.2 Remaining risks

A2.2.1 The lead time for implementing the new on street pay and display locations is subject to a 12 week order time for parking equipment and installation.

A3. Other Options

A3.1 The following options have been considered for each area identified:-

Lymington Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Implement scheme as advertised but offer free parking on Sundays

Magdalene Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Implement scheme as advertised but offer free parking on Sundays

Babbacombe Road

1. Implement scheme as advertised
2. Do not implement advertised scheme

Newton Road

1. Implement scheme as advertised
2. Do not implement advertised scheme
3. Defer scheme until the Autumn until CPZ review is completed

Sands Road

1. Implement scheme as advertised
2. Do not implement advertised scheme

Stearfield Road

1. Implement scheme as advertised
2. Do not implement advertised scheme

Adelphi Road

1. Implement scheme as advertised
2. Do not implement advertised scheme

A4. Summary of resource implications

A4.1 In order to implement the new on street pay and display locations additional resources will be required from the Business Services Business Unit and the Residents and Visitors Services Business Unit. A sum of £6,000 has been allowed for to back fill any current posts involved with the implementation of the new areas.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 An initial overview equality impact assessment (EIA) for the overall project has been completed.

A6. Consultation and Customer Focus

A6.1 Extensive consultation has taken place by officers and members of the Transport Working Party. This process has included an open meeting on 5th September 2011, 18th October 2011 and 5th January 2012 for all interested members of the public to attend including verbal representations from community leaders and businesses. There has also been consultation with a local traders group and the following Community Partnerships:

- Shiphay and the Willows Community Partnership
- Torquay Town Centre Community Partnership
- Torre and Upton Community Partnership
- Preston Community Partnership
- St Marychurch and District Community Partnership
- Wellswood and Torwood Community Partnership
- Ellacombe Community Partnership
- Paignton Community Partnership

In addition specific location related consultation has taken place with Upton Park Friends Group and Torquay Museum.

Verbal and written declarations from the public have been received including two formal petitions both relating to the on-street parking proposals. The Transport Working Party has considered all representations received prior to making the recommendations in this report

A summary of the feedback is outline below and within Appendix 1.

A7. Are there any implications for other Business Units?

A7.1 Commercial Services Business Unit and Procurement will be required to assist with the implementation of the new on street pay and display areas.

Appendices

Appendix 1 Summary of objections

Appendix 2 Update Scheme Summary

Documents available in members' rooms

None

Background Papers:

The following documents/files were used to compile this report:

None

**Objections received from advertising proposed Traffic Regulation
Orders in February 2012**

Torquay Summary

Road	Number of Objections	Objector	Comments from Objectors
Lymington Road	8	Bowls Club, Commuters and Church	Members of Bowls Club concerned parking charges will compromise their club One Member however states that the lower parking charges will encourage too many commuters and spaces will be lost, also that pay and display should be extended to Trematon Ave to create an improved turnover of spaces and the tariff to match the same as everywhere else affectively deterring commuters from the area.
Magdalene Road	8	Bowls Club, elderly resident with no off street parking and Bowls Club	Provide a residents parking space and permit to elderly resident with no off street parking. Members of Bowls Club concerned parking charges will compromise their club One person however states that the lower parking charges will encourage too many commuters and spaces will be lost, also that pay and display should be extended to Trematon Ave to create an improved turnover of spaces
Babbacombe Road	1	Resident	Requesting area is kept as it is as they do not feel its fair to be charged to park and charging for parking damages trade
Newton Road	2	Resident and NHS Hospital Employee	Concern as to where a motor home can be parked without a charge being applied. NHS do not feel it is fair staff should be charged to park in this area.

Paignton Summary

Road	Number of Objections	Objector	Comments from Objectors
Sands Road	1	Trader	Requesting areas are still kept free for shoppers. Objected also to Steartfield and Adelphi Road.
Stearfield Road	1	Trader	As Above
Adelphi Road	2	Trader Hotel owners	As Above Hotel owner is concerned pay and display parking will devalue their business and the current situation should stay as it is. If the scheme goes ahead more spaces should be for the businesses only and permit parking only

APPENDIX 2 Updated Scheme Summary

On Street Parking

Torquay	Location	Length	Spaces	Tariff	Machines
Old Newton Road	Between Rougemont Ave & Orchard Way	250m	45	2/2a	1
Lymington Road	Jct. Trematon Ave to Sunbury Hill	220m S & N	40	2	5
Magdalene Road	Jct Trematon Ave	93m	17	2	2
Babbacombe Road	Between Torwood Gardens Road & Braddons Hill Road East	160m	29	3	3
Pimlico	Outside Madrepore Place	28m	5	3	1

On Street Parking

Paignton	Location	Length	Spaces	Tariff	Machines
Sands Road	O/S Queen's Park	38m North	7	3	1
	Between Adelphi Lane & Queens Road	41m South	7	3	1
Adelphi Road	South Side	110m	12	3a	1
Stearfield Road	Esplanade Road to Leighon Road	72m	12	3	2

Based on current 2011 tariff

2. Commuter (New Rate)

Maximum 4 hours stay
4 hours £2.00

2a (Commuter on street permits)

Quarter £75
Six months £135
Annual £250

3. Standard

10 Mins - 20p
30 Mins - 60p
1 Hour - £1.00
2 Hours - £2.00

3a. Standard (4 hours)

10 Mins – 20p
30 Mins – 60p
1 Hour - £1.00
2 Hours - £2.00
3 Hours - £3.00
4 Hours - £4.00