



Monday, 30 April 2012

TRANSPORT WORKING PARTY

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

Thursday, 10 May 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 Addis

Councillor Doggett

Councillor Brooksbank

Our vision is for a cleaner, safer, prosperous Bay

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

**Patrick Carney, Town Hall, Castle Circus, Torquay, TQ1 3DR
(01803) 207710**

Email: democratic.services@torbay.gov.uk



TRANSPORT WORKING PARTY AGENDA

1. **Apologies**
2. **Minutes of last meeting held on 29th March 2012** (Pages 1 - 4)
3. **Pedestrian Crossing at Victoria Road, Ellacombe - Presentation of Petition**
4. **Parking at Princes Road Ellacombe - Presentation of Petition by Mr Kellow**
5. **Road Casualty Reduction Report 2011** (Pages 5 - 14)
6. **Road Safety Initiatives Report 2012 - 2013** (Pages 15 - 29)
7. **Minor Congestion Relief Schemes 2012/13** (Pages 30 - 35)
8. **Better Bus Area Fund** (Pages 36 - 38)
9. **St Michaels Traffic Action Zone - Consideration of Objections to proposed Traffic Regulation Order** (Pages 39 - 98)
10. **Nicholson Road, Torquay - Consideration of the provision of parking restrictions** (Pages 99 - 103)
11. **Nicholson Road, Torquay - Potential Widening Scheme to Improve Traffic flow** (Pages 104 - 106)
12. **Parking Provision - Eastern Esplanade, Paignton** (Pages 107 - 111)
13. **Paignton Town Centre Parking - six month review** (Pages 112 - 120)
14. **Coach Parking - Review of Cary Park area** (Pages 121 - 133)
15. **Date of Next Meeting**
21st June 2012, 4pm

TRANSPORT WORKING PARTY

Thursday 29th March 2012

Present

Councillors Hill, Brooksbank, Faulkner A, Doggett, Cowell, Addis, Excell

Also in attendance:- Councillor James, Councillor Pritchard, Cllr Davies, Councillor Stringer, Councillor Darling

1. Apologies for Absence

Councillor Amil, Councillor Faulkner (late)

2. Minutes of meeting held on 17 November 2011

The minutes were agreed to be correct. Councillor Addis proposed and Councillor Cowell seconded.

3. Mincent Hill, Torquay – Presentation by Mincent Hill Residents Association

- Mrs Lane from the Mincent Hill Residents Association made a presentation –require change in parking
- Proposed in these narrow roads – new parking areas are created in some of grass areas with echelon parking. This was considered 4/5 years ago but budget was not available. An attempt to reinstate budget over the years was unsuccessful.
- Cllr Darling requested officers do a scoping document on options to improve parking.
- Concerns on large vehicles/ambulance/fire engines getting access with current parked cars in the area. Suggestion it goes as a priority.
- The successful Woodend Project is also increasing parking congestion.

Recommendation

Officers to provide a scoping document to show costed options. Scheme to be considered a priority. Councillor Cowell proposed and Councillor Addis seconded. All were in favour.

4. Objection to St Michaels Road, Paignton Traffic Action Zone Scheme – Presentation by Mr Preece

Mr Preece was not in attendance.

5. St Michaels Traffic action Zone – Consideration of Objections to Proposed Traffic Regulation Order

- Councillor Brooksbank suggested a site visit and presented opinions proposed by the Group and a meeting on site for alternative opinions
- Councillor Excell recommended a deferment and visit by Transport Working Party to see and consider the issues.

Recommendation

The item was deferred and it was agreed to conduct a site visit by the Transport Working Party, Highway Officer, Councillor Excell and Ward Members. Patrick Carney to arrange site visit. Councillor Brooksbank proposed and Councillor Cowell seconded. All in favour

6. Windy Corner – Proposed Junction Improvement

- Patrick Carney presented a report recommending a change to the junction to improve capacity and provide pedestrian facilities. The report considered a number of options.
- Option 1 required Secretary of State approval. Significant objections were received due to common land being required to enable the scheme to go ahead. As a public enquiry was likely, it was put on hold. Officers now propose Option 2 with an exchange of common land so there is no loss overall.
- Community Partnership supported Option 2 (amended). Brixham Town Council supported Option 1. Mr Batton – Galmpton Residents Association provided a further option – papers were distributed. Concerns were raised on the impact on local roads in the area. Mr Batton disputed consultation results suggested in Community Partnership letter. This letter did not fully reflect the consultation. Bus stop position was considered and there was strong opposition to any move of the bus stop.
- PC considered the plan Mr Batton proposed. The drawing was not accurate and could not see how the traffic flow/queuing had been calculated.
- Councillor James explained that the BTC concerns on affect of option 3 on Bascombe Road, this is why they considered option 1.
- Councillor Pritchard considered the new consultation was robust and took in local people's concerns.
- Scheme being considered is now eight years old. It was suggested the Council pause to await the outcomes of the Neighbourhood Plan.
- Growth in traffic flows had not changed very much due to greater use of public transport.
- Officers require a decision on whether to go ahead or put this scheme into a "no further action" status.
- Consideration that the scheme underpins economic growth needed to be factored in.

Recommendation

It was agreed to recommend adoption of Option 2 (amended) proposed by Councillor Addis, seconded by Councillor Brooksbank. Councillor Cowell voted against. Councillors Doggett and Faulkner abstained, All other Councillors were in favour. Recommendation was carried.

7. Fleet Street, Torquay – Verbal Update

- Fleet Street has come to the end of its life and needs to be upgraded. The scheme will be a 4/5 year project. Due to start in part this year.
- Flooding is also a problem in side streets.
- Concern raised if fits with Portas Review on town centres

- Kerbing was considered most important to provide protection to local shops and the risk of flooding.
- There will be short periods of closure to allow for works but disruption will be minimal.

8. Ebdon Way, Torquay – Consider Objections to the proposed One Way Order

- Patrick Carney outlined the proposal
- One objection had been received

Recommendation

To implement as advertised – Councillor Addis proposed and Councillor Cowell seconded. All in favour.

9. Coach Parking Review – Shedden Hill Car Park Update

- Officers considered the number of available parking spaces in Shedden Hill Car Park
- There is space for coach parking. Removal of height barrier may result in travellers getting in the parking area and this needs to be considered.

Recommendation

It was agreed to advertise the Traffic Order to provide coach parking in Shedden Hill Car Park. Councillor Addis proposed and Councillor Doggett seconded. All in favour.

10. Torbay Parking Review (Pay and Display) – Consideration of Objections to proposed Traffic Regulation Order

The objections were considered by the meeting.

Lymington Road/Magdalene Road

- Implement scheme as advertised with addition of free parking on Sunday.
- Mr King presented a request for concessions for the Bowling club in this area.

Recommendation

To implement as advertised with addition of free parking on Sunday. Councillor Doggett proposed and Councillor Cowell seconded. Councillor Faulkner voted against. All other Members were in favour.

Babbacombe

Recommendation

To implement as advertised. Councillor Faulkner proposed and Councillor Cowell seconded. All in favour

Old Newton Road

Recommendation

To delay until after Shiphay Review is complete in autumn. Councillor Cowell proposed and Councillor Addis seconded. All in favour.

Sands Road

Recommendation

To implement as advertised. Councillor Faulkner proposed and Councillor Addis seconded. All in favour.

Adelphi Road/Stearfield Road

Recommendation

To implement as advertised. Councillor Cowell proposed and Councillor Faulkner seconded. All in favour.

Parking Review Update

Torre Abbey has been implemented. It was agreed to review seasonal charging for winter season for Paignton and Torquay seafronts. Officers to bring a further report to the Transport Working Party in September.

- 10. Date of Next Meeting – 10th May 2012, 4pm, Meadfoot Room, Town Hall**

ROAD CASUALTY REDUCTION REPORT 2011



Streetscene & Place
4th Floor, Roebuck House
Abbey Road
Torquay
TQ2 5TF

1 INTRODUCTION

- 1.1 This report highlights the road casualty and collision data for the Torbay Area during the calendar year 2011. Torbay Council's proposals for improving road safety will be identified in the Torbay Council Road Safety Strategy 2012 - 2020, however, this report highlights in more detail the activities for 2012.

2 TORBAY'S TARGETS

- 2.1 The development of a local road safety strategy is included within the new Local Transport Plan 3 (2011 – 2026), to ensure greater reductions in road casualties locally by:
- Encouraging better and co-ordinated working between local authorities and their partners;
 - Enabling local authorities to consider their future priorities;
 - Involving and informing the public.

Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.

An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Plan, to be produced during the early stages of the Local Transport Plan period and presented to a future meeting of the Transport Working Party. The new Road Safety Plan will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against.

However the DfT have now published its Strategic Framework for Road Safety (May 2011) which is designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

The DfT have identified 6 key indicators which relate to road deaths and will measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25.

At local level, such as here in Torbay, the number of road deaths is small and subject to fluctuation. For this reason the DfT propose the following as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people
- Rate of killed or seriously injured casualties per billion vehicle miles

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'. The form of presentation has yet to be decided but it is likely that this will include, where appropriate, use of rolling averages and percentage changes to monitor progress.

At local level, here in Torbay, we will also continue to report casualty figures each year as part of the Road Casualty Reduction Report and the figures for the following categories can be found displayed in section 3 of this report.

- Fatal
- Killed and seriously injured
- Killed and seriously injured (0 – 15 years-old)
- Slightly injured
- Slightly injured (0 – 15 years old)

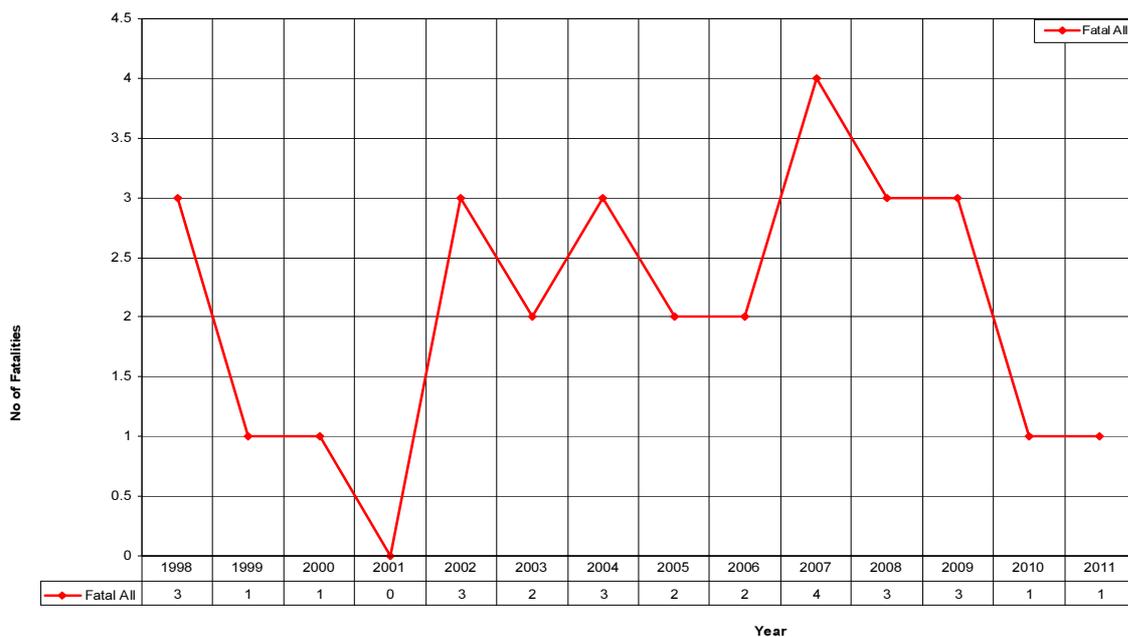
3 CASUALTY AND COLLISION DATA

3.1 The graphs below outline the road casualty and collision data for the years 1998 to 2011 compared against the government targets (where applicable), please note the figures for 2011 remain provisional and are awaiting ratification by the Department for Transport.

3.2 Fatalities

Fig 1 shows the number of fatalities that have occurred within Torbay. The results show 1 fatality on Torbay roads in 2011, which is the same as the previous year. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced. Torbay continues to have one of the safest road networks within the South West. Torbay Council benchmarks with other highway authorities and the number of road traffic casualties expressed as a percentage of the population is amongst the lowest in the south west.

Figure 1 - Fatalities (all ages)



3.3. Killed and Seriously Injured (KSI's) (all age groups)

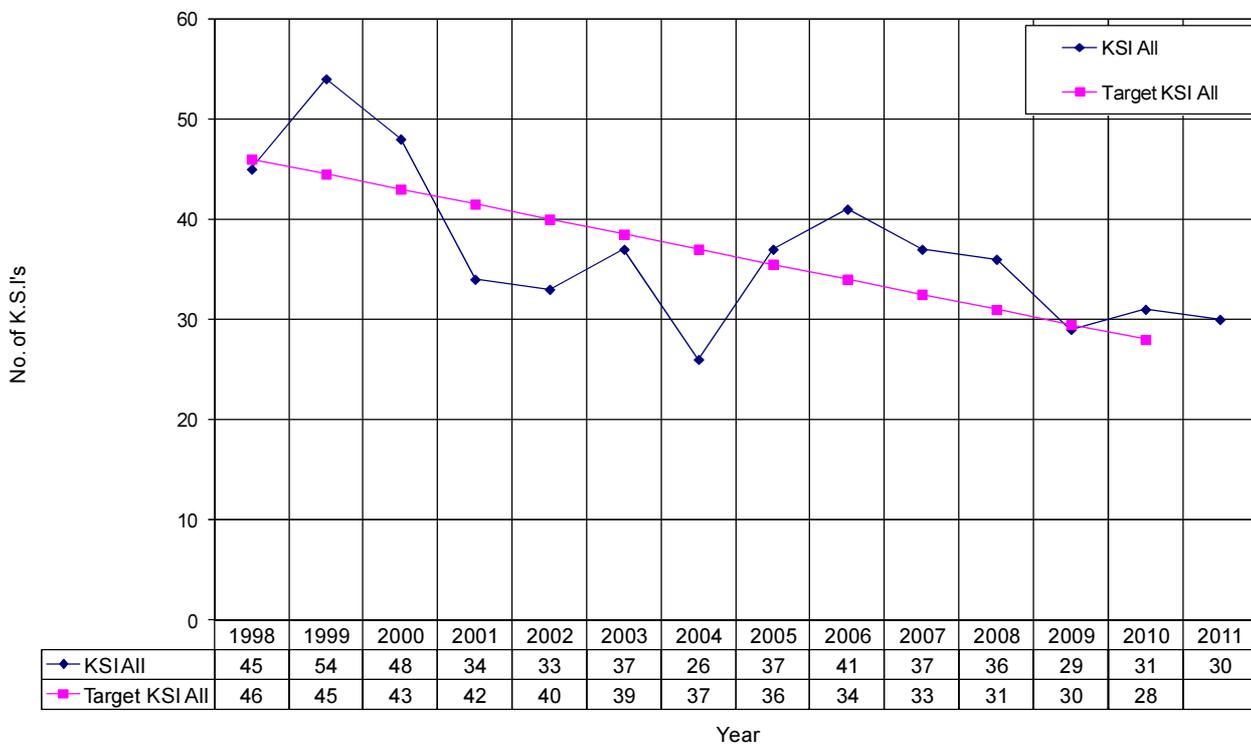
Fig 2 shows the number of people killed or seriously injured within Torbay.

The results show there has been a decrease of 3% in the number of killed and seriously injured since last year.

Whilst the Council finished the Department for Transport (DfT) monitoring period just above the 10 year target with a 33% reduction, the Council continue to show a general downward trend from the 1998 baseline.

Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify, further details on

Figure 2 - Killed and seriously injured (K.S.I.) (all ages)

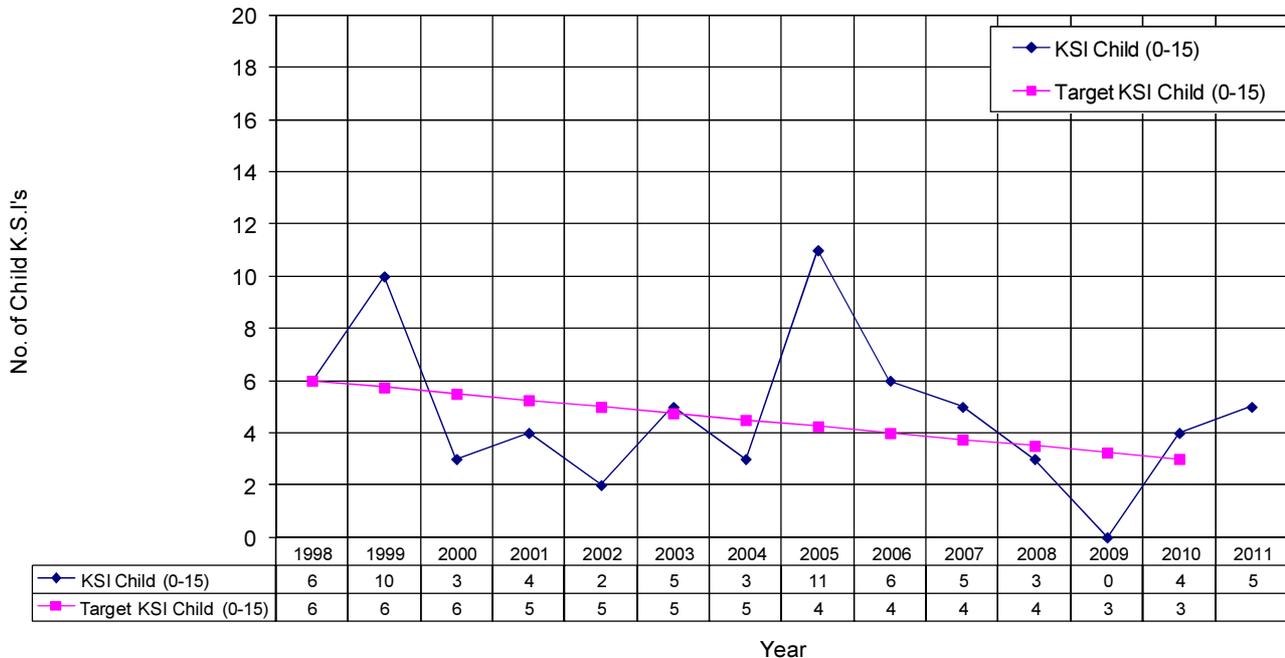


reviewing collision cluster sites are included in section 5.3.

3.4 Killed and seriously injured (0 – 15 age group)

Fig 3 shows the number of 0-15's killed or seriously injured within Torbay.

**Figure 3 - Killed and seriously injured (K.S.I.)
(0 - 15 year age group)**



The results show there has been a slight increase in the number of killed and seriously injured (0-15 age group) over the past year, from 4 to 5.

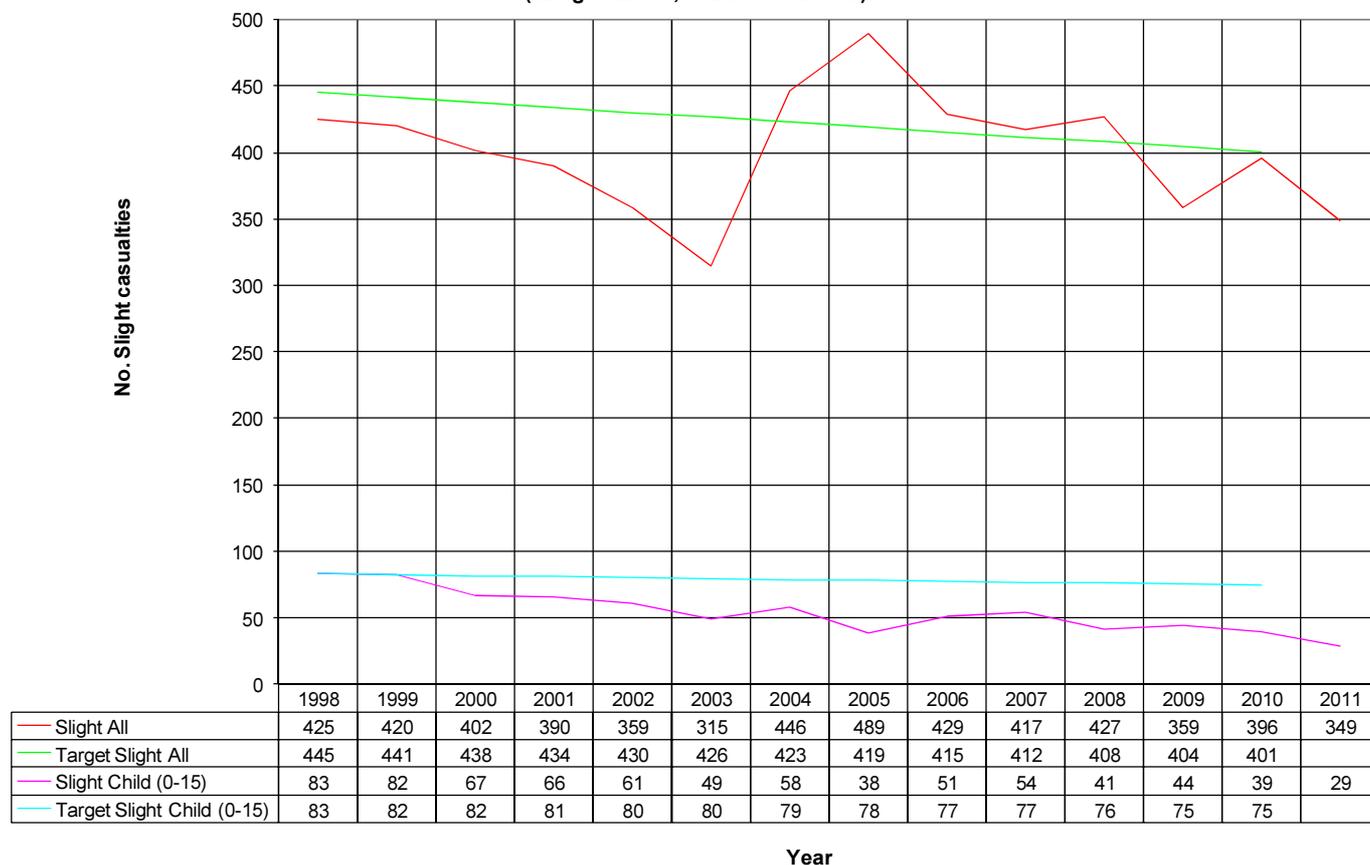
Whilst the figures show a slight rise over the previous years figures, the graph continues to show a general downward trend from the 1998 baseline.

Continued targeting of road safety education to this age group will take place as part of our 'Learn to Live' and teenage road safety weeks.

3.5 Slight Injuries

Fig 4 shows the slight injuries for all ages and the 0-15's within Torbay

Figure 4 - Slight injury accidents
(all ages above, child 0 - 15 below)



All ages

The results show a 12% decrease in slight injury collisions during 2011, figures finished the Department for Transport (DfT) monitoring period in 2010 just below the 10 year target. However the Council continue to show a general downward trend from the 1988 baseline, with a current reduction of 22%.

Children (0-15 age group)

Unfortunately the figures for child slights in 2010 were originally reported as 61; however this figure was later corrected to 39, which equates to a reduction of 11%. This figure has reduced again in 2011 to 29, a further reduction of 26%.

These figures can be explained by an improved data processing regime and successful road safety education campaigns, e.g. the number of rear seat passenger casualties reduced by 75% in 2011.

4 PLANNED ROAD SAFETY CAMPAIGNS 2012

- 4.1 Appendix 1 lists the road safety campaigns which will be undertaken by the Road Safety Team during 2012. Wherever possible, the local media (newspaper, radio and TV) will assist and are key to getting the message across to the target audience. The team continue to have a good working relationship with the media and enjoy a high profile, with positive stories being run and picked up by both local and national newspapers and television.

Road safety education will continue to be delivered in accordance with the Road Safety Plan 2012/2020. However, collision data for the last three years is currently being analysed to establish the road users most at risk in relation to age and sex so that campaigns can be tailored to this priority. The budget for road safety education for 2012/13 is £15,500.

5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES

- 5.1 Contained within the Local Transport Plan 3 2011 – 2026 are the budgets for carrying out all Road Safety initiatives. This information is shown under the following headings:

Road safety initiatives (Safer routes)	£ 70,000
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5.2 TRAFFIC ACTION ZONE

The Local Transport Plan 3 (2011 – 2026) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

There is no funding in place for any schemes during the 2012/2013 financial year, however the Coombe Pafford and Hele Traffic Action Zone was identified in a briefing note to the Transportation Working Party on 18th March 2011 for implementation during 2013/2014.

By consulting with the key stake holders, the Council hope to deliver the Coombe Pafford and Hele TAZ using a range of innovative ideas and treatments. These works will target improvements in 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.

5.3 ROAD SAFETY INITIATIVES

With the implementation of various road safety schemes over the twelve years since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented. However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of collisions to identify any linear routes which have a higher than normal collision record. Further details of the engineering measures to be carried out in 2012/13 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

5.4 PENINSULAR ROAD SAFETY PARTNERSHIP

Torbay Council continues to work closely with the Police to ensure enforcement is a key activity in road casualty reduction. The Council also works with the Peninsular Road Safety Partnership (formerly known as the Devon and Cornwall Safety Camera Partnership) to use camera enforcement and education to reduce speeds and red light violation.

Once again there will be decreased funding for the operation of Safety Cameras in 2012, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

The authority will continue to work closely with the partnership to ensure that mobile safety camera activity is targeted at those locations where speed related problems continue in an effort to increase the visibility of enforcement.

Brixham continues to operate a Community Speed Watch initiative which works in partnership with, and uses the combined efforts of, the local residents and is supported by both the Police and the Peninsular Road Safety Partnership.

Community Speed Watch is a scheme to help people reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally. The use of the radar devices to record vehicle speeds will not lead to prosecution; drivers will get a letter from the police instead, but will help to underline the community's commitment to reducing speed.

Appendix 1

Torbay Council Road Safety Team Calendar for 2012.

Month	Period	Campaign	Action
January	09 – 31st	Increased Recruitment of JRSO's by 50%	Assistant Road Safety Officers. To target all primary schools.
February.	13 - 20th	Learn 2 live/for my girlfriend Young Drivers.	Road Safety Officers/Police/DSFR/Press office.
March	05 – 12th	Speed	Road Safety Team/Safety Camera Partnership/Police/DSFR/press office.
March	19 – 23rd	Older Drivers Week	Torbay Road Safety/Police/ADI's/DSFR/Press office/ Partners.
April	16 – 20 th	Motorcycles	Road Safety Officers/Police/DSFR/Press office/Max Rider
May	14 to 18th	Child Car seat checks	Road Safety Team/Police/press office.
June	18 to 22nd	Seatbelts and Mobile phones	Road Safety Team/police/DSFR/Press office.
July	16 – 20 th	Driver Fatigue	Road Safety Team/Police/press office/DSFR/Highways agency
July	25 th	Paignton Carnival	Road Safety Team/DSFR
August	01- 3rd	Vehicle maintenance for long journeys	Vehicle maintenance for long journeys Road Safety Team/press office.
August	13 to 17 th	Summer Drink Drive	Road safety/Police/DSFR/Press office
September	17 th – 21st	Junior Lifeskills	Road Safety Team/Schools/DSFR
September	10 th -14th	Tyre Safety	Road Safety Team/police/Press Office
October	22 nd - 26th	Be safe be seen campaign.	Road Safety Team/press office.
November	19 th – 23 rd	National Road Safety Week	Road Safety Team/Police/DSFR/Press Office.
December	10 th - 14th	Drink Drive Campaign	Road Safety Team/Police/DSFR /press office.

Note:

ADI Advanced driving instructor
 BMAD Bikers Make A Difference
 DSFR Devon & Somerset Fire and Rescue
 JRSO Junior Road Safety Officer



Title: **Road Safety Initiatives Report 2012 - 2013**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **ALL**

To: **Transport Working Party**

On: **10th May 2012**

Key Decision: **No.**

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

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**

Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2012/13.

The purpose of this paper is to:-

- a) Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- b) Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2**.
- c) Seek approval from Members to implement the list of Safer Travel Schemes for 2012/13, as identified in **Appendix 3**.

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

2.1 It is recommended that members approve the following:-

- The implementation of the proposed schemes in **Appendix 3** will assist in helping to reduce the number of vehicle collisions and related casualties across the Bay area.

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

3.1 The development of a local road safety strategy is included within the new Local Transport Plan 3 (2011 – 2026), to ensure greater reductions in road casualties locally by:

- Encouraging better and co-ordinated working between local authorities and their partners;
- Enabling local authorities to consider their future priorities;

- Involving and informing the public.
- 3.2 Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.
- 3.3 An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Plan, to be produced during the early stages of the Local Transport Plan period and presented to a future meeting of the Transport Working Party. The new Road Safety Plan will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.
- 3.4 Discontinuing the implementation of the programme may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.
- 3.5 **Appendix 1** Works carried out on the safer routes schemes
Appendix 2 Update of previous schemes identified as Safer Travel Schemes
Appendix 3 Schedule of all proposed Safer Travel Schemes for 2011/12

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 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2012/13.

The purpose of this paper is to:-

- Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- Inform Members of previous years approved schemes, which have not been completed **Appendix 2**.
- Seek approval from Members to implement the list of Safer Travel Schemes for 2011/12 as identified in **Appendix 3**.

Safer Routes Schemes

As a result of national concern regarding the level of traffic generated by the 'school run', the Department for Transport (DfT) is encouraging alternatives to the use of the private car for school pupils.

A common response to the question of why so much vehicle traffic is generated at "school run" times is that many of the routes that could be walked by pupils are perceived as dangerous for pedestrians. This perception, coupled with the national casualty reduction target of reducing child injury collisions on the highway by 50% by 2010, has resulted in emphasis being placed on Safer Routes Schemes that improve these areas of the highway network. They comprise routes or junctions that are either overly represented in road casualty figures and/or where parents and pupils have a perception of danger for pedestrians.

With this in mind schemes are identified based upon:

- A programmed implementation of highway improvements outside of schools within the Bay;
- Requests from members of the public, based upon perceived difficulties and dangers on the highway;
- Requests from school staff;
- Officer knowledge, based upon observation and/or traffic speed and flow data;
- Information from Elected Members.

Due to budgetary constraints there were no Safer Routes Schemes completed in 2011/12

Unfortunately in 2011 there were 5 child KSI's within the Bay area, which was an increase of 1 over the previous year. Whilst the Council finished the Department for Transport (DfT) monitoring period just above the 12 year target with a 33% reduction, the figures have shown a general downward trend from the 1998 baseline.

Further targeting of road safety education to this age group will continue to take place as part of our 'Learn to Live' and teenage road safety weeks, this will be required if the authority is to continue to maintain our good casualty record with regard to this age group. A complete list of all works carried out on the safer routes schemes is included in **Appendix 1**.

It should be noted that Parking Services are introducing the use of a camera enforcement vehicle which will be used to target a number of offences, including the indiscriminate parking on 'School – Keep Clear' markings which endanger the lives of school children at the majority of schools across the Bay.

The Government have recently announced charges that make it easier to introduce 20mph restrictions outside schools and a programme is proposal within this report.

Safer Travel Schemes

The Council, as with all Local Authorities in England and Wales, had government targets for casualty reduction as shown below, which were to be met by 2010:-

- 40% reduction in the number of killed and seriously injured by 2010 (compared to the average figures for the period 1994-1998).

In 2011, and for the years ahead, it is the intention for the development and implementation of local road safety strategies to enhance road safety delivery by focussing on casualty reduction with objectives and targets to support that aim and programmes planned to achieve that and thus improve casualty reduction.

The development of a local road safety strategy is included within the new Local Transport Plan 3, to ensure greater reductions in road casualties locally by:

- Encouraging better and co-ordinated working between local authorities and their partners;
- Enabling local authorities to consider their future priorities;
Involving and informing the public.

Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.

An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Plan, to be produced during the early stages of the Local Transport Plan period and presented to a future meeting of the Transport Working Party. The new Road Safety Plan will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against. However the DfT have now published its Strategic Framework for Road Safety (May 2011) which is designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

An analysis of the collision data for the period 2009-2011 has shown that there is one cluster site (three killed or seriously injured collisions within a 50m radius) identified, however there are a number of sites identified which cause concern, the top eight of which are identified as below:-

Cluster Site:

- Abbey Crescent, Torquay

Sites for concern:

- Torwood Street/The Strand, Torquay
- Kings Ash Road (by Spar shop, junction of Waterleat), Paignton
- Rowcroft Road, Paignton
- South Street (junction outside Police Station), Torquay
- Torbay Road, Paignton
- Torquay Road/Little gate Road, Paignton
- Hele Cross Roundabout (Hele Road/Barton Hill Road)
- Torbay Road/Wheatridge Lane, Torquay

- A380 Hamelin Way, Torquay

Full details of the proposals for these sites can be found in appendix 3.

Mention must also be made of some schemes requested through petitions or stakeholders.

- Higher Ranscombe Road - This was with regard to a petition which was received concerning the provision of a zebra pedestrian crossing due to perceived problems being experienced by children and parents travelling to and from Brixham Church of England School in Higher Ranscombe Road, Brixham.
- Ellacombe Church Road – Ward Members have requested that a crossing is provided in the area of Ellacombe School.
- Dartmouth Road – Numerous requests have been made by a resident for the existing zebra crossing to be changed to a signalised crossing.

An update of previous schemes identified as Safer Travel Schemes is shown in **Appendix 2** and a schedule of all proposed Safer Travel Schemes for 2011/12 is included in **Appendix 3**.

A1.7 Proposals

It is recommended that members approve the implementation of the proposed schemes in **Appendix 3**.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 By discontinuing the implementation of the programme may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

A2.2 Remaining risks

A2.2.1 Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party for consideration.

A3. Other Options

Option 1

It is recommended that members approve the following:
Continue with Programme of Implementation

- The implementation of the proposed schemes in **Appendix 3** will assist in helping to reduce the number of vehicle collisions and related casualties across the Bay area.

Option 2

Discontinue Programme of Implementation

- Discontinuing the implementation of the programme may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction.
- There is also a possibility that the casualty rate amongst children would increase in the future.

A4. Summary of resource implications

A4.1 The implementation of these schemes will be carried out by staff within the Street Scene and Place Business Unit using existing resources. Implementation of any proposed Traffic Regulation Orders will be carried out by Street Scene and Place. Enforcement of the waiting restrictions will be provided by the Parking Services Team.

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 will be undertaken with Council ward members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are involved these will be advertised and should there be any objections these will be presented to a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

- Appendix 1 Works carried out on the safer routes schemes
- Appendix 2 Update of previous schemes identified as Safer Travel Schemes
- Appendix 3 Schedule of all proposed Safer Travel Schemes for 2011/12

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

Road Safety Plan

APPENDIX 1

School	School Crossing Patrol Service Provided	Engineering Measures Provided	Flashing Warning Lights and signs Provided
Primary Schools (31)			
Babbacombe Primary School. TORQUAY	Redenhill Rd / Quinta Rd/ Warboro Rd junction	Dropped kerbs, red anti skid crossing point, road markings to diagram no. 545	3 signs with automatic flashers approaching school entrance. 4 signs with automatic flashers approaching SCP site. Upgraded to GMS (mobile phone control) 2010/2011
Barton Primary and Nursery. TORQUAY	Barton Road outside school entrance	Road narrowing, barriers, car park, red anti skid crossing point, road markings to Diag.No 545 -SCP site upgraded to new zebra crossing facility.	2 signs with double flashers approaching SCP site. Signs / flashers replaced and upgraded to GMS (mobile phone control) 2008/2009
Brixham Infants and Nursery. BRIXHAM	Higher Ranscombe Road outside school entrance	New standing area with drop crossings and railings. Following redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol at the new school entrance, this included alterations to the kerb lines and the provision of new high friction surfacing and pedestrian guard rails.	2 signs with flashers approaching SCP. Flashers / warning signs relocated due to redevelopment.
Cockington Primary School. TORQUAY	Avenue Road back entrance. Old Mill Rd main entrance.	Old Mill Road new kerb alignment, thermo plastic feet markings, entrance signing. Red anti skid crossing point, road markings to diagram no. 545 on both sites	2 signs with double flashers approaching Avenue Road SCP. 2 signs and single flashers approaching Old Mill Road SCP
Collaton St Mary. PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present
Curledge Street Primary. PAIGNTON	Dartmouth Road Curledge Street	Dartmouth Road junction improvement with footway widening. Curledge Street footway widening both sides, safety barriers, bollards, seats. Red anti skid crossing point, road markings to diagram no. 545 on both sites. New Lighting to Station lane car park with parking permit scheme.	Dartmouth Road 2 signs with flashers on each side of road on each approach to SCP. Curledge Street 1 sign and flasher approaching SCP site (one-way street). Upgraded to GMS (mobile phone control) 2010/2011
Eden Park Infants. BRIXHAM	Drew Street	New footway build-outs, bollards, red anti skid crossing point, road markings to diagram no. 545 Burton St. pavement widening. As part of the Higher Brixham Traffic Action Zone the existing red anti-skid surfacing was renewed and shared space in both Knick Knack Lane and Penn Lane formalised with buff high friction surfacing and appropriate signage.	2 signs with flashers approaching SCP Burton Street 2 signs

Eden Park Juniors	As above	As above	As above
Ellacombe Primary. TORQUAY	Ellacombe Church Road	SCP relocated footpath widened, red anti skid crossing point, road markings to diagram no. 545.	2 pairs of double flashers approaching school 2 single approaching SCP
Furzeham. BRIXHAM	No	New link footpath between school and residential area to the east. New footway links along the playing field to the west. New bus stop facility.	Existing signs present
Galmpton, BRIXHAM	No	New length of footway and widening on opposite side with drop crossing. Installation of Bollards.	2 new signs on approach to school entrance
Hayes. PAIGNTON	Totnes Road	Kerb buildout at rear entrance SCP site, bollards, pedestrian guard rail, realignment of road markings. Footway works carried out to improve the safety of pedestrians crossing the junction of Collingwood Road / Hartley Road and Hayes Road. Works were undertaken on Totnes Road to upgrade the zebra crossing near the junction of Elmbank Road with the fitment of internally illuminated poles and LED halos around the beacons to improve pedestrian links. Footway works were undertaken on Hayes Road at the junction of Derrell Road / Elmbank Road and on Derrell Road (fronting the upgraded play park) to improve pedestrian links.	2 new signs and flashers on approach to rear school entrance SCP site Upgraded to GMS (mobile phone control) 2010/2011
Chestnut. BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone works were undertaken on Milton Street to improve pedestrian access in the vicinity of Pack Hall Lane.	Existing
Homelands. TORQUAY	Westhill on new Zebra Crossing	Footway widening, zebra crossing, bollards and guard rail	School signing and Patrol signing with flashers one double (southbound) and single (northbound). Upgraded to GMS (mobile phone control)
Ilsham. TORQUAY	No	Kerb-buildout, bollards and slow road markings.	Signing on each approach to school entrance Upgraded to GMS (mobile phone control)
Kings Ash Infants and Nursery. PAIGNTON (formerly know as Foxhole)	Fernicombe Road	Pavement widening, dropped kerbs, safety barriers, red anti skid crossing point and road markings to diagram no. 545. Following the redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol to the new school entrance in Smallcombe Road. This	2 signs with flashers approaching SCP Flashers / warning signs relocated as part of the redevelopment.

		work included alterations to the kerb lines, and the provision of new high friction surfacing and pedestrian guard rails.	
Kings Ash Juniors (formerly known as Foxhole)	As above	As above	As above
Preston. TORQUAY	Position currently being advertised	No	Existing Upgraded to GMS (mobile phone control) 2010/2011
Priory. TORQUAY	No	Improved pedestrian footways with traffic calming and congestion reduction measures.	Existing school signing on approaches.
Queensway. TORQUAY	Queensway	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with double flashers (northbound) and sign with single flasher (southbound) Upgraded to GMS (mobile phone control) 2010/2011
Roselands. PAIGNTON	No	Footstep markings.	Existing signs
Sacred Heart. PAIGNTON	Cecil Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Installation of Guard-rails	Patrol sign with single flasher on each approach
Sherwell Valley, TORQUAY	Hawkins Avenue	Footway widening and dropped kerbs. Red crossing point , anti skid surfacing and road markings to diagram no. 545 Upper Cockington Lane Kerb buildout with bollards. Domed mini roundabout and improved visibility on island crossing.	Hawkins Ave. Patrol sign with single flasher on each approach Upper Cockington Lane school signs Marldon Road school signs and automatic flashers Upgraded to GMS (mobile phone control) 2010/2011
Shiphay. TORQUAY	Exe Hill	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with single flasher on each approach. Sign / flasher replaced and upgraded to GMS (mobile phone control) 2008/2009
St Margaret Clitherow. BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone a virtual footway was implemented on Horsepool Street, along with slow road markings and traffic calming. A short section of Dashpers was made 'One-Way' to improve pedestrian safety.	Existing
St Margarets TORQUAY	No	Kerb build out railings and bollards.	Existing
St Marychurch. TORQUAY	Petitor Road	Hartop Road/Petitor Road widened footway SCP refuge, bollards and railings. Teignmouth Road widened footway, drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 at both sites	Hartop Road School sign and patrol sign with flasher. Petitor Road Patrol sign with flasher. Teignmouth Road patrol signs with flasher both approaches.
Torre. TORQUAY	No	Footpath widening (existing speed	Existing

		humps scheme).	
Upton St James. TORQUAY	Forrest Road	Forest Road dropped crossings, red crossing point , anti skid surfacing and road markings to diagram no. 545 St. James Road kerb buildout, bollards railings and new TRO's Teignmouth Road improved crossing point with parking permit scheme. Improvements to Lymington Road including New pedestrian Crossing.	4 Patrol signs with single flasher on each approach. School sign on approach to school annexe. Upgraded to GMS (mobile phone control)
Warberry. TORQUAY	Cedars Road	Kerb build out with priority give way, railings, bollard, parents waiting area, TRO's Windsor Road new footway link Lyme View Road footway link	Windsor Road school signing Cedars Road new street lighting, signing and flashers planned for 2004
Watcombe. TORQUAY	No	Alternative kerb build out scheme traffic calming scheme.	Existing
White Rock. PAIGNTON	No	Bollards at the entrance. New parking restrictions introduced around the school entrances.	Existing
Secondary Schools	(8)		
Brixham Community College.	Higher Ranscombe Road	As Brixham infants school	As Brixham infants school
Churston Ferrers Grammar	No	New footway and bus drop-off/ collection area. Virtual footway installed on Greenway Road, pedestrian guard rail upgraded at Dartmouth Road / Greenway Road junction in 2010.	School signing on each approach. Signs upgraded on Dartmouth Road in 2010
St Cuthbert Mayne. TORQUAY	No	Bus parking facilities improved. New kerb build out constructed to slow traffic on approach to bus parking, pedestrian guard rail and signs upgraded in 2010.	Existing Signs upgraded in 2010
Paignton Community College (Lower school) Waterleat Road	No	Waterleat Road Traffic calming.	
Paignton Community College (upper school) Borough Road	Totnes Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Junction improvement to junction of Borough Road and Totnes Road. Improvements to Borough Road including kerb build outs to assist pedestrians, HGV ban and parking restrictions. Cycle way constructed to link school with existing route.	Patrol sign with single flasher on each approach. School signing on each approach on Borough Road.
Torquay Boys Grammar	No	Pedestrian phase added to traffic lights.	Existing
Torquay Community College	No	Automatic lights and zebra crossing.	Existing Some signs upgraded during 2010.

Torquay Girls Grammar	No	New puffin crossing	Existing
Westlands Bi-lateral. TORQUAY	No	No	Existing
Special Schools (3)			
Combe Pafford. TORQUAY	No	As Watcombe, TRO,s	Existing
Torbay school. PAIGNTON	No	No	Existing
Mayfield. TORQUAY	No	As Watcombe	Existing
Private Schools (3)			
Tower House School	No	No	Existing
Stoodley Knowle TORQUAY	No	Kerb build out, bollards	Existing
The Abbey. TORQUAY	No	Pedestrian phase at junction access to car park.	Existing.

Note : All schools have a No Stopping Clearway on the school entrance markings.
Some schools had their markings refreshed as part of TOR2's ongoing maintenance regime.

Previous Years Schemes that have not been completed

- **Abbey Gates, Torquay**

Pedestrian facilities will be introduced in the future as part of a significant upgrade of the equipment at this junction. A full traffic survey (both vehicular and pedestrian) will be undertaken during the spring of 2012 to enable a design brief to be produced.

- **Brixham Road, Paignton (Borough Road to Long Road)**

A detailed study and review of the collision data for this linear route was carried out in 2011 / 2012, which showed that whilst there were a number of collisions recorded over a three year period they were non-related and did not form any identifiable clusters.

- **Colley End Road Roundabout (Colley End Road / Marldon Road)**

A detailed study and review of the collision data for this junction was carried out in 2011 / 2012, which showed that a number of collisions were due to drivers overshooting the junction.

Therefore it has been decided to review the carriageway markings, road signs and road surface at this junction and implement some 'low level' rumble strips to highlight the approach to the roundabout.

- **Hele Cross Roundabout (Hele Road / Barton Hill Road)**

This site has a cluster of cycle related collisions and a detailed study and review of the collision data for this junction was carried out in 2011 / 2012. This location is within the area of the Hele Air Quality Management Area and therefore it is proposed that limited parking restrictions will be implemented on the Hele Road (Eastern side) and Barton Hill Road (Southern side). Consultation has been undertaken and the proposed restrictions will be advertised during spring 2012.

- **Kings Ash (by Spar shop, junction of Waterleat)**

The provision of a protected right turn facility (into Waterleat Road) will remain as a follow on to the recently completed Tweenaway Cross scheme, with funding being sourced from Growth Points. A detailed study and review of the collision data for this junction was carried out in 2011 / 2012, this proved inconclusive with numerous non-related collisions.

It has therefore been decided to continue to monitor the collision record of this junction and review the carriageway markings, road signs and road surface.

- **Strand, Torquay**

This scheme continues to be dependent on Torquay Development Agencies proposals for the redevelopment of the harbourside area. However a review of the collision data for the harbourside was carried out in 2011 / 2012 and shows that pedestrian collisions during the evening / early hours of the morning continue.

A more detailed review will be undertaken in 2012 / 2013 in order to prepare a design brief (see appendix 3) for pedestrian related improvements.

- **Torquay Road / Palace Avenue, Paignton**

Following a review (which included Palace Avenue), a proposal was identified and consulted upon, following which the first phase of this scheme saw the construction of an uncontrolled pedestrian crossing in the vicinity of the Crossways Shopping Centre during Spring 2011.

A proposal to rework the junction of Palace Avenue / Torquay Road, restricting Torquay Road to one lane and providing a safer environment for pedestrians was consulted upon and trialed during early 2012. After a successful conclusion, this scheme is due for completion by mid May 2012.

Proposed Schemes for 2012/13

Schemes in priority order and subject to funding.

- **Torquay Road / Palace Avenue, Paignton**

The reworking of the junction of Palace Avenue / Torquay Road, restricting Torquay Road to one lane and providing a safer environment for pedestrians is due for completion by mid May 2012.

- **A380 Hamelin Way, Torquay**

This location is identified as a cluster site due to collisions occurring whilst vehicles are undertaking 'illegal U' turns at the end of the central reserve crash barrier, due to congestion causing vehicles to tail back from the Kerswell Gardens roundabout. There is a Traffic Regulation Order in place at this location which bans the making of 'U' turns and therefore this is an enforcement issue.

Use will be made of the variable message signs to remind drivers of this restriction and a press release will be issued to tie in with an increased police presence at this location.

The monitoring and review of the collisions at this location will continue to be undertaken in 2012 / 2013.

- **Abbey Gates, Torquay**

A full traffic survey (both vehicular and pedestrian) will be undertaken during the spring of 2012 to enable a design brief to be produced for a significant upgrade of the equipment at this junction, allowing pedestrian facilities will be introduced in the future, as and when funds allow.

- **Strand / Torwood Street, Torquay**

A more detailed review of both the collision data and pedestrian movements will be undertaken in 2012 / 2013 in order to prepare a design brief for pedestrian related improvements.

- **20 mph zones outside schools**

It is proposed that an ongoing programme of schemes will be developed and which will be based around a policy which will be presented for consideration by members at a future meeting of the Transport Working Party.

- **Hele Cross Roundabout (Hele Road / Barton Hill Road)**

It is proposed that limited parking restrictions will be implemented on Hele Road (Eastern side) and Barton Hill Road (Southern side). Consultation has been undertaken and the proposed restrictions will be advertised during spring 2012. It has also been decided to review the carriageway markings, road signs and road surface at this junction

- **Colley End Road Roundabout (Colley End Road / Marldon Road)**

Following the detailed study and review of the collision data for this junction undertaken in 2011 / 2012, it has been decided to review the carriageway markings, road signs and road surface at this junction and implement some 'low level' rumble strips to highlight the approach to the roundabout.

- **South Street, Torquay**

A review of the collisions at this location will be undertaken in 2012 / 2013, including a check of the visibility of the traffic signals.

- **Kings Ash (by Spar shop, junction of Waterleat)**

The provision of a protected right turn facility (into Waterleat Road) will remain as a follow on to the recently completed Tweenaway Cross scheme, with funding from Growth Points. Monitoring of the collision record of this junction will continue, along with a review of the carriageway markings, road signs and road surface.

- **Abbey Crescent, Torquay**

This location continues to show as a cluster site, however no injury collisions have reported since October 2010. The traffic flow and parking on the seafront has subsequently been switched and monitoring of this location will continue to be undertaken in 2012 / 2013.

- **Rowcroft Road / Old Torquay Road, Paignton**

The monitoring and review of the collisions at this location will continue to be undertaken in 2012 / 2013.

- **Torquay Road / Littlegate Lane, Paignton**

The monitoring and review of the collisions at this location will continue to be undertaken in 2012 / 2013.

- **Wheatridge Lane, Torquay**

The monitoring and review of the collisions at this location will continue to be undertaken in 2012 / 2013.

Agenda Item 7



Title: **Minor congestion Relief Schemes 2012/13**

Public Agenda Item: **Yes**

Wards Affected: **All wards in Torbay**

To: **Transportation Working Party.** On: **10th May 2012**

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

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

Contact Officer: **Ian Jones – Principal Engineer**
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1. **What we are trying to achieve and the impact on our customers**

1.1 To determine schemes for the forthcoming financial year to continue the current programme of Minor Congestion Relief Schemes in Torbay.

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

2.1 That the current programme of Minor congestion Relief Schemes continue with the progression of schemes 1 to 4 as detailed in this report.

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

3.1 The Transport Working Party approved the priorities for Minor Congestion Relief Schemes in June 2011.

3.2 Whilst operational improvements were approved for some of the junctions highlighted in the previous report, four junctions were also identified as requiring studies into potential improvements, with results to be presented to future working party meetings for consideration.

- 3.3 Approval is now being sought to continue the current programme of congestion relief schemes following the completion of studies on some of the junctions.

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 The current Local Transport Plan (LTP3) includes a proposal to implement 'Localised Minor Congestion Relief Schemes and Junction Improvements' as part of its 'Key Elements of Torbay Transport Strategy' to 'Enable Economic Growth and Development'.
- A1.2 The Transport Working Party considered a report titled 'Minor Congestion Relief Schemes' at their June 2011 meeting. The purpose of the report was to establish a strategy to determine priorities for schemes to be funded under the LTP3 allocation for Minor Congestion Relief, based on information gathered from the previous Local Transport Plan and a Development Strategy Report commissioned by the TDA and journey time surveys carried out on the network.
- A1.3 Whilst there is no official definition of congestion, a number of junctions were identified as currently operating at 'over capacity' levels at peak periods or have deemed to be reaching a point where 'over capacity' will be reached within the next 15 years. Some of these junctions are however already subject to either being part of current planned improvements, potential improvement by other sources in the future or have been improved in the interim period.
- A1.4 At the June 2010 meeting the working party considered other junctions highlighted and approved progression of the following:
- a) Torquay Road/Manor Road (Manor Corner) - implementation of MOVA (Microprocessor Optimised Vehicle Actuation).
 - b) Dartmouth Road/Whitstone Road, Paignton - Consider other options for junction and report back to future Working Party.
 - c) To carry out a SCOOT (Split Cycle Offset Optimisation Technique) validation to a number of junctions which currently operate SCOOT.
 - d) Dartmouth Road/Penwill Way/Tanners Road, Paignton – to re-model junction with additional pedestrian facilities and report any proposed improvements as a result to a future Working Party.
 - e) Abbey Gates, Torquay – Junction to be re-modelled and re-designed with proposed improvements to be reported to a future Working Party.
 - f) Shiphay Lane/Newton Road, Torquay – Junction to be re-modelled with proposed improvements to be reported to a future Working Party.
- A1.5 Following the approvals listed in A1.4, the actions in (a) and (c) were completed in the 2011/12 financial year and the outcomes are currently being monitored. The junction in (b) has been subject to an internal study and the junctions in (d) and (f) have been subject to a junction studies carried out by the Council's partner consultant 'Jacobs'. Due to its complexity the junction in (e) has yet to have a study commissioned. As a result of the studies and in order to continue the programme the following proposals are recommended:

Scheme 1

For the Junction of Dartmouth Road/Whitstone Road, Paignton, the internal study showed that the current layout as a mini roundabout was the most appropriate due to physical site constraints. It was clear however that at peak times traffic does stack back from the junction on the Whitstone/Roundham

Road approach.

Vehicles approaching the roundabout in this direction need to wait for a break in traffic in the Brixham bound direction along Dartmouth Road. In order to alleviate this it is proposed to install a detection loop to detect queuing traffic on Whitstone Road, which in turn will extend the red light time on the nearby junction with Dartmouth Road and Sands Road to provide additional breaks in Brixham bound traffic to allow the queue to clear.

Scheme 2

The junction of Dartmouth Road/Penwill Way/Tanners Road has been assessed by the Council's partner consultant using computer modelling techniques. Although this junction has been identified in previous studies as being potentially 'over capacity' at peak times, the study has shown that in its present form the junction will have sufficient capacity to cope with traffic growth for the next 15 years. It is likely therefore that queuing to this junction, which has been witnessed at peak times, especially in the summer, is mainly due to the queuing back of traffic from Windy Corner, causing traffic to have difficulty in leaving the junction in the Brixham bound direction.

As part of the study the junction was assessed for the addition of pedestrian facilities across Penwill Way and this showed that this could be added in the future without significant loss of capacity. This may therefore be considered as a future improvement under a different programme.

The Council's Traffic Control Systems Officer has proposed that the addition of MOVA to this junction is likely to give some improvement to the operation of this junction and therefore is the only likely improvement that should be considered in the short term.

Scheme 3

The junction of Shiphay Lane/Newton Road has been assessed by the Council's partner contractor using computer modelling techniques. The junction suffers from peak time queuing however it has physical constraints which may make a long term solution difficult to deliver.

The study has however highlighted that an additional phase to the signals which would allow a left turn filter to be added to the Shiphay Lane approach will deliver some improvement to the junction capacity in the short term. It is recommended therefore that this improvement could be implemented during the current financial year, subject to some further assessment work to check the suitability of the existing traffic signal apparatus.

Whilst the above improvement offers a short term congestion relief option, members should be mindful that allowing a left turn filter out of Shiphay Lane may impede the opportunities for pedestrians to cross this junction. This may therefore be contrary to previous requests to place a controlled crossing facility at this location. In view of this the junction was further modelled to assess the impact of the addition of a pedestrian phase, which showed that the junction capacity would be beyond its working limits if this was added and therefore should not be considered at the present time.

Scheme 4

The remaining junction within the current programme is the Abbey Gates junction, Torquay. The junction will require a major scheme to alleviate the problems encountered. It is proposed to move this forward by carrying out a re-design and junction modelling exercise to identify the improvements required.

The study can be carried out during the current financial year with a scheme anticipated to be presented to the Working Party in early 2013, in time for a scheme to be implemented within the 2013/14 financial year subject to the approval of funding.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 If the current programme of minor congestion relief schemes is not progressed then Torbay Council may not achieve one of the main objectives within LTP3, which may impact on future funding levels.

A2.1.2 To discontinue the programme of minor congestion relief schemes could affect the opportunities for future investment and economic growth within Torbay.

A2.2 Remaining risks

A2.2.1 If traffic growth continues at or above expected levels then the improvements listed may not be sufficient in the longer term. The junctions may therefore require revisiting to assess larger scale improvements in the future.

A2.2.2 There may be instances where improvements to current identified problem junctions could have 'knock on' effects to the capacity of other nearby junctions, which currently operate within capacity.

A3. Other Options

A3.1 Members may choose not to continue with the current programme for Minor Congestion Relief Schemes.

A3.2 Members may choose not to continue with one or more of the remaining minor congestion schemes listed in this report.

A4. Summary of resource implications

A4.1 The schemes would be implemented by officers within the Streetscene and Place business unit with computer modelling carried out by the Council's Partner Consultant 'Jacobs'.

A4.2 Funding for the schemes will be provided from the LTP3 capital allocation for Minor Congestion Relief Schemes. The budget allocated for 2012/13 is £45,000.

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

A5.1 Improvements to vehicular traffic through junctions may adversely affect the safety of pedestrians and other vulnerable users when crossing the junctions.

A6. Consultation and Customer Focus

A6.1 No consultation will be required to implement schemes 1, 2 and 3 to this report although the appropriate community partnerships and ward members will be informed. Any future proposals for scheme 4 will require consultation with stakeholders prior to progressing to implementation.

A7. Are there any implications for other Business Units?

A7.1 No

Appendices

None

Documents available in members' rooms

None

Background Papers:

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

Report to Transport Working Party, June 2011

LTP2

Development Strategy Report by Atkins, 2010

Penwill Way and Shiphay Lane LINSIG Junction Assessments by Jacobs, 2012

Agenda Item 8



Title: **Better Bus Area Fund**

Public Agenda Item: **Yes**

Wards Affected: **All Wards in Torbay**

To: **Transport Working Party** On: **10 May 2012**

Contact Officer: **David Whiteway**

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1. Key points and Summary

- 1.1 Torbay Council has been awarded £514,700 to improve bus information across the Bay. The Department for Transport has announced that Torbay is one of 24 local authorities to successfully bid from its £70 million Better Bus Area fund, which aims to boost growth in bus services, improve partnerships with bus companies and increase passenger numbers.
- 1.2 Torbay currently lags behind other similar sized local authorities when it comes to the provision of passenger transport information. This successful bid provides the opportunity to develop high quality, cutting edge passenger transport information across the authority.
- 1.3 This paper sets out how the funding will be used to improve Torbay's bus service information.

2 Introduction

- 2.1 The Better Bus Area fund was announced in December 2011. The fund is intended to support local authorities in urban environments to achieve modal shift, reducing congestion and carbon emissions. The fund prioritised conurbations and urban areas where lack of road space and congestion are most acute.
- 2.2 Successful proposals needed to demonstrate improved bus patronage, encouraging growth and reducing carbon emissions, by making bus travel more attractive. This could be achieved through improved reliability, or enhancing access to services.
- 2.3 The successful Torbay bid was based on establishing a Real Time Information (RTI) system across the Bay, to provide accurate service information to passengers. The RTI system will enable service information to be provided relating to all bus stops in the Bay, with screens and kiosks in key locations.

3 Bid Details

- 3.1 The bid enables the introduction of Real Time Passenger Information for all bus services in Torbay, together with some supporting measures to aid bus punctuality.
- 3.2 A web based RTI system will be established, which will allow passengers to access RTI wherever they are through the use of Smart Phones and QR (Quick Response) codes. Passengers will be able to better plan their journeys and give confidence that their bus will turn up, reducing the number of trips by car and helping to lessen the impact of traffic growth to 2031.
- 3.3 Alongside the web-based system, it is proposed that RTI screens will be placed at three major passenger interchange locations:
- Paignton Bus Station (two screens – one at either entrance)
 - Torbay Hospital
 - South Devon College.

An information kiosk will be provided at Paignton Bus Station, with those at South Devon College and Torbay Hospital to be upgraded.

- 3.4 All bus stops in Torbay will be upgraded to display QR codes linked to the RTI website.
- 3.5 The RTI system will be managed through the installation of a Fleet Management System at the Stagecoach and Local Link bus depots alongside Torbay's existing Traffic Management System.
- 3.6 As detailed above, a series of improvements at key signal controlled junctions will be installed to provide bus priority along busy town centre corridors.

4 Project Benefits

- 4.1 The aim of the provision of RTI to passengers is to improve the passenger experience and to make bus travel as convenient as possible.
- 4.2 The focus on the provision of a comprehensive web-based service allows the widest possible number of passengers to benefit by enabling full coverage. RTI is seen as key to retaining passengers already using public transport whilst attracting new passengers who previously would have used their car through the provision of accurate service information. This increase in public transport usage will help the Council to achieve its target to reduce CO2 emissions by 60% by 2050.

5 Project Funding

- 5.1 The total allocation of £514,700 is split between revenue and capital funding (£114,700 revenue, £400,000 capital). Over and above the contribution from the DfT, Torbay Council will contribute an additional £236,000 over the life of the project from the Local Transport Plan Integrated Block as match-funding bringing the total package cost to £750,700.
- 5.2 The Local Transport Plan match funding will be spent on existing projects outlined in the Plan, that can be integrated into the Better Bus Areas project, to reduce congestion and improve passenger information
- 5.3 The estimated costs of the individual elements over the two year period are as follows (proportion of Local Transport Plan match funding in brackets):
- Real Time Information - £88,350 (£0)

- Travel Information Kiosks - £72,350 (£6,000)
- Control Room Centres - £240,000 (£90,000)
- Bus Priority at Junctions - £235,000 (£115,000)
- Development of Web-based RTI Applications - £115,000 (£25,000)

6 Project Programme and Milestones

- 6.1 The funding is provided over two years with the available from mid-April. Project update reports will be required every six months, providing the DfT with information as to project progress.
- 6.2 The project timetable set out in the bid document is as follows:
- Real Time Information Screens – 31st March 2013
 - Travel Information Kiosks – 31st March 2013
 - Development of Web-based RTI application – 1st September 2013
 - Control Room Centres – 1st November 2013
 - Bus Priority at Signalised Junctions – 31st March 2014

Sally Farley
Senior Service Manager – Environmental Policy

Appendices

None.

Documents available in members' rooms

Better Bus Areas Application Form - <http://www.torbay.gov.uk/bbaapplication.pdf>

Background Papers:

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



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: **10th May 2012**

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

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 being 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/ Willicombe Road/
Merritt Road/ Ebenezer Road parking restrictions

Pinhey Wood

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. Forestry Commission, LA073182, 2012.



KEY

Double yellow lines

No Loading at any time

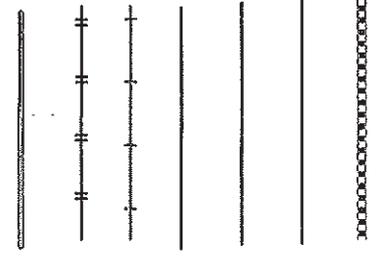
No Loading 8am-6pm

Unrestricted parking (cars only)

Bus Stops

Access lines

School Keep Clear



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



KEY



Proposed no waiting
at any time



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

KEY

Proposed no waiting
 at any time.



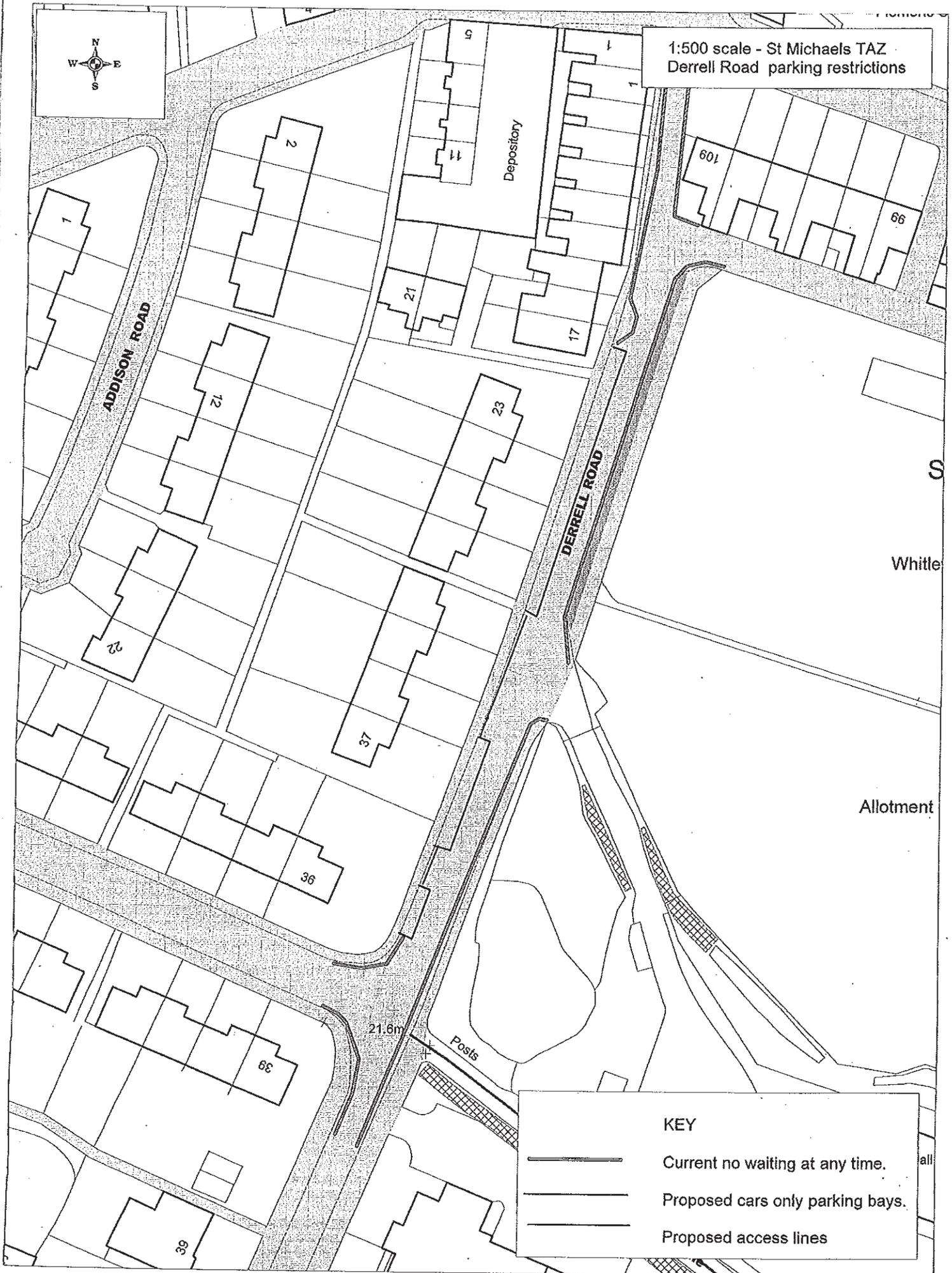
1:1000 scale - St Michaels TAZ
 Clennon Rise parking restrictions

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

Tel: _____

E-mail: _____

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

Clennon Gardens

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

- 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



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

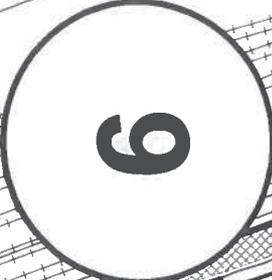


KEY

Current no waiting at any time.

Proposed no waiting at any time.

Proposed no waiting 8am-6pm



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, cryptic 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 wherever 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,
81

-----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.

Yours 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.

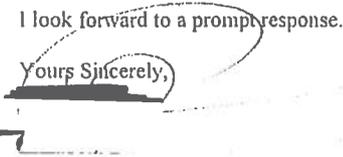
However having thought further about the plans I also wish to strongly object to vans and lorries using the space outside my home for 'loading and unloading' and for very good reason; a factor that had not come immediately to mind, probably because of the time of year in deepest, darkest winter, is the 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 elderly 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.

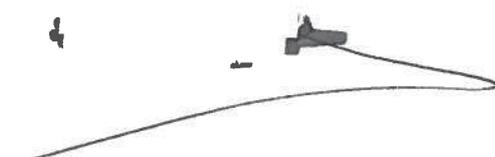
You have to realize if you walked the area and did your home work, there is less than a 5% area within the roads mentioned that even have a off road space a garage or a lay-by to use, so to do away with your stupid proposals will not just make congestion in other areas worse, it will bring crime back 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, appearing to be a stylized name, possibly 'S. S.', with a long horizontal stroke extending to the left.



1

1:200 Scale - 01 November 2012
Hayes Road / Tems Road
Cathedral Road / Wynneway Road
Merrill Road / Church Hill / Jersey Meadows



KEY

- Double yellow lines
- No Loading at any time
- Unrestricted parking (cars only)
- 50m Buffer
- Access Way
- Edible / Non-Crop

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,

- 11 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 Langton 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 greatly reduces the traffic ^{speed} 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.

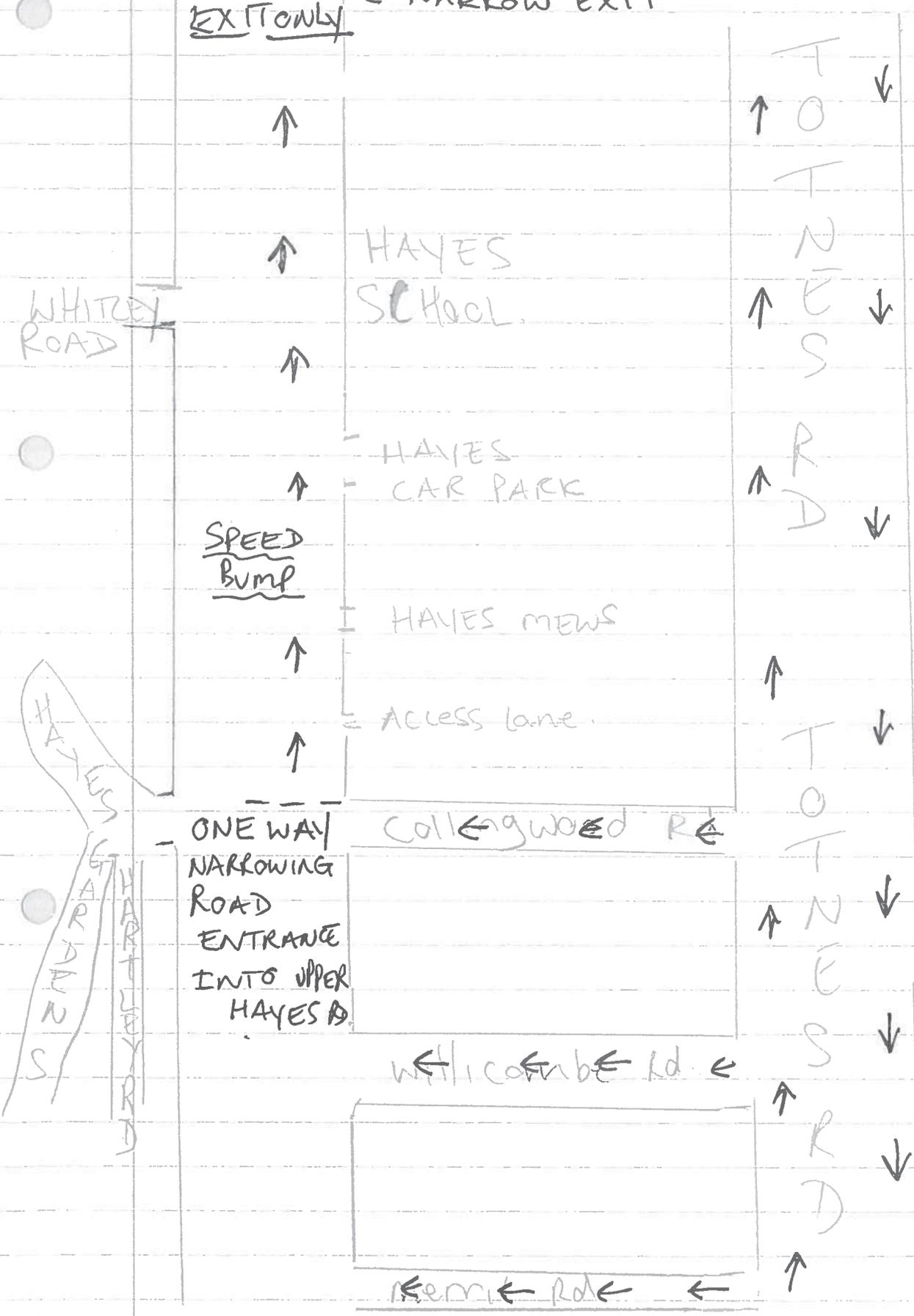
We look forward to hearing from you with a positive response

Sincerely.

RED ARROWS SHOW DIRECTION OF TRAFFIC.

NO ENTRY

EXIT ONLY & NARROW EXIT



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

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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,



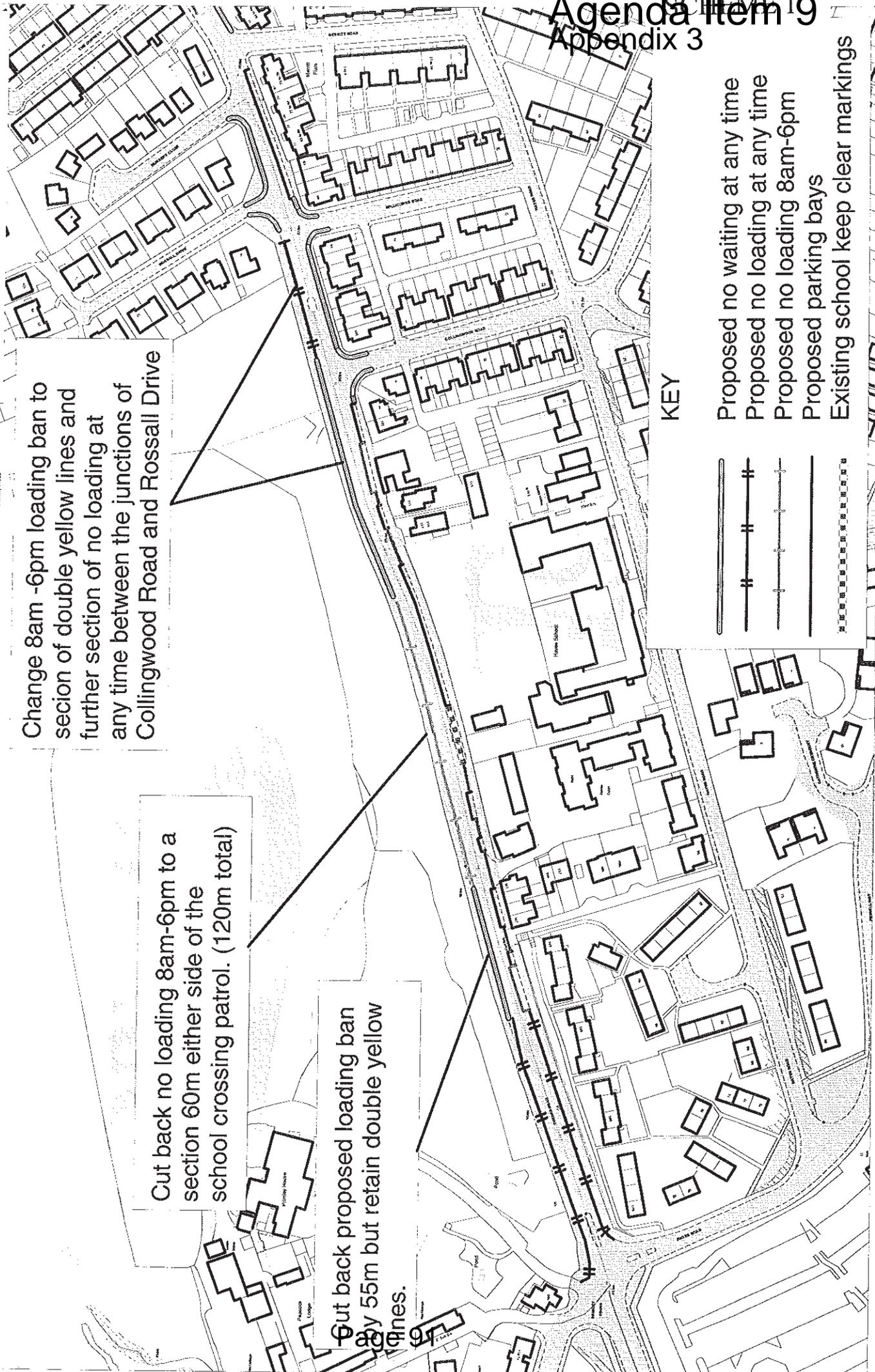
Change 8am -6pm loading ban to section of double yellow lines and further section of no loading at any time between the junctions of Collingwood Road and Rossall Drive

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.

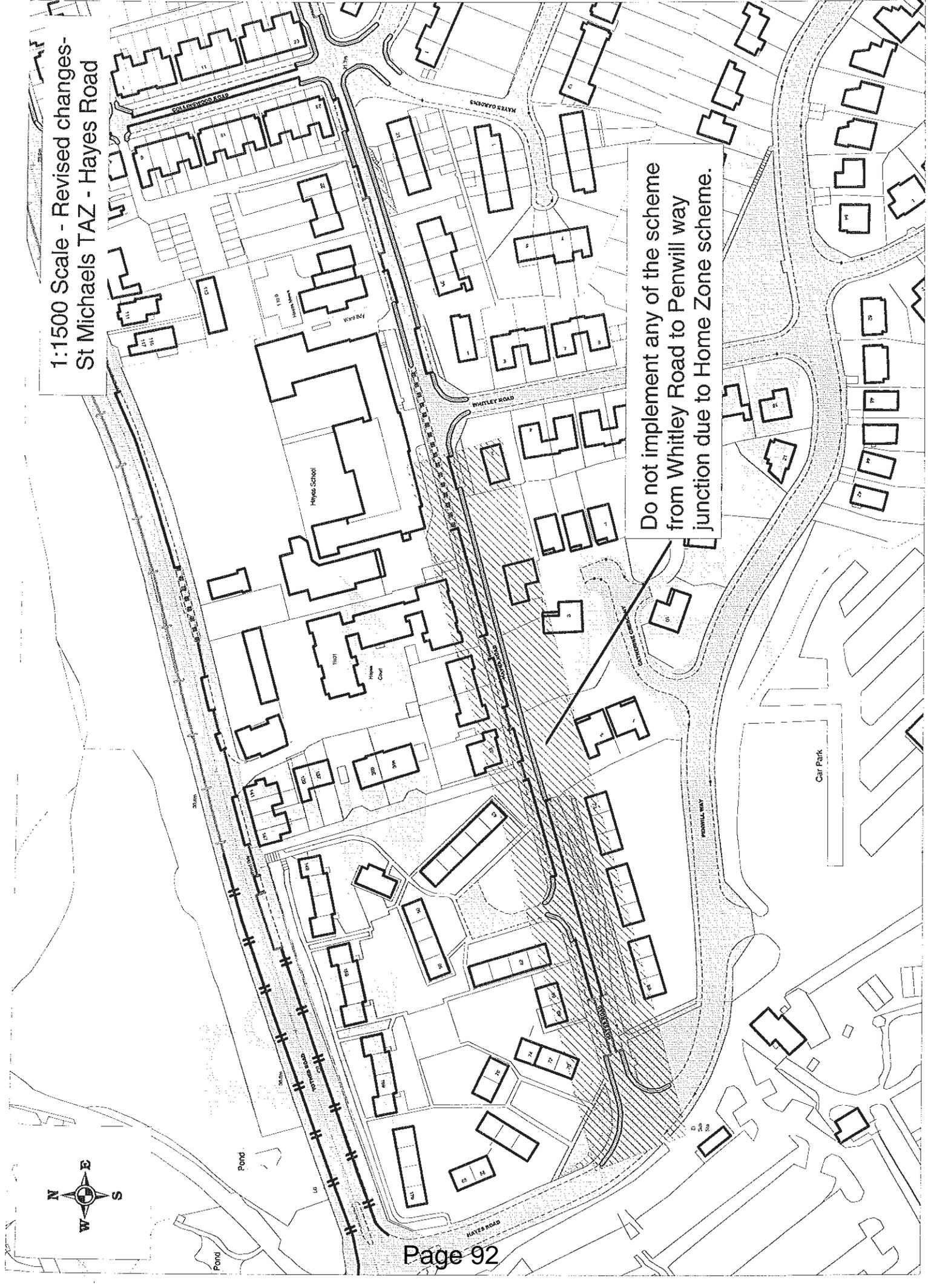
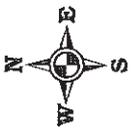
KEY

-  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

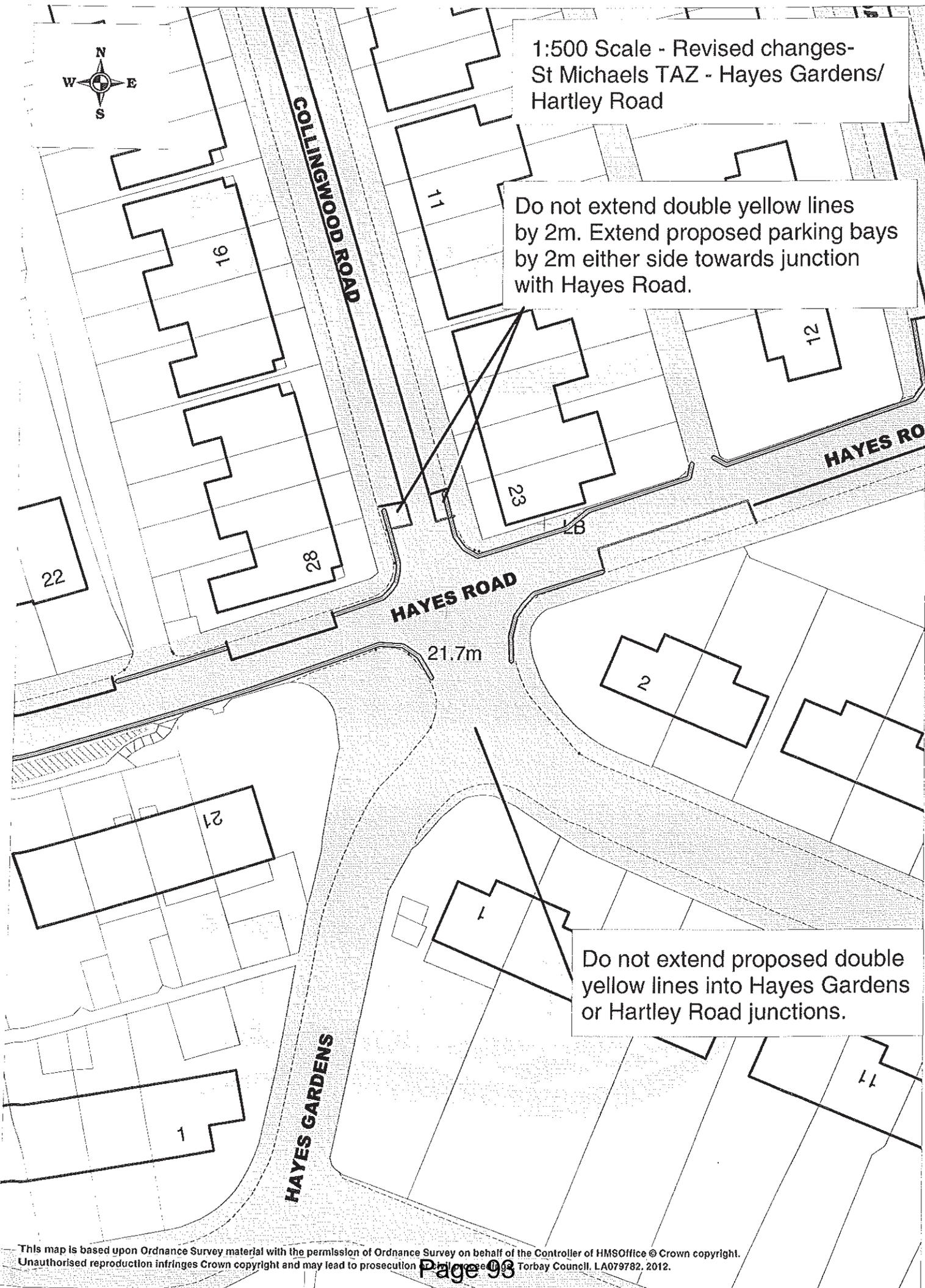
Do not implement any of the scheme
from Whitley Road to Penwill way
junction due to Home Zone scheme.





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.





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

TCB

26

PO

82

LB

04

52

11C'S

25

23

25

23a

31

27

35

2

49

34

51a

51

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



CORSHAM ROAD

CLIMSAND 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

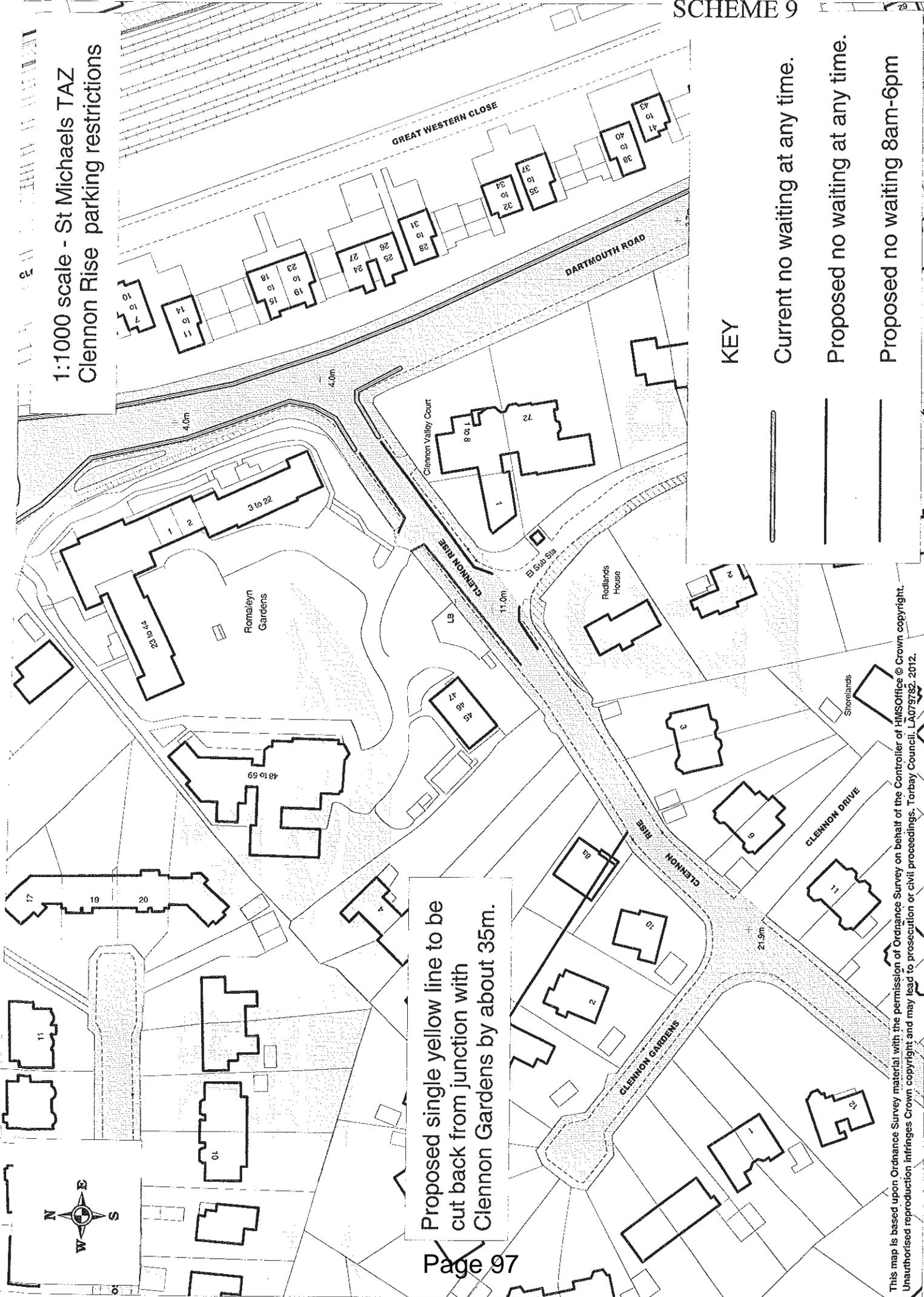


Double yellow lines



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: **Nicholson Road, Torquay – Consideration of the provision of parking restrictions**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Shiphay with the Willows**

To: **Transport Working Party** On: **10th May 2012**

Key Decision: **No** How soon does the decision need to be implemented: **May 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 Following a request from J Sainsbury PLC as part of their recent planning approval, Residents and Visitor Services have been asked to consider the implementation of parking restrictions fronting their new entrance in Nicholson Road, Torquay.

The proposal is to implement a section of 'No waiting at any time' restrictions to assist delivery vehicles gaining safe access/egress from the new service yard entrance. This will prevent on-street parking and therefore improve visibility for manoeuvring vehicles.

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

- 2.1.1 It is recommended that the proposed Traffic Regulation Order is advertised and

implemented should no objections be received; any objections will be considered at a future meeting of the Transport Working Party.

Budget for these works will come from Section 106 contributions received from their planning approval.

3. Key points and reasons for recommendations

- 3.1 The proposal will enable the J Sainsbury PLC to operate safely from their new facility; the implementation of parking restrictions will prevent the presence of parked vehicles obstructing both visibility and movement of vehicles.

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 Planning approval has recently been obtained by J Sainsbury PLC to construct a new goods entrance in Nicholson Road, Torquay and construction has recently been commenced.

Following a request from J Sainsbury PLC as part of their planning approval, Residents and Visitor Services have been asked to consider the implementation of parking restrictions fronting their revised entrance in Nicholson Road, Torquay, which is located to the rear of their existing supermarket at the 'Willows'.

The approval recommends parking to be removed to enable a visibility splay of 43m in each direction, in accordance with the guidelines outlined in 'Manual For Streets', resulting in the implementation of 86m of new parking restrictions.

Officers have visited the site and following a site assessment propose to implement a section of 'No waiting at any time' restrictions, for a distance of 15m either side of the centre line of the new entrance) to assist delivery vehicles gaining safe access / egress from the revised service yard entrance. This will prevent on-street parking and therefore improve visibility for manoeuvring vehicles.

Appendix 1 shows a plan of the proposed parking restrictions.

- A1.2 The proposed scheme would result in restrictions being placed on a 30 m length of carriageway equating to a loss of approximately 5 parking spaces.
- A1.3 The developer has already agreed in principal to pay for the implementation of a white access line fronting this new entrance, which will be removed should the implementation of parking restrictions be approved.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.1.1 To not implement the change in restrictions on Nicholson Road would restrict the ability of J Sainsbury PLC to operate safely from their new facility due to the presence of parked vehicles obstructing both visibility and movement of vehicles.

A2.2 Remaining risks

- A2.2.1 None

A3. Other Options

- A3.1 That the 86m of parking restrictions are implemented as requested.
- A3.2 That the proposed amendments to the existing Traffic Regulation Orders are not advertised.

A4. Summary of resource implications

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

A4.2 To advertise and carry out the legal process would cost approximately £1000, whilst to implement the restriction, including the signing and lining works would cost approximately £500.

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 proposed parking restrictions will be advertised, both on site and in the local media and any objections will be considered at a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

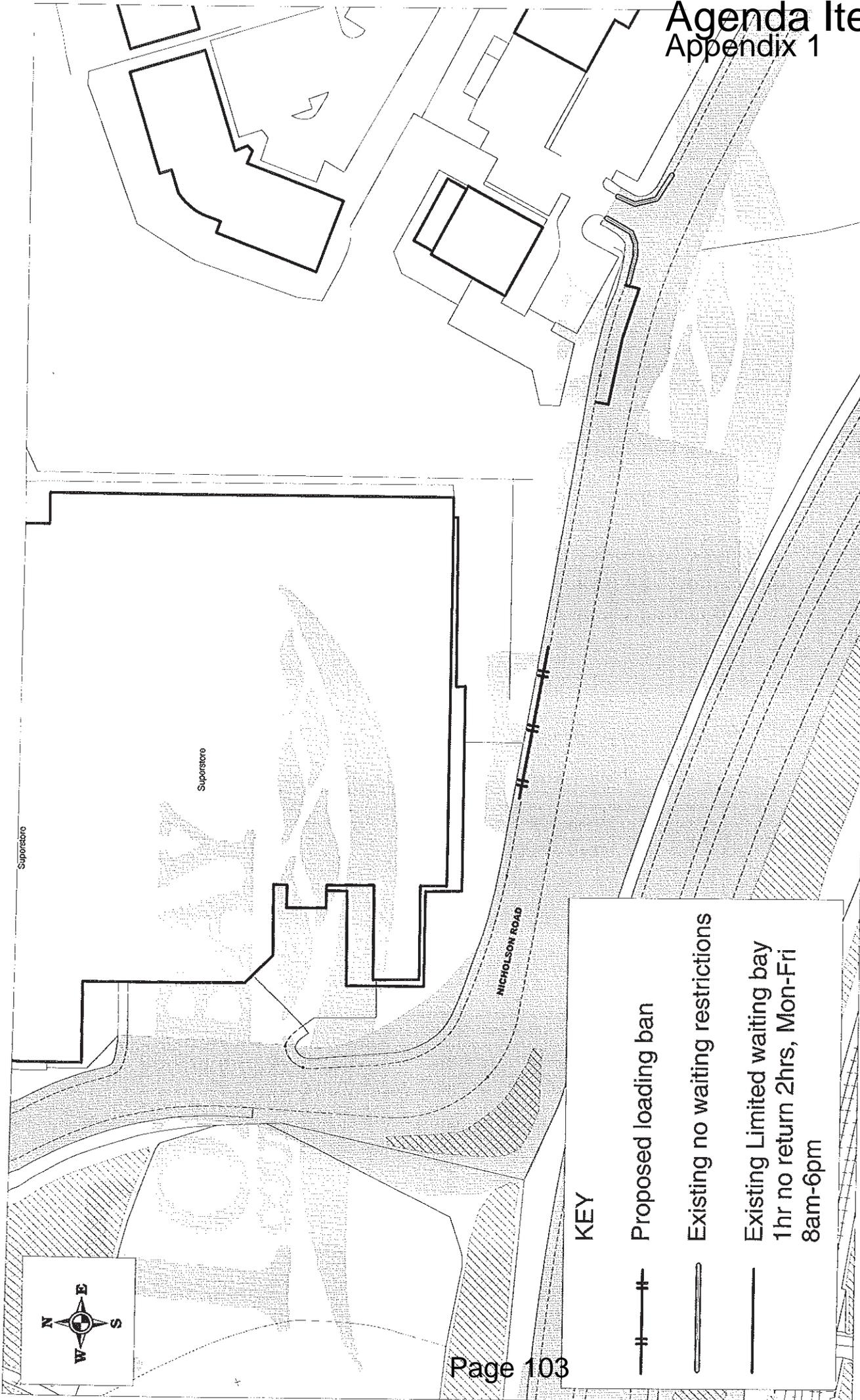
A7.1 Amendments to the existing Traffic Regulation Orders will require legal orders which have to be sealed by the Legal Services team.

Appendices

Appendix 1 A plan showing the location of the proposed parking restrictions.

Documents available in members' rooms

None



Proposed parking restrictions
Nicholson Road - Torquay

1:1000 scale

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Agenda Item 11



Title: **Nicholson Road, Torquay – Potential Widening Scheme to Improve Traffic flow**

Wards Affected: **Shiphay with the Willows**

To: **Transport Working Party** On: **10th May 2012**

Contact Officer: **Ian Jones**

☎ Telephone: **01803 207835**

✉ E.mail: **ian.jones@torbay.gov.uk**

1. Key points and Summary

- 1.1 Officers have been requested to carry out a feasibility study to consider potential widening of Nicholson Road, Torquay.
- 1.2 This briefing note is intended to advise members of the available options and to request whether the scheme should be moved forward to implementation.
- 1.3 The report to this Working Party in respect of proposed parking restrictions in Nicholson Road should be considered in conjunction with this briefing note as implementation may overcome the initial issues.

2. Introduction

- 2.1 Nicholson Road, Torquay is currently subject to a high demand for on street parking due to drivers looking for alternative parking opportunities where their employers offer limited off street parking in the area.
- 2.2 As parking is currently available on both sides of the road the area can become congested due to the fact that the remaining road space is not sufficient to enable two way traffic.
- 2.3 Officers have been requested by the Executive Lead Member for Community Safety and Transport to investigate a scheme to widen Nicholson Road to allow parking on both sides and allow a minimum width for two way traffic.
- 2.4 From the site surveys it is apparent that widening may be a relatively simple option on part of the road which is adjacent to the rear of the Sainsbury's store by using the existing highway verge.

- 2.5 There is not however a scheme that could be delivered on the remaining length of the road in the short term due to land ownership and a considerable drop in level from the back of the adopted highway, which would require a substantial retaining structure to be constructed.
- 2.6 A minimum scheme to widen the available section of road, as detailed in Appendix 1 to this briefing note is estimated to cost approximately £50,000, provided that no major service diversions are required and could widen this section of road by around 1.5m, which would be sufficient to keep the road two way through that section. Funding would be provided through the introduction of on-street pay and display within the road.
- 2.7 Since carrying out this study the adjacent Sainsbury's store has been granted planning consent for alterations and a new goods entrance to the rear of the store in Nicholson Road and have requested that parking restrictions are placed across their new entrance for visibility and operational reasons. The request is detailed in the report to this working Party titled 'Nicholson Road, Torquay – Consideration of the Provision of Parking Restrictions'.
- 2.8 If approval is given to the request for parking restrictions then it is likely that the gap in parking created as a result will act as an informal passing bay and this in itself may overcome the congestion issue. Members may therefore wish to consider whether progression of the widening scheme is appropriate until the parking issue is finalised and the effect can be monitored.

3. Conclusion

- 3.1 Members are requested for guidance as to whether they wish a scheme to widen a section of Nicholson Road to be progressed at the present time, taking into account the decision on whether parking restrictions in this area are recommended for implementation.

Patrick Carney
Service Manager – Streetscene and Place

Appendices

Appendix 1 – Location plan of section which can be considered for widening

Documents available in members' rooms

None

Background Papers:

None



Extent of land proposed to be taken for Highway widening.



Proposed widening of highway
Nicholson Road - Torquay

1:1000 scale

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Title: **Parking Provision – Eastern Esplanade, Paignton**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **All Wards**

To: **Transport Working Party**

On: **10th May 2012**

Key Decision: **Yes**

How soon does the decision need to be implemented **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 Improved parking provision on the Eastern Esplanade in Paignton

2. Recommendation(s) for decision

2.1 Apply to the Secretary of State for Transport to deregulate the area as public highway and to operate the area in a similar way to a Council Off Street Car Park during the winter and shoulder seasons. To restrict use for parking from the Thursday before spring bank holiday until second week of September, with area becoming pedestrian only in the summer season.

3. Key points and reasons for recommendations

- 3.1 Due to the opening of the new Geopark on Paignton Green there is additional parking pressure in this area.
- 3.2 Large numbers of blue badge holders parking on the Eastern Esplanade for long periods of time, some have camper vans and the vehicles can remain in situ for a number of days thus taking up parking spaces for visitors and locals wishing to enjoy the area.
- 3.3 Deregulation of the area would ensure the Council could apply their own parking policies and not subject to Department of Transport guidance.
- 3.4 Allowing the Northern End of the Esplanade to be open to vehicles during the summer could compromise a number of events or lead to additional costs for road closures reduce income from the rental of beach furniture plus affect the current Beach Awards.

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

**Sue Cheriton
Executive Head for Resident & Visitor Services**

Supporting information

A1. Introduction and history

- A1.1 The Eastern Esplanade, Paignton is a public highway that serves the Paignton Beach area. To enable the space to be a more pleasant, pedestrian friendly and a safe area, it is closed during the summer season. The closure period is 26th May to 15th September.
- A1.2 There are currently 218 spaces on the Eastern Esplanade available when open for pay and display customers with a maximum stay of three hours to encourage a turnover of spaces although Blue Badge Holders can park unrestricted.
- A1.3 Council Parking Services has been keeping a record of Blue Badge holders using the Esplanade and this has been steadily increasing and recently reached an all time high of 73 vehicles using the area unrestricted thus reducing the parking capacity for non disabled users to 145 spaces. There are 38 disabled spaces at the nearby Victoria Car Park. If the area is deregulated the Council will be able to better manage the turnover of spaces.
- A1.4 In 2009 the Council reviewed the access arrangements on the Eastern Esplanade the original closure period of the 1st May to 31st Sept was reduced to the 26th May to the 15th Sept. There is a drop off zone at the head of Pier Approach allowing access all year to the businesses for loading purposes only; and enable families to drop off children, less ambulant persons and beach equipment.
- A1.5 The northern end of the Eastern Esplanade contains 81 Spaces and has been previously identified as potentially being opened all year round. However, the large quantity of Blue Badge Holders who could park in this area without time limit would reduce the benefit to other users.
- A1.6 There are a large number of events which use Paignton Green during the summer months between the 26th May and the 15th September. This includes a regular Motorcycle Meetings (BMAD) every Wednesday evening, Paignton Carnival in July which takes place over 10 days and Paignton Regatta which takes place in August over 10 days plus many rowing and sailing events during which times the Eastern Esplanade is required to be closed. Potentially this could mean the northern end would only be open for 6 weeks during this period and the continuous opening and closing could confuse road users.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.2 Increased traffic on the beach front area during the summer will lead to a higher risk for pedestrians. However, additional vehicle movements on the Eastern Esplanade will be subject to a road safety audit and additional traffic calming measures introduced if necessary.

A2.2 Remaining risks

A2.2.1 Beach Awards: The provision of safe access to and from the beach is now included in the beach management criteria for both current beach awards and is a specific requirement. The council are required to provide safe access to the beach and must be able to describe that access across the Greens and roads as safe on the application form.

Paignton Beach is the only beach in the central area with a Blue Flag; the application submitted last December for this years award is for the whole beach. As the application stands at present it would not pass inspection in the main season.

Therefore to consider opening the Northern End of the Eastern Esplanade to vehicles all year could indeed compromise the award altogether.

The Blue Flag criterion

23. *There must be safe access to the beach.*

23.1. *How is it assured that access to the beach is safe? Please describe the access briefly (wooden walkways, steps, ramps, pedestrian crossings, etc.):*

The Quality Coast Award criterion

Aspects of our application for the QCA

- *We are required to provide safe pedestrian access routes from car parks and public transport, to the beach*

A2.2.2 The beach service will be unable to set up the usual deck chair / sun bed operation on the road if the highway is open during the summer season, this will lose income for the council and be a loss of amenity for visitors. This will particularly disadvantage older persons, families and the less mobile. Lack of a deck chair service would certainly generate complaints from members of the public.

Any visitor parking on the promenade will enable them to bring their own beach furniture and equipment, and not rent from the council, further reducing the potential to generate income.

A2.2.3 The promenade bisects two very busy leisure areas Paignton is very popular as a leisure location because it offers safe beaches linked with safe protected surroundings. The introduction of moving vehicles on the promenade during the main summer season will negate one of the main attractions of the area.

A3. Other Options

A3.1 Leave the restrictions and parking capacity unchanged.

A3.2 Open up the northern end of the Eastern Esplanade to vehicles all year.

A4. Summary of resource implications

A4.1 In order to implement the new requirements Officers will be required to design a

scheme and project manage the implementation but it is expected this can be delivered within existing resources.

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

A5.1 Should the area be deregulated then an equality impact assessment (EIA) for the overall project will be completed and specific disabled bays will be implemented on the Eastern Esplanade but subject to a maximum stay period.

A6. Consultation and Customer Focus

A6.1 Relevant stakeholders will be consulted on a new scheme subject to Secretary of State approval including the Community Partnership, Seafront traders, Beach Services, Paignton Pier and Apollo Cinema.

A7. Are there any implications for other Business Units?

A7.1 None

Patrick Carney
Service Manager – Streetscene and Place

Appendices

None

Documents available in members' rooms

None

Background Papers:

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

None

Agenda Item 13



Title: **Paignton Town Centre Parking – Six Month Review**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards **Roundham with Hyde**
Affected:

To: **Transport Working Party** On: **10th May 2012**

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

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

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 Highways Management continue to undertake a review of the on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The Paignton Town Centre Parking Review (**Appendix 1** shows the boundaries of the review area) was carried out in accordance with the Council's Parking Policy and generated an increase in on-street car parking spaces, in the following categories:

- Disabled
- Limited waiting (1hour and 2 hour)
- Metered
- Motorcycle
- Taxi Rank

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, after which the revised Traffic Regulations were advertised and implemented. Objections received were presented to the Transport Working Party on 17th November 2011.

This report is to deal with feedback received following the review of the scheme, which has been undertaken at an earlier date, due to adverse feedback in one area.

2. Recommendation(s) for decision

- 2.1** That the proposed amendments to the Traffic Regulation Orders detailed in **Appendix 3 (plans 1 – 3)** are advertised and implemented should no objections be forthcoming. Any objections received will be presented to a future meeting of the Transport Working Party.

3. Key points and reasons for recommendations

- 3.1** The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained.

This report is to take into consideration feedback received during the review process.

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 Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained to ensure the delivery of the following key objectives:

- Ensure that there is effective enforcement of on-street waiting and parking restrictions in order to reduce congestion and increase the availability of short stay parking space.
- Provide adequate space for taxis, coaches and buses to park and operate safely in appropriate locations.
- Review the extent of long stay, on street car parking where this causes problems in residential areas, conflicts with essential traffic movements, creates safety problems or reduces space for short stay visitors.
- Enhance and encourage the use of public off-street car parks for short and long stay parking.
- Make attractive parking arrangements for holders of "Blue Badges" in suitable locations and improve the access and internal layout of car parks to give full access for the disabled.
- Continually manage all town centre car parking, giving priority to provision for shoppers and visitors and reducing the need to search for car parking spaces.
- Ensure retail deliveries can continue with reasonable efficiency particularly outside the main periods of pedestrian activity.

As part of this policy, Highways Management will undertake a review of on-street parking facilities within Torquay, Paignton and Brixham town centres, to ensure that the best use is made of the available road space.

The second of these reviews undertaken was within Paignton town centre and **Appendix 1** shows the boundaries of the proposed review area.

The Council's Parking Policy 2006 (version 3 – TMA) identifies the need to work with local businesses to provide arrangements so that parking within Torbay will be maintained. The proposed changes generated an increase in on-street parking spaces, including extra disabled, motorcycle and taxi spaces.

The proposals were presented to and approved by the People (Communities) Policy Development Group on 19th July 2011, after which the revised Traffic Regulations were advertised and implemented. Objections received were presented to the Transport Working Party on 17th November 2011.

Consultation with various stakeholders has been undertaken following the introduction of the revised parking restrictions and generally positive feedback has been received. However some adverse comments have been received and therefore it has been decided to bring forward the review process.

This report is to deal with feedback received following the review of the scheme, which has been undertaken at an earlier date, due to adverse feedback. **Appendix 3 (plans 1 – 3)** details the revised proposals to the existing Traffic Regulation Orders.

Church Street

Following comments received it has been decided to implement 8m of motorcycle parking in Church Street (opposite property no's 6 and 7).

Therefore it is proposed to revoke 8m of 'no waiting at any time' restrictions and replace them with 'motorcycle only parking bay', as shown in **Appendix 3 plan no.1**.

Hyde Road.

Following comments received from Licensing the opportunity was taken at the time of the review to change the loading bay (fronting properties 7 – 11 Hyde Road) into a taxi bay. However following implementation, adverse comments were received regarding this alteration and it would appear that the use of the bay has not been well supported by the taxi trade.

Therefore it is proposed to alter the existing regulation from 'taxi stand no waiting at any time except for taxis' to 'loading bay 8am-6pm' and 'taxi stand 6pm-midnight and midnight-8am' as shown in **Appendix 3 plan no.2**.

Torquay Road

The Torbay Town Centres Company has been in correspondence and have requested that the existing loading bay fronting property no's 10 – 16 Torquay Road be extended.

Therefore it is proposed to extend the existing loading bay from a distance of 20m and introduce a 'no loading at any time' restriction on the opposite side of Torbay Road fronting property no's 3 – 17 to ensure free passage of traffic, as shown in **Appendix 3 plan no.3**.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Consultation has been undertaken with major stakeholders and the proposed alterations to the existing Traffic Regulation Orders will be advertised (both on site and in the local media). The proposals for implementation are as a result of taking into consideration feedback received and therefore any risks have been minimised.

By bringing the review process forward by a number of months, it is possible that further comments will be received regarding the operation of the revised restrictions during the summer period.

A2.2 Remaining risks

A2.2.1 By reworking and making better use of the available road space we will be able to provide more 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, these wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

A3.1 Do nothing.

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 Council Ward Members, Paignton Bid Team and the Paignton Town Community Partnership Steering Group has been undertaken and positive feedback received.

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 Shows the boundaries of the proposed review area.

Appendix 3 Details the revised proposals to the existing Traffic Regulation Orders.

Documents available in members' rooms

None

Background Papers:

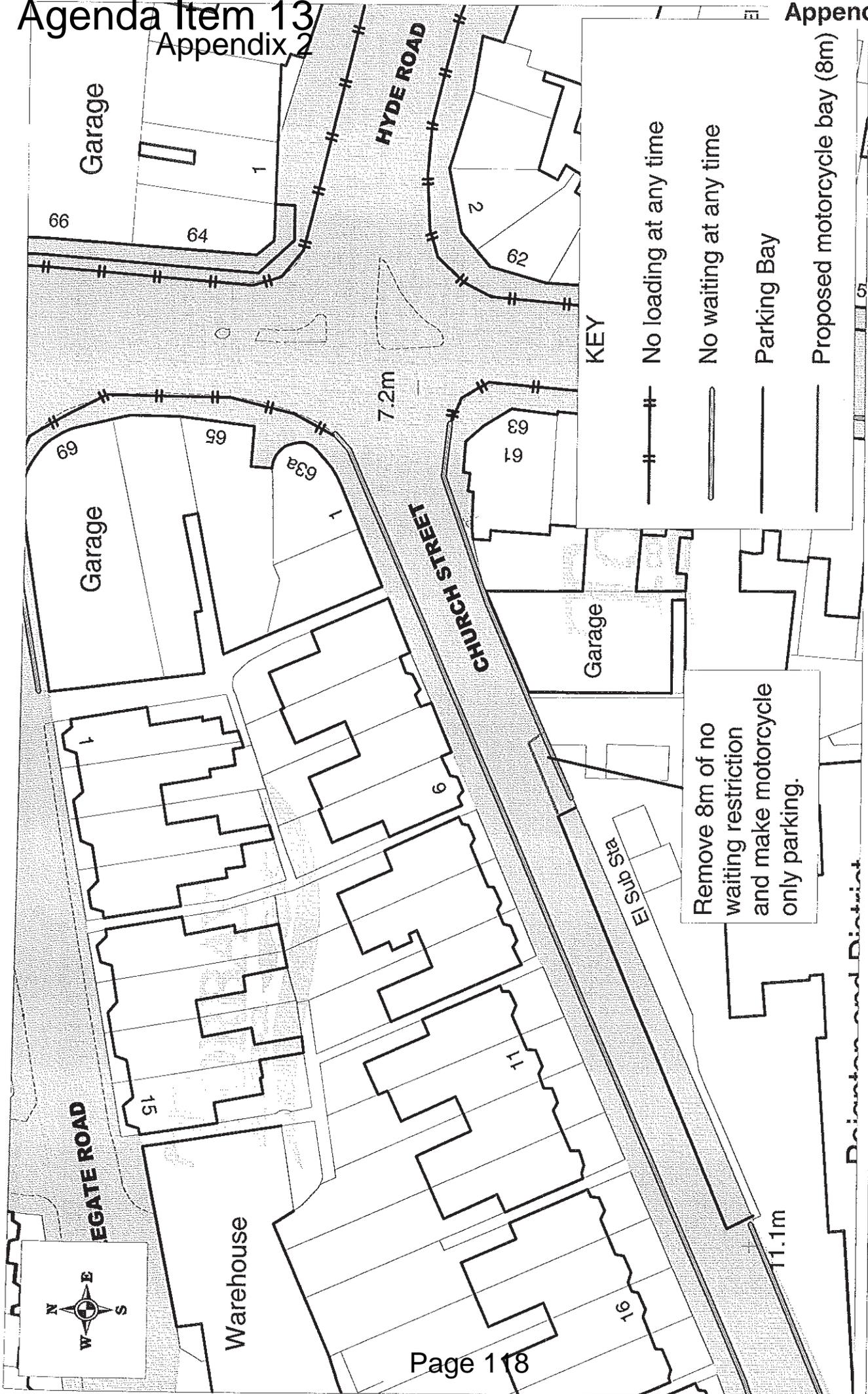
The following documents / files were used to compile this report:

The Council's Parking Policy 2006 (version 3 – TMA)

— Paignton Town Centre
— Parking review area

PAIGNTON

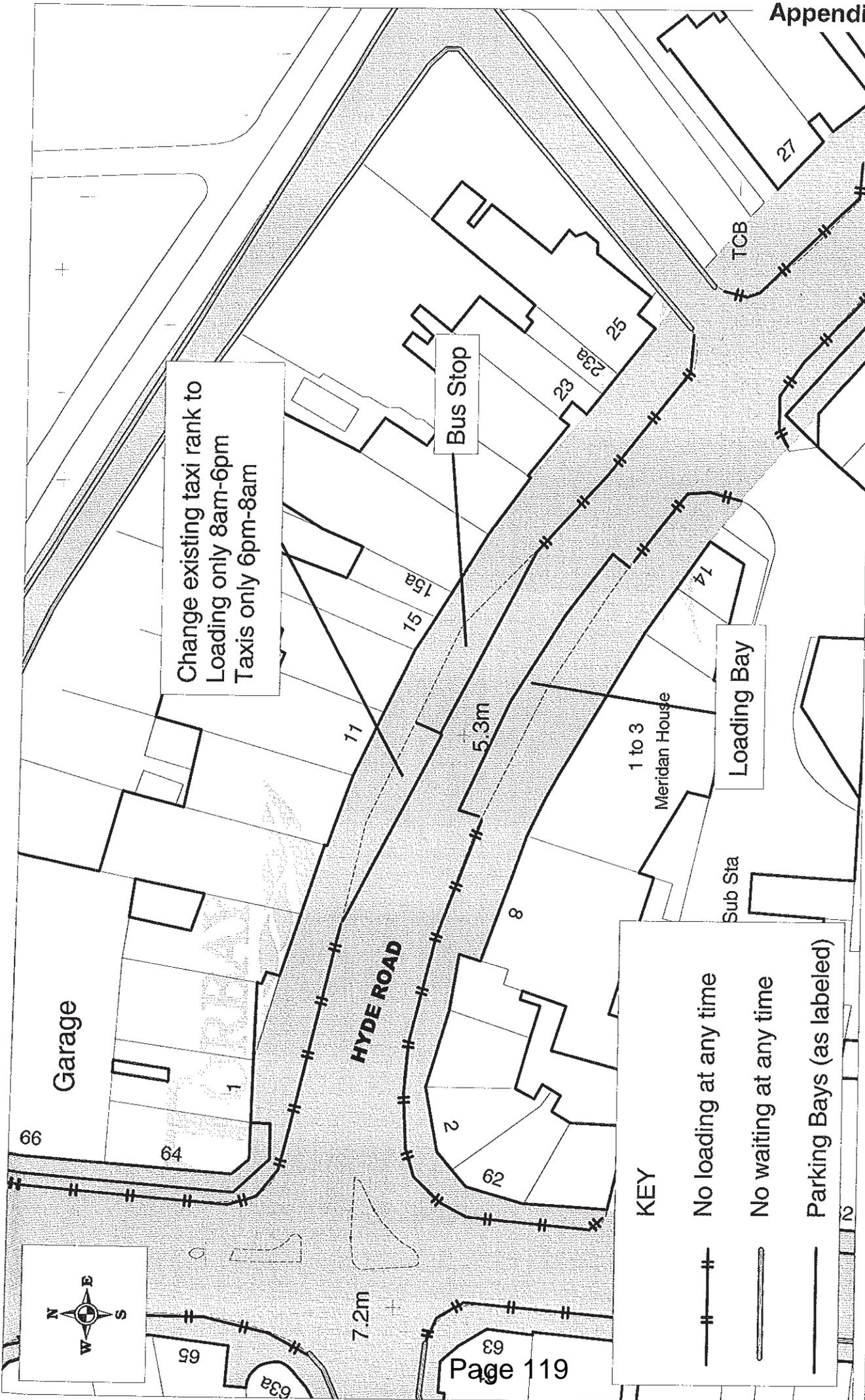




Motorcycle bay- Church Street
Paignton

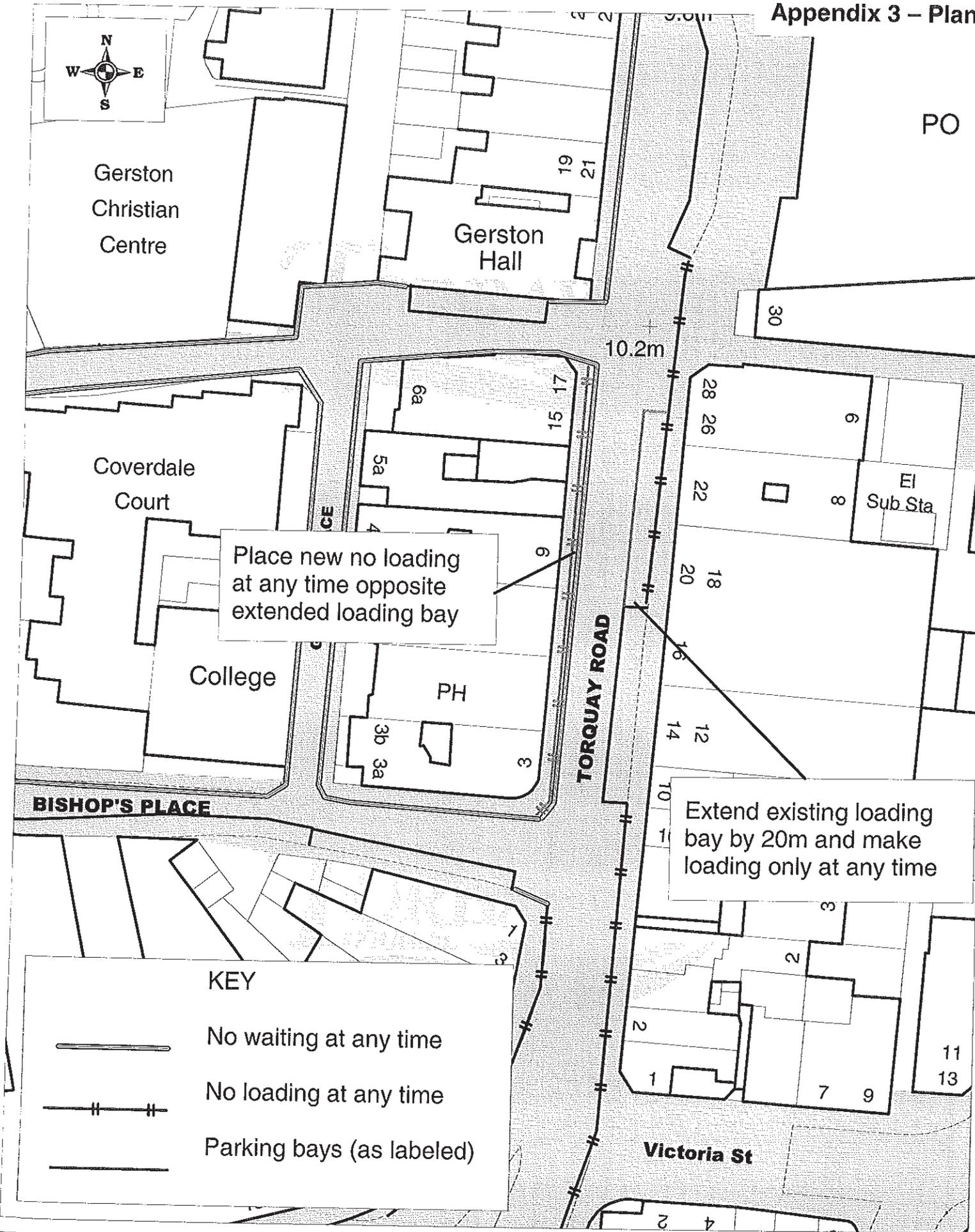
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Taxi Rank - Hyde Road
Paignton

1:500 Scale



1:500 scale

Loading bay/ loading ban
Torquay Road - Paignton





Title: **Coach Parking – Review of Cary Park area**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **St Marychurch**

To: **Transport Working Party** On: **10th May 2012**

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

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 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.

This review considers options for additional coach parking along with improvements which can be implemented to improve the situation for coaches.

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

- 2.1 It is recommended that members approve the following

- Advertise the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 Plan No's 1 - 6** and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Group for consideration.

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 and in the provision of transport for specific groups such as educational parties, theatre visitors, tourists and people with mobility difficulties.
- 3.3 Consultation with Council Ward Members and the coaching industry has been undertaken and positive feedback received.
- 3.4.1 **Appendix 1 (plan no's 1 - 6)** details the proposed schemes involving a change to the existing Traffic Regulation Orders.

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 it's 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. Feedback has been received from various Ward Members and representatives of the coach industry.

A1.4 Reports have subsequently been presented to the Transport Working Party on 16th February 2012 (Coach Parking Review) and 29th March 2012 (Coach Parking Review – Shedden Hill Car Park Update).

A1.5 This report deals with the Cary Park area and is in response to further comments received from the coaching community, which are as listed below:

- Drivers often have problems accessing the off-street parking areas at both the Anchorage Hotel (Aveland Road) and the Trecarn Hotel (Palermo Road) due to parked cars obstructing the entrances. Drivers will therefore often chose to park on the roads in Cary Park and coaches parking here then appear to attract other coaches, which park inappropriately.
- Over the last couple of years the Council have received numerous complaints regarding these activities, many of which were as a result of residents contacting the local members, especially due to coaches parked and obstructing vision near to the play park.
- In an effort to get more coaches parked off-road and others parked safely, it is recommended that the parking in the Aveland Road, Cary Avenue, Palermo Road, St Albans Road, St Anne’s Road and St Georges Crescent, is regulated by the implementation of parking bays, coach bays and double yellow lines.

A1.6 Proposals

A1.6.1 It is proposed that the following Traffic Regulation Orders are advertised:

Aveland Road (appendix 1 plan 1)

- Implement 5 no. cars only parking bays (102m)
- Implement No waiting at any time restrictions at the junction of St Georges Crescent (30m)
- Implement No waiting at any time restrictions (56m)

Cary Avenue (appendix 1 plan 2)

- Implement coach parking bay on the Southern side fronting the tennis courts (30m)

- Implement no loading at any time restrictions to the Northern and Southern sides in the vicinity of the entrance to the play area (20m)
- Implement 3 no. car only parking bays (200m)
- Implement No waiting at any time restrictions at the junction of Aveland Road (116m)
- Implement No waiting at any time restrictions at the junction of Palermo Road (20m)

Palermo Road (appendix 1 plan 3)

- Implement No waiting at any time restrictions on the Eastern side from the junction with Cary Avenue to approximately 5m West of the footway from York Crescent. (100m)

St Albans Road (appendix 1 plan 4)

- Implement No waiting at any time restrictions at the junction of Palermo Road (48m)
- Implement No waiting at any time restrictions at the junction of St Annes Road (50m)
- Implement No waiting at any time restrictions at the junction of Cary Avenue (50m)
- Implement No waiting at any time restrictions at the junction of St Georges Crescent (16m)
- Implement 2 no. cars only parking bays (48m)

St Annes Road (appendix 1 plan 5)

- Re-advertise the existing coach stand (56.5m), currently signed 'Coaches Only Mon - Sat 6pm – 8am' and change to coach parking only, 7 days a week, 24 hours a day.

St Georges Crescent (appendix 1 plan 6)

- Implement No waiting at any time restrictions at the junction of St Georges Road (10m)
- Implement No waiting at any time restrictions at the junction of Meyrick Road (10m)
- Implement no waiting at any time restrictions on the South side of St Georges Crescent between Meyrick Road and St Georges Road (90m)
- Implement 16 no. cars only parking bays between Aveland Road and Cary Avenue (total 290m)

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 and car park space we will be able to reduce congestion, formalise parking 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.

A3. Other Options

Option 1

It is recommended that members approve the following:

- Advertise the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 Plan No's 1 - 6** and implement should no objections be received. Any objections will then be submitted to a forthcoming meeting of the Transport Working Group for consideration.

Option 2

- Do nothing.

Option 3

- Members may chose to implement a selection of the proposals listed under A1.6.1

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, has being undertaken and positive feedback received.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

Appendix 1 Plan No's 1 – 5 proposed amendments to the Traffic Regulation Orders.

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

Agenda Item 14

Appendix 1

Appendix 1 - Plan 1



85.3m

The Anchorage
Hotel

Bowling Green

Avonwick

FS

PC

Pavilion

PC

AVELAND ROAD

Upper
Horsley

KEY



No waiting at any time



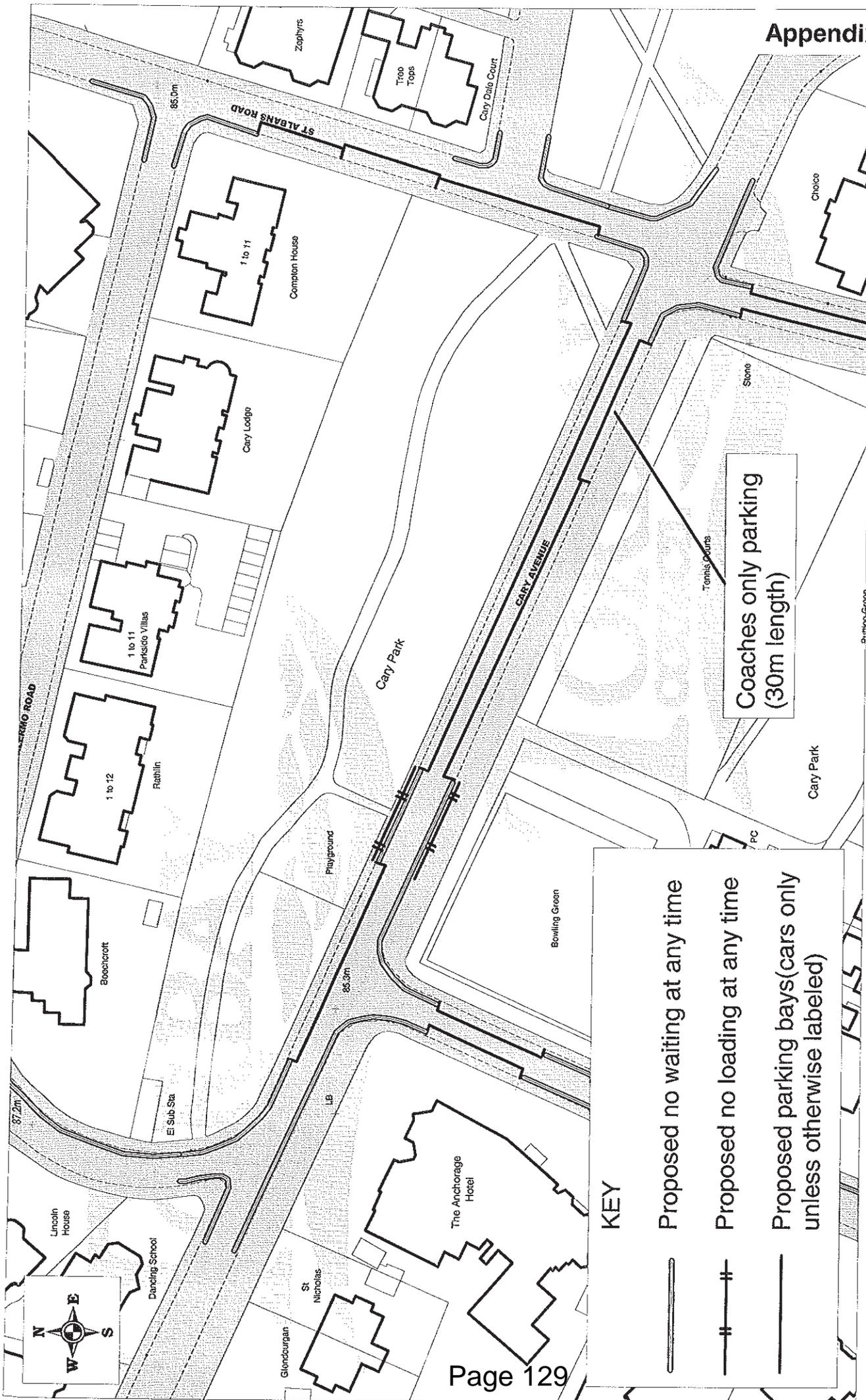
Parking bays (cars only)

1:500 scale

Aveland Road proposed
parking restrictions - Torquay

Page 128





Cary Avenue - proposed parking restrictions - Torquay

1:1000 scale

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Palermo Road - proposed parking restrictions - Torquay

1:1000 scale

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85.0m

ST ALBANS ROAD

1 to 11

Compton House

Zephyrs

Existing bus stop

Tree
Tops

47

Cary Dale Court

KEY



No waiting at any time

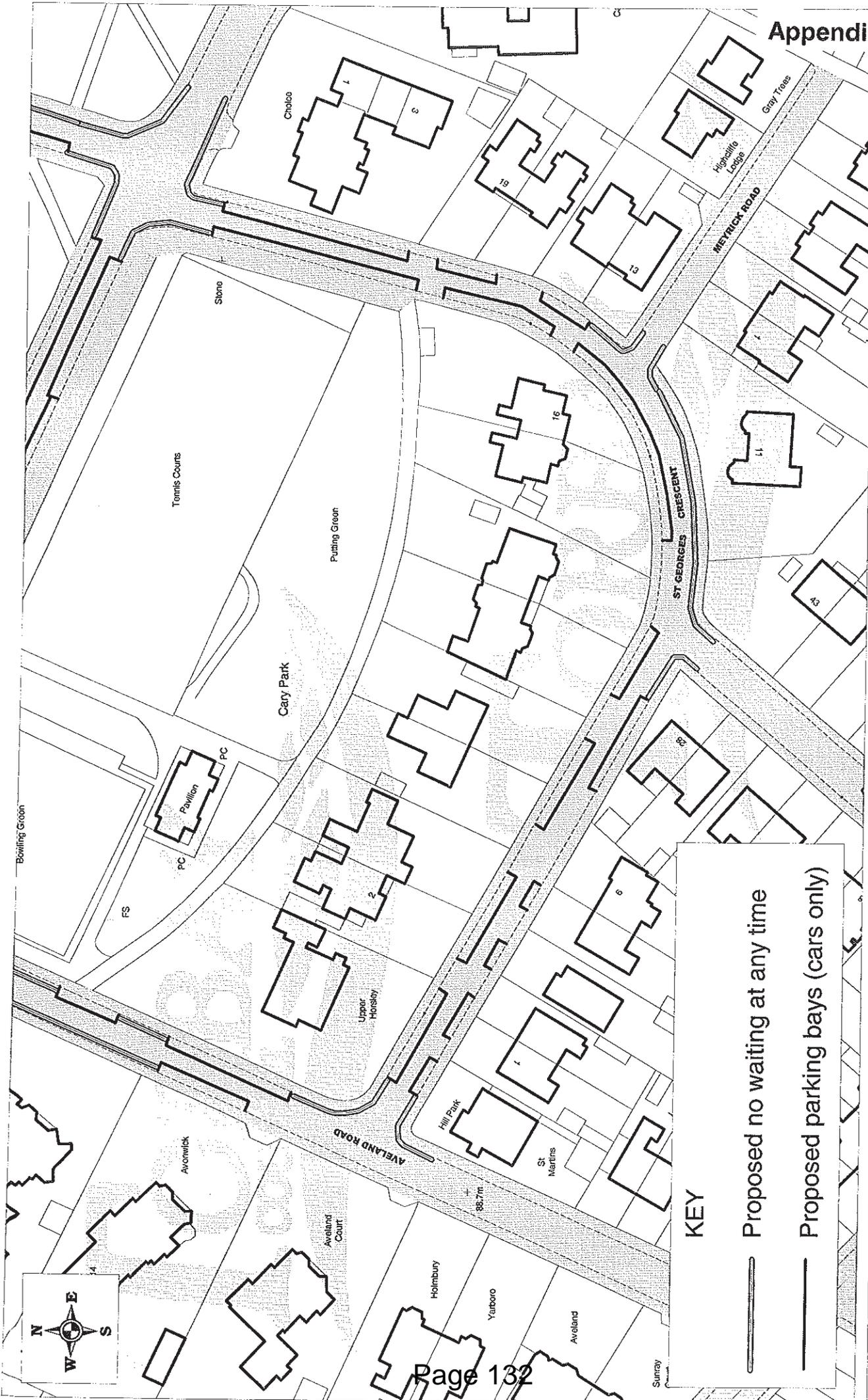


Parking bays (cars only)

1:500 scale

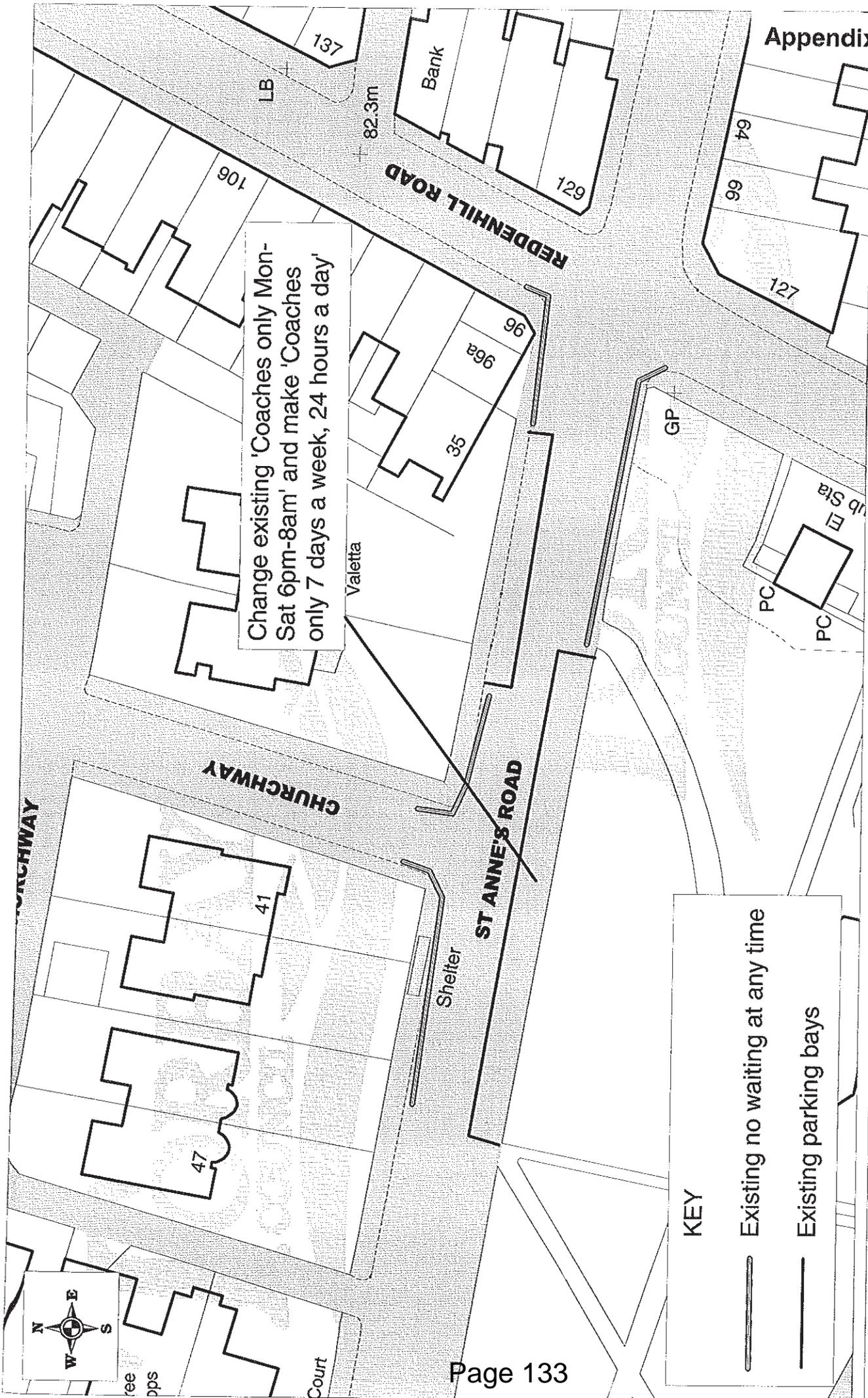
St Albans Road proposed
parking restrictions - Torquay





St Georges Crescent - proposed parking restrictions - Torquay

1:1000 scale



St Annes Road - proposed parking restriction changes - Torquay

1:500 scale