



Wednesday, 25 July 2012

## **TRANSPORT WORKING PARTY**

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

**Thursday, 2 August 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

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**Working for a healthy, prosperous and happy Bay**

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

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(01803) 207710**

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# **TRANSPORT WORKING PARTY AGENDA**

1. **Apologies for absence**
2. **Minutes of meeting held on 21st June 2012** (Pages 1 - 3)
3. **The Willows, Torquay - Verge/Footway Parking Ban** (Pages 4 - 11)
4. **Fleet Street Regeneration - Consultation Summary** (Pages 12 - 27)
5. **Nicholson Road, Torquay - Consideration of the objections regarding the provision of parking restrictions** (Pages 28 - 41)
6. **Review of Implementation of part night lighting in residential areas** (Pages 42 - 51)
7. **Vehicle parking on highway grass verges** (Pages 52 - 56)
8. **Coach Parking - Review of Cary Park area - consideration of objections** (Pages 57 - 86)
9. **Shiphay CPZ - Consideration of objections regarding the provision of parking restrictions** (Pages 87 - 132)
10. **Pre-Application Proposal for Morrisons in Babbacombe Road, Torquay**
11. **LSTF - verbal update**
12. **Rail Consultation - verbal update**
13. **Any Other Business**
14. **Date of Next Meeting**  
13<sup>th</sup> September 2012, 4pm, Meadfoot Room, Town Hall.

**Present**

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

Also in attendance:- Cllr Hytche (representing Cllr Amil), Councillor Excell, Councillor Beryl McPhail, Cllr D Thomas, Cllr K Pritchard, Cllr Bobbie Davis, Sue Cheriton, Patrick Carney, Bill Prendergast, Sally Farley, Peter Roberts

**1. Apologies for Absence**

Cllr Amil

**2. Minutes of meeting held on 29 March 2012**

- Buses at Asda – Officers are awaiting feedback from Stagecoach
- The minutes were agreed to be correct. Councillor Addis proposed and Councillor Cowell seconded.

**2a. Urgent Items (Late additions)**

- Churston Golf Course – Comments required from Transport Working Party on highway plans for access from main road, is part of the planning application.
- Mr Roger Richards presented to the Transport Working Party, resident of Churston.
- Concern on roads and congestion were raised – more units and additional industrial units mean the road cannot take any more traffic. Considered to be an over development for road network, concern on Bascombe Road junction in particular.
- It was clarified that Bascombe Road would only serve 5 properties. Cllr Pritchard supported concerns raised by Mr Richards, suggested all major impacts on all roads should be considered by the Transport Working Party.
- Councillor A Faulkner/Councillor D Cowell raised concern on the junctions on Bascombe Road (need right turn on junction). Difficult to get into the flow of traffic.

**Comment to Planning:-**

- Transport Working Party acknowledged this has been looked at by strategic/highways departments.
- Concern raised by AF/DC put forward to Planning prior to decision being made.

**Parking Restriction Carious – Urgent Report**

- Officers proposed to remove moratorium on additional parking orders to allow £15,000 to be invested in 43 small schemes.
- Officers will go to consultation on these schemes. If objections are received this will come back to the Transport Working Party for consideration. Cllr Doggett agreed to distribute letter to a wider community for scheme 26.
- Cllr Cowell requested if some schemes were dropped from the list after consultation, others be added. The cost of advertising is the largest cost so may not be achieved.

- Cllr Faulkner proposed and Councillor Doggett seconded – all in favour.
3. **Torquay Town Centre Parking – Six Month Review**
- Report considered changes following the review of Torquay Parking Scheme
  - Councillor Cowell raised concerns as a review of the wider Parking Strategy was required, including the charging levels, which are damaging the economy of the town.
- Recommendation**
- Councillor Faulkner proposed and Cllr Brooksbank seconded. All in favour. Recommended changes proposed in the report.
4. **Hollicombe to Paignton Harbour Cycle Route**
- Consideration of opinions for cycle route – byelaws were changed to allow cycle routes in parks.
  - Consider section between Marine Parade and Colin Road considered in the report.
  - Four options were offered for consideration.
  - Preferred option by officers is Option 1.
  - Cllr Butt was concerned this had not been presented to Preston Community Partnership for their consideration.
  - Caz Ladbrook also submitted comments which were conflicting but gave a number of views.
  - It was clarified this is a critical part of the National Cycle Network.
  - Concerns were raised on shared space between cyclists and pedestrians – need to ensure demarcation where possible.
- Recommendation**
- Officers to do a new hybrid of Option 2 and 3 using the area with the removal of hedge. Cllr Cowell proposed and Cllr Doggett seconded.
5. **Torbay Highway Network Capacity & Western Corridor Improvements**
- Presentation of report explaining the measuring of Network Capacity and Congestion criteria used to assess the needs of the highway network.
  - Much is based on speed of journeys across the network.
  - However a national survey of residents views suggested we have one of the worst satisfaction on congestion in England.
  - Report suggests congestion will increase as Western Corridor has most developments and will need future works.
  - A number of junctions will also see higher capacity across the network.
  - Torbay has a vulnerable network with only two main routes, which compounds problems if one is blocked.
  - Reports and Western Corridor improvements supported by the Transport Working Party.
6. **Local Sustainable Transport Fund – Verbal update**
- Environment Policy team managed to secure £2.75m over three years.
  - Transport Working Party congratulated the Team for the achievement of gaining this grant.
  - Financial proposals will be agreed in July.

- New pontoons/Fast Ferry Service/new bus routes/new cycle route national network to Newton Abbot has been included in the schemes.
- Supported by marketing and travel plans.

**Timescales:-**

- Pontoons – PQQ going out today. Tender documents by the end of August, Contract starts October 2012, installed by March 2013.
- Ferry Service – Procurement subject to OJEU, tenders issued end of July, contract October 2012, service in by March 2013
- Bus project has to meet the timescale.
- Three years to set cycleway proposals to connect routes. First proposal will come to Transport Working Party in the autumn.
- Proposals has been seen by Harbours Committee. They will influence the actual design of the Ferry Services.

**7. Palm Court Highways Layout – Verbal Update**

- Deferred

**7a. Any Other Business**

- School flashing 20 mile hour signs are being considered. Actual schemes will be prioritised according to budget.

**8. Date of Next Meeting**

2<sup>nd</sup> August 2012, 4pm, Meadfoot Room, Town Hall

# Agenda Item 3



Title: **The Willows, Torquay – Verge/Footway Parking Ban**

Public Agenda Item: **Yes/No**

Reason for Report to be Exempt:

Wards Affected: **Shiphay with the Willows**

To: **Transport Working Party** On: **2 August 2012**

Key Decision: **Yes – Ref.** How soon does the decision need to be implemented

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

Contact Officer: **Tim Northway**

☎ Telephone: **207914**

✉ E.mail: **Tim.Northway@torbay.gov.uk**

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

1.1 To review whether a trial footway parking ban should be introduced to the Willows estate. The ban needs to be considered in the context of improved access for pedestrians against the effects of vehicle movements.

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

2.1 The preferred recommendation is to consider dropping the long term aspiration for introducing a Bay wide verge/footway parking ban or indeed initially even on a trial estate as large as 'The Willows'. With the developing legislation and the knowledge that individual streets can now be targeted, the recommendation is therefore, to produce a TRO covering two or three such problem streets where on-street parking would not produce congestion or safety concerns.

2.2 That the council continue to support the Police, who can carry out enforcement under powers relating to obstruction, with education campaigns.

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

3.1 The introduction of a verge/footway parking ban would be expected to produce compliments and complaints in equal proportions due to considerations of

pedestrian accessibility versus vehicle owners having inadequate on-street parking provision.

- 3.2 Additional parking provision comes at a substantial cost and is currently not being supported financially.
- 3.3 Evolving legislation and decriminalised parking is making the introduction of bans on individual streets simpler and no longer requires special authorisation from a central agency.
- 3.4 Some modern housing developments were intentionally being built with lesser car parking provision than used to be the case. The expectation that households would make more use of public transport rather than to rely on using multiple vehicles has not yet happened.
- 3.5 If a verge/footway parking ban is introduced without taking into account displaced vehicles the impact and complaints generated could be excessive.
- 3.6 The level of signing will have a significant visual impact on residential areas.

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

**Patrick Carney**  
**Group Manager (Streetscene and Place)**

## Supporting information

### A1. Introduction and history

- A1.1 There have been reported concerns from some sections of the public regarding the inappropriate parking of vehicles on footways or grass verges. These concerns are predominantly from pedestrians with prams or buggies, visual impairment, or users of mobility scooters. However in addition to these reported concerns, continually damaged verges and the premature failure of footway surfaces is an ongoing maintenance liability and detracts from the visual amenity of some streets.
- A1.2 Outside of London and a very few other select locations, where parking on footways or verges is an automatic offence, any other authorities that wished to ban this practice required experimental 'traffic regulation orders' (TROs) to legally enforce this.
- A1.3 A previous attempt to introduce a Torbay wide ban on verge/footway parking led to a public consultation that had closely balanced feedback. People both for and against the ban were extremely worried about the matter, one group demanding better facilities for pedestrians, with the other lobby being concerned that parking vehicles wholly on the carriageway could restrict access for emergency vehicles and refuse collection. In view of the balanced outcome, trial zone areas were suggested to be used as a sample operation to assess the effectiveness of such a ban. There were two areas offered, these being 'The Willows' and 'Great Parks' as they were both relatively new build self contained estates.
- A1.4 Since the decision to implement trial zones was taken, it was necessary to obtain special authorisation from the Department for Transport (DfT) and to agree the appropriate level of signing. The initial Bay wide proposal was based on only using zone entry and exit signs, but subsequent changes to national legislation meant that all streets where verge/footway parking was to be prohibited would have to have repeater signs displaying the ban. Indeed it is theoretically possible to introduce bans on any individual streets with entry/exit signs and repeaters at intervals. The DfT consent for a zone in Torbay has been granted in a compromise format meaning that potentially there will be less signs than would be expected from the 'Traffic Signs Regulations and General Directions' (TSRGD). However, there would still need to be signs clearly displayed in all streets in which such a ban applies to.
- A1.5 Although the number of signs has been reduced from that typically required, the plan in **Appendix 1** shows how many additional signs will be needed to implement the ban. Furthermore, as legislation has changed, the TRO that will be required for the ban, no longer has to be experimental, so it is suggested that the proposal be advertised and thus invite comments in the normal manner.
- A1.6 What officers would wish to achieve longer term, would be to rationalise on-street parking and where necessary increase the provision of localised off street provision where space permits. However, schemes of this nature are expensive and have been temporarily stopped as part of the financial moratorium. By increasing off street parking provision and removing vehicles from footways and verges it would make them both easier and safer for pedestrians and grass cutting operatives and improve the visual amenity of people's homes.

A1.7 The proposed option of introducing a ban on verge/footway parking in 'The Willows' as a trial zone would allow the impact of this and similar schemes to be determined. It could free up footways for users and stop verges being damaged with the consequential loss of visual amenity and mud being tracked onto roads and footways. The converse argument however is that people will not want to give up their vehicles and with on-street parking being at a premium on many narrow estate roads, this could lead to congestion and neighbourly disputes over parking.

## **A2. Risk assessment of preferred option**

### **A2.1 Outline of significant key risks**

A2.1.1 The preferred option fits wholly into existing legislation requirements and allows Torbay Council to produce TRO's targeted as streets on which there is an established problem with verge/footway parking. If the selection criteria is robust there should be no knock on risk of congestion issues that could be a factor on some minor residential streets. Therefore there are no significant risks.

### **A2.2 Remaining risks**

A2.2.1 As this has been an aspiration for so long there is a public expectation that some action will be taken. Failure to do so could be seen as a risk to the Council's integrity.

## **A3. Other Options**

A3.1 Implementing the trial gives a significant risk of creating access problems on narrow residential roads or for increasing the prevalence of illegal vehicle crossovers onto private property. The Willows already has a significant shortage of residential parking opportunities and the width and alignment of some streets does not lend itself to additional on-street parking.

## **A4. Summary of resource implications**

A4.1 To introduce a verge/footway ban in a single zone at 'The Willows' would require £5,582.63 for the provision of the 101 road signs associated. In addition there will be a further £1,000 to £1,500 for advertising the Traffic Regulation Order

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

A5.1 Reducing the practice of vehicles being on the footway would be expected to produce an improved local environment and reduce damage to verges.

It will certainly improve accessibility for footway users and reduce positive discrimination for disabled people using them.

If the reduction in inappropriately parked vehicles can be sustained it may lead to improved community spirit and a consequential lessening of vehicle crimes.

## **A6. Consultation and Customer Focus**

- A6.1 The subject of introducing a ban of this nature was widely consulted on in 2007. However, there is still a legal requirement to further advertise the TRO as part of the implementation process.

The original consultation as mentioned previously did produce a finely balanced response with both sides of the argument expressing strong views for and against. This has influenced the recommendation for a more targeted approach to take benefit of evolving legislation.

## **A7. Are there any implications for other Business Units?**

- A7.1 Parking Services would be expected to enforce the ban if it came into force. If the ban is targeted on problem streets it should prove to be a positive asset. If however, an inappropriate area or zone was to be involved the scheme would rapidly generate ill feeling and public criticism.

## **Appendices**

- Appendix 1 Plan of 'The Willows' verge/footway parking ban zone showing associated signage.

## **Documents available in members' rooms**

None

## **Background Papers:**

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

None



**THE WILLOWS**



**No parking  
on footway  
or verge**



**END**



HIGHWAYS MANAGEMENT  
4th FLOOR, ROEBUCK HOUSE,  
ABBEEY ROAD,  
TORQUAY  
TQ2 5TF  
Telephone 01803 207656  
Fax 01803 207670

DRAWING TITLE

**Proposed Signage  
The Willows - No Parking  
on footway or verges**

No.

Date

Revisions

drawn **SG**

scale **1:10**

traced

acad ref

checked

date

drawing number

Drawing No.

Torbay 2

Related Drawing

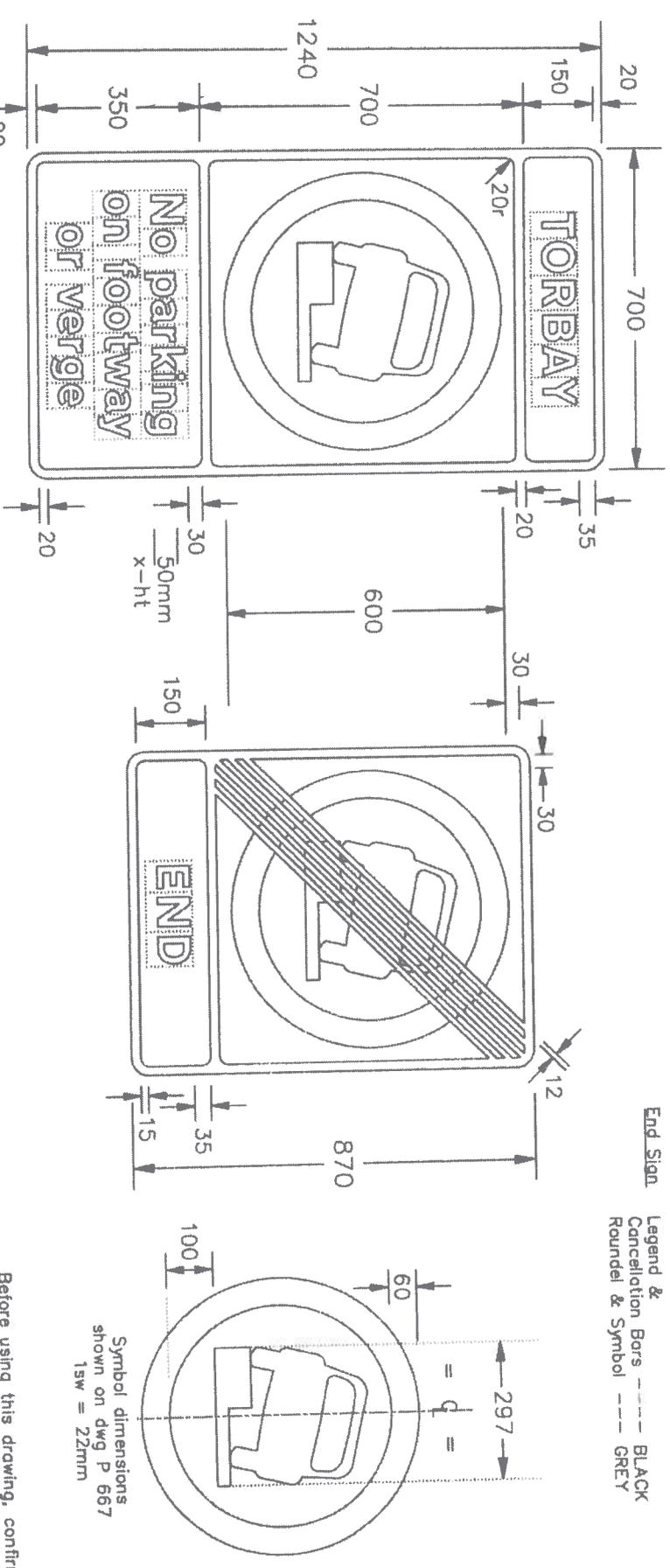
NP 428

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- NOTES: 1. The legend is from the Transport Heavy Alphabet.  
 2. The tile outlines do not form part of the signs.  
 3. COLOURS : Backgrounds ----- WHITE

**Start Sign**  
 Legend,  
 Border & Symbol ----- BLACK  
 Roundel ----- RED

**End Sign**  
 Legend &  
 Cancellation Bars ----- BLACK  
 Roundel & Symbol ----- GREY



Torbay 2

Department for  
**Transport**

Title:

Regulatory Signs  
START AND END OF  
FOOTWAY PARKING PROHIBITION

Dimensions:

MILLIMETRES

Drawing No.

Torbay 2

Before using this drawing, confirm that it has not been superseded.

# Agenda Item 4



Title: **Fleet Street Regeneration – Consultation summary**

Public Agenda Item: **Yes**

Wards Affected: **All Wards in Torbay**

To: **Transport Working Party** On: **2<sup>nd</sup> August 2012**

Key Decision: **No**

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

Contact Officer: **Mike Pelluet**  
☎ Telephone: **7815**  
✉ E.mail: **Mike.Pelluet@torbay.gov.uk**

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

- 1.1 The object of the report is to present the results of the formal and public consultations relating to the proposed refurbishment of Fleet Street, and to highlight comments of particular significance.
- 1.2 The design of the refurbishment scheme will be influenced by the consultation results

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

- 2.1 To note the outcome of the consultation process and the inclusion of many of the consultation ideas and suggestions within the proposed scheme design, where practicable.
- 2.2 That the revised proposals as set out in Scheme Plan 8/03/12\_01C are progressed to implementation.

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

- 3.1 Public consultations - A public exhibition on the Fleet Street proposals, was held on 29<sup>th</sup> and 30<sup>th</sup> May 2012, in a vacant ground floor Fleet Walk shop. The exhibition was well attended and the proposal generally supported, although concerns were expressed regarding the use of the road by buses. A detailed summary of the written responses are in **Appendix 1** to this report

3.2 Formal consultations – Formal consultees, such as the Town Centre Management Company, Community Partnership, Stagecoach etc were contacted by letter with a plan of the proposed Fleet Street refurbishment scheme. Again the scheme was generally supported although some feedback on the detail of the design was received.

A detailed summary of the written responses are in **Appendix 2** to this report

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

**Patrick Carney**  
**Group Services Manager – Streetscene & Place**

## **Supporting information**

### **A1. Introduction and history**

- A1.1 Fleet Street is the southern third of the main shopping thoroughfare in Torquay's town centre linking the harbour to Union Street. The existing layout of Fleet Street was implemented in 1989 and included the pedestrianisation of the road and traffic restricted to buses and delivery vehicles.
- A1.2 The design consisted of concrete block paving for both the footway and traffic lanes which are at the same level surface. When the original scheme was completed, public transport using Fleet Street consisted of small minibuses.
- A1.3 However with rapidly increasing demand for public transport services and steadily increasing patronage, these minibuses have been phased out and replaced by a mixture of large single deck and double-deck vehicles. The design of the street is now life expired, in serious need of maintenance and unsuitable for the current mixed use of the street.
- A1.4 The Fleet Street redevelopment is outlined within the Local Transport Plan 3, dated March 2011.
- A1.5 A verbal report was given on the proposed Fleet Street regeneration scheme at the 29<sup>th</sup> March meeting of this Working Party. The Working Party recommended that consultation with the community and key stakeholders be carried out and presented to a future meeting. Details of this consultation are included in this report but generally the improvements were supported.

### **A2. Risk assessment of preferred option**

#### **A2.1 Outline of significant key risks**

- A2.1.1 There is risk of damaging statutory undertakers plant and equipment when excavating the existing carriageway. However, these risks can be minimised with trial holes and the use of modern detection equipment
- A2.1.2 There is a risk of pedestrian vehicle conflict with construction vehicles. The successful contractor is obliged to operate safe working practises to minimise these potential conflicts.
- A2.1.3 The location of the works is within a busy social area of Torquay, and there are potential risks from vandalism, especially on a Friday and Saturday night. The successful contractor will be requested to erect suitable protective barriers to minimise this risk.

#### **A2.2 Remaining risks**

- A2.2.1 The remaining risks of the scheme are the potential conflict between buses and pedestrians using Fleet Street. This risk is being minimised with the new road layout, which includes kerbing and improved access by buses into the bus laybys provided.

Also, the through bus and service vehicle route will be better defined as compared with the original Fleet Street scheme.

### **A3. Other Options**

A3.1 Do nothing: The road will continue to be maintained as defects are identified.

### **A4. Summary of resource implications**

A4.1 The proposed scheme will be funded from the Local Transport Plan, capital allocation. Design and supervision will be provided by staff within the Resident and Visitor Service business unit.

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

A5.1 The proposed scheme will provide a high quality pedestrian environment whilst also catering for buses and service vehicles.

A5.2 The materials used in the scheme (granite paving) and street furniture (mainly stainless steel), will be easier to clean and maintain than the existing block paving.

A5.3 Fleet Street is currently lit from lighting fixed to existing buildings, and which is to a high standard.

### **A6. Consultation and Customer Focus**

A6.1 Consultations:

A6.1.1 An extensive public consultation process was carried out to inform the public of the proposals and to canvas views and ideas that could be incorporated into the scheme.

A6.1.2 Also, formal consultations were undertaken with statutory bodies and other interested parties to present the scheme and to take account of feedback within the scheme design. Presentations were made when requested.

A6.1.3 A public exhibition on the Fleet Street proposals, was held on 29<sup>th</sup> and 30<sup>th</sup> May 2012, in a vacant Fleet Walk shop.

The exhibition was well attended, and a brief summary of the written responses is shown below:

- a. 48% of the written response would like the buses removed altogether and 9% wanted the buses to remain
- b. 29% of the written responses agree with the proposed refurbishment and there were no adverse comments against it.
- c. The remainder of the written comments were mainly individual suggestions

A detailed summary of the written responses are in **Appendix 1** to this report

Also, smaller scale plans of the scheme were displayed in local shops for public viewing.

A6.1.4 A brief summary of their responses is shown below:

a. Town Centre Management company:

They support and welcome the proposals, but would like the GPO roundabout included in phase three of the refurbishment.

They do not like the red bitmac suggested for the new road surfacing and would prefer a colour more in harmony with the granite materials being used.

They welcome our proposal to make all the street furniture removable to enable street events to take place in a more flexible way.

b. Fleet Walk Manager:

Would like the street furniture, bollards, seats etc to be removable.

Removal of ACO drainage grills, and replaced with granite channels

Improved signage

c. Stagecoach:

Would like the angle of the bus bays changed

Relocate bus stop opposite Tesco

Install traffic lights

d. The remainder of the formal consultees have either have not responded or are happy with the proposals

A detailed summary of the written responses are in **Appendix 2** to this report

## A6.2 Overview of the consultation process based on written and verbal comments

A6.2.1 At the public consultation there was an overall view that it would nice if the buses were removed and a true café culture introduced. It was suggested that at a future stage an open atrium could be built over the street, similar to Princesshay in Exeter.

If this was introduced at a later date, then some provision for getting the elderly or infirm from one end of Fleet Street to the other needs to be addressed. It should be noted that whilst the scheme is designed to accommodate buses it can just as easily operate without buses in the future should a restriction be implemented.

A6.2.2 There was concern that the loading times were not being enforced and that it was currently being abused. It was suggested that that perhaps the loading times in the mornings should be earlier than 10am because shoppers are about then. Parking Services will be requested to provide additional enforcement during the morning period.

A6.2.3 The abuse of traffic using Braddons Hill Road West was mentioned several times and the need for better enforcement.

A6.2.4 The defined route, with kerbs, through Fleet Street was welcomed. However, the Town Centre Management Company did not like the proposed red bitmac surfacing, and prefer to see a colour more in keeping with the surrounding materials. A grey surfacing is now being considered.

### A6.3 “Wow” factor

A6.3.1 Tom Littlewood from Ginko Projects, was asked to introduce a “Wow” factor into the Fleet Street design (**Appendix 3**). He came up with the idea of banner poles through Fleet Street at 10m and 7m in height. The design on the flags could be the subject of competition, and also to advertise events. The narrow poles would not take up a lot of space and would be lit from the bottom or top. They are also useful for displaying planted baskets. Whilst this is an exciting proposal the scheme budget could not fund this but could be added at a later date.

### A6.4 Trees and lighting columns

A6.4. The existing ornate Victorian lighting columns will be removed and not replaced in the new proposals. They are not in keeping with the proposed new street furniture and are not required for lighting purposes, because Fleet Street is lit to a high standard from lights fitted to existing buildings. However, if the banner poles were installed, they would provide additional localised lighting.

A6.4.2 It was proposed to have either planted trees with tree grids or the above ground planters similar to those in Union Street. However, Torbay’s tree specialist said that the ground planted trees would not survive without a substantial root ball which would be difficult to achieve with all the local services. The existing soil is also not suitable for tree growth. Again, he did not consider the above ground granite planters suitable within Fleet Street. His recommendation is to fix plant baskets to the proposed banner poles with a self watering device.

A6.4.3 The benefits of not having lamp columns and trees or tree planters, is that it does remove some of the street clutter, which is recommended by the Town Centre Management Company.

### A7. Are there any implications for other Business Units?

A7.1 The scheme will require input from the legal department to process traffic orders and advice from procurement on the tendering process.

### Appendices

Appendix 1 Summary of written responses from the public consultation process

Appendix 2 Summary of written responses from the formal consultations

Appendix 3 Fleet Street banner proposal prepared by Tom Littlewood from Ginko. Projects

### Documents available in members’ rooms

Scheme plan 8 / 03 / 12\_01C will be on display for members viewing

### Background Papers:

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

# Agenda Item 4

## Appendix 1

### Fleet Street Regeneration

Details of the written responses from the public exhibition held on 29th and 30th May 2012

No	Written Comments made by the public	Nos of comments	Percentage of people making this comment
1	Remove all buses	31	48
2	Agree with refurbishment	19	29
3	Keep the buses	6	9
4	Use empty shops for displays	3	5
5	Non slip surface for pedestrians	2	3
6	Parking fees discourage shoppers coming to town	2	3
7	Try one way traffic if we can remove traffic altogether	1	2
8	Do not have pink tarmac	1	2
9	Waste bins should be bigger	1	2
10	Bus stop outside Tesco required	1	2
11	Need different waste bins	1	2
12	Remove buses and have a horse and cart through Street	1	2
13	Stop tesco lorries from using the whole street	1	2
14	When buses removed cover street and have a plaza	1	2
15	Need smaller retail units to encourage individual traders	1	2
16	Include art in the scheme	1	2
17	Include trees in the scheme	1	2
18	Seats need back for the elderly	1	2
19	Stop cyclists using Fleet Street	1	2
20	Stop vehicles entering Fleet Street from side roads	1	2
21	Raised pavements leading to tripping complaints	1	2
22	Remove bottleneck of buses outside Laura Ashley	1	2
23	Remove large buses	1	2
24	More visual signs required	1	2
25	look at location of traders "A" boards on footway	1	2
26	Remove planters	1	2

Number of people visiting the exhibition over a two day period = 250

Number of written submissions = 65

## Fleet Steet refurbishment Appendix 2

## Details of the written responses from the formal consultations

Organisation	Comments
<p><b>Town Centre Company</b></p>	<p>a. The design of the street reflects that in other parts of the town centre such as Union Street with a similar use of street furniture and materials. This is to be welcomed and will help to unify these two key streets within the town centre from a pedestrian perspective.</p> <p>b. We would encourage that some thought be given at this stage to including the GPO roundabout, the pedestrian junction at that location and the crossing at the Harbour end of Fleet Street to be included in the design process. In our view, improving the pedestrian flow and connectivity throughout the town is fundamental to the future success of the town centre.</p> <p>c. In addition, to support the connectivity within the town centre we would advocate that some consideration be given to improving pedestrian signage, rationalisation and development of a consistent advertising and promotional system in the street. We note proposals to include banner poles in the street and would be keen to participate in the development of that initiative.</p> <p>d. Our preference would be for a different colour of tarmac to be used other than red and should be more in harmony with the materials that are being used. This should also reflect the colour being used in other parts of the town centre such as Union street.</p> <p>e. Upon implementation of the scheme we would encourage more active encouragement of the traffic management regulations and in particular those in place in Braddons Hill.</p> <p>f. We would encourage some thought to be given to the bins that are being used as part of the scheme and the possibilities for improved waste management in the street.</p> <p>g. We welcome the aspiration to reduce street clutter and also the proposal to create more flexible space for events. As such, we support the proposals to make the street furniture removable and to introduce power points into the area. Again we would welcome being involved in the dialogue on this respect.</p> <p>h. If trees are to be planted as part of the scheme then our preference would be that they are planted directly into the ground with protective grids rather than in raised beds.</p>
<p><b>Community Partnership</b></p>	<p>No comments received to date</p>
<p><b>Ward Members</b>  <b>Cllr Darren Cowell</b>  <b>Cllr Robert Excel</b>  <b>Cllr Jenny Faulkner</b>  <b>Also,</b>  <b>Cllr Ray Hill</b></p>	<p>No comments received to date</p> <p>Comments given to press</p> <p>No comments received to date</p> <p>No comments received to date</p>
<p><b>Fleet Walk manager</b></p>	<p>a. Would like to develop further the removal of street furniture along the entire length of Fleet St. which would facilitate events from top to bottom of the street, when closed</p> <p>b. With the removal of the existing planters I would like to see more limestone planters with palm trees, but this does reduce visibility and the ability to hold events</p> <p>c. Removal of "ACO" grills and replace with formed drainage</p> <p>d. LED lighting within floor structure</p> <p>e. Signage to include Torquays USP Harbour and promenade</p> <p>f. Balance of bus stops to be maintained to the lower part of Fleet Street</p>

	g. More Palm trees
<b>TOR2</b>	No comments received to date
<b>Stagecoach</b>	<p>a. Angle of bus bays and use of bollards makes entering bus bay parallel with kerb difficult</p> <p>b. Single track with kerbs means passing spots are reduced and the natural bend in road prevents forward vision to prevent buses pulling out and meeting each other. At present ,if buses meet, they can pass each other. In the plans buses would either have to reverse back or mount kerb, neither of which is an option</p> <p>c. Remove end bollards of all entrances to bus bays and increase run in to bus bays</p> <p>d. Re site outside JAG to eg Santander and Laura Ashley to eg Shoe Zone to give more spaces to buses</p> <p>e. EM - Suggestions: Between Ben and Jerry's and Crystals widen road to allow two large vehicles to pass to prevent mounting kerb or blocking way.</p> <p>f. Remove bus stop from outside Topshop - Sports Direct and turn passing / loading bay. Relocate bus stop outside Jag - Santander</p> <p>g. Install traffic lights in central section to manage flow of traffic through narrow section</p>
<b>Torbay local link - bus</b>	OK with scheme
<b>First ride - bus</b>	OK with scheme
<b>Devon Fire and rescue</b>	OK with scheme
<b>Institution for the blind</b>	No comments received to date
<b>Guide dogs association</b>	Happy with our proposals
<b>Freight Transport</b>	No comments received to date
<b>Landtrain operator</b>	No comments received to date
<b>SW ambulance Service</b>	No comments to date
<b>Road Haulage Association</b>	No comments to date

# Fleet Street Banner outline proposal

for discussion

[www.torbayconnected.co.uk](http://www.torbayconnected.co.uk)

June 2012: Version 01

By Tom Littlewood, Ginkgo Projects Ltd

## Background

This proposal has been developed as a discussion document following a meeting with Mike Pelluet, Mischa Eligoloff, Paul Warren and Tom Littlewood to discuss opportunities to create a sense of arrival and connectivity along Fleet Street through cultural commissioning.

Over the past three years Mischa Eligoloff, Cultural Partnerships officer and Tom Littlewood of creative agency Ginkgo Projects have been working to develop a project called Torbay Connected.

Torbay Connected aims to use a framework of natural legibility to form the basis of place enhancement through art and cultural commissioning and development. Through integrating cultural projects into our buildings and spaces in a structured way we form a strong foundation for exploring and showcasing our rich of cultural, geological and social heritage that will help to promote distinctive and enjoyable places for both residents and visitors.

Our aim is to work within the context of the highway and streetscape improvement programme to provide a simple, cost effective way of adding a sense of vitality and change to the shopping and visiting experience along Fleet Street.

## Creative approach

The approach proposed below accommodates the creative and delivery

challenges that Fleet Street offers and therefore should:

- play a role in promoting the sense of connectivity between the Strand and Fleet Street
- consider carefully the tension between adding street clutter and creating a valuable creative contribution to the streetscape.
- have a small footprint so that any installation can be accommodated within a challenging environment.
- have a strong vertical element, so that the artwork can best promote its messaging.
- have a changing element so that wider cultural activities and events can be promoted

## Proposal

It is proposed that a series of vertical banner masts and banners are commissioned to strengthen visual linkage up Fleet Street. Each banner mast should have a permanent banner created as an artwork. The design of the banner mast should also allow for the installation of temporary banners to promote cultural events within the Bay.

The banner masts should be located where possible in pairs on either side of the street, with one larger mast at the top and bottom of the street.

10m banner masts are suggested for the top and bottom of Fleet St with pairs of 7m banners located in between.

On the following pages a desktop study of locations are proposed (for indication only) and examples of comparator examples.

It is proposed that the masts and permanent banners are a unique Torbay specific design created by an artist/designer working with a banner/flagpole manufacturer to develop a robust, low maintenance design that contributes to the streetscape all year round.



Indicative banner locations with larger banners at the top and bottom of Fleet Street.

## Costings

Below are indicative costings (ex vat) based on discussions with manufacturers and previous experience.

### First phase only

Item	No.	Unit cost	Total
Artist concept design fee:			2,500
10m banner mast supply and delivery (two pairs either side of central mast)	1	5,000	5,000
10m mast permanent banners (two per mast)	2	3,500	7,000
7m banner mast supply and delivery (two pairs either side of central mast)	2	3,500	7,500
7m mast permanent banners (two per mast)	4	3,000	12,000
Below ground foundations (estimate)	3	2,000	6,000
Artist detailed design/implementation fee			4,000
Art curation and management			4,500
<b>Totals</b>			<b>48,500</b>

Temporary banner design, supply and installation are not included as it would be expected that separate budget holders would pay for these as required. For guidance for a 3.0 by 1.0m banner print costs would be in the region of £100 per banner. It would be proposed that an open competition is run to select the artists managed through Torbay Connected. The above costs can of course be modified to suit the number of banner masts commissioned.

## Next steps

1. Agree banner mast type and location.
2. Develop artist design brief and run an open competition for artist selection.
3. Develop concept designs for client approval.





Images on this page showing possible banner mast types.

Images on previous page showing a permanent banner system using anodized aluminum squares to form an abstract image of sunrise/sunset.





# Agenda Item 5



Title: **Nicholson Road, Torquay – Consideration of the objections regarding 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: **2<sup>nd</sup> August 2012**

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

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

Contact Officer: **John Clewer**  
Telephone: **7765**  
E.mail: **John.clewer@torbay.gov.uk**

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## 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.

The meeting of the Transport Working Party on 10<sup>th</sup> May 2012 recommended that these restrictions be progressed and the proposed restrictions were advertised for a period of 21 days from 7<sup>th</sup> June 2012 and the correspondence (both in favour and in objection) as shown in **appendix 2** have been received for consideration by members.

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

- 2.1.1** It is recommended that the proposed Traffic Regulation Order is implemented as advertised.

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**  
**Group Service Manager – Streetscene & Place**

## 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 guide lines 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.
- A1.4 The meeting of the Transport Working Party on 10<sup>th</sup> May 2012 recommended that these restrictions be progressed and the proposed restrictions were advertised for a period of 21 days from 7<sup>th</sup> June 2012 and the correspondence (both in favour and in objection) as shown in **appendix 2** have been received for consideration by members.
- A1.5 One letter in support of the new restrictions has been received, which also makes a case for more stringent restrictions to be implemented at this time. Four letters of objection have been received from the Torbay and Southern Devon NHS Health and Care, three from staff who use the road to park upon when at work and one from the Chief Executive.

### 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 the 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 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 Street Scene & 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 £500, 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 were advertised, both on site and in the local media, during the period 7<sup>th</sup> – 28<sup>th</sup> June 2012 and correspondence (both in favour and in objection) as shown in **appendix 2** has been 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.

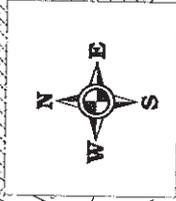
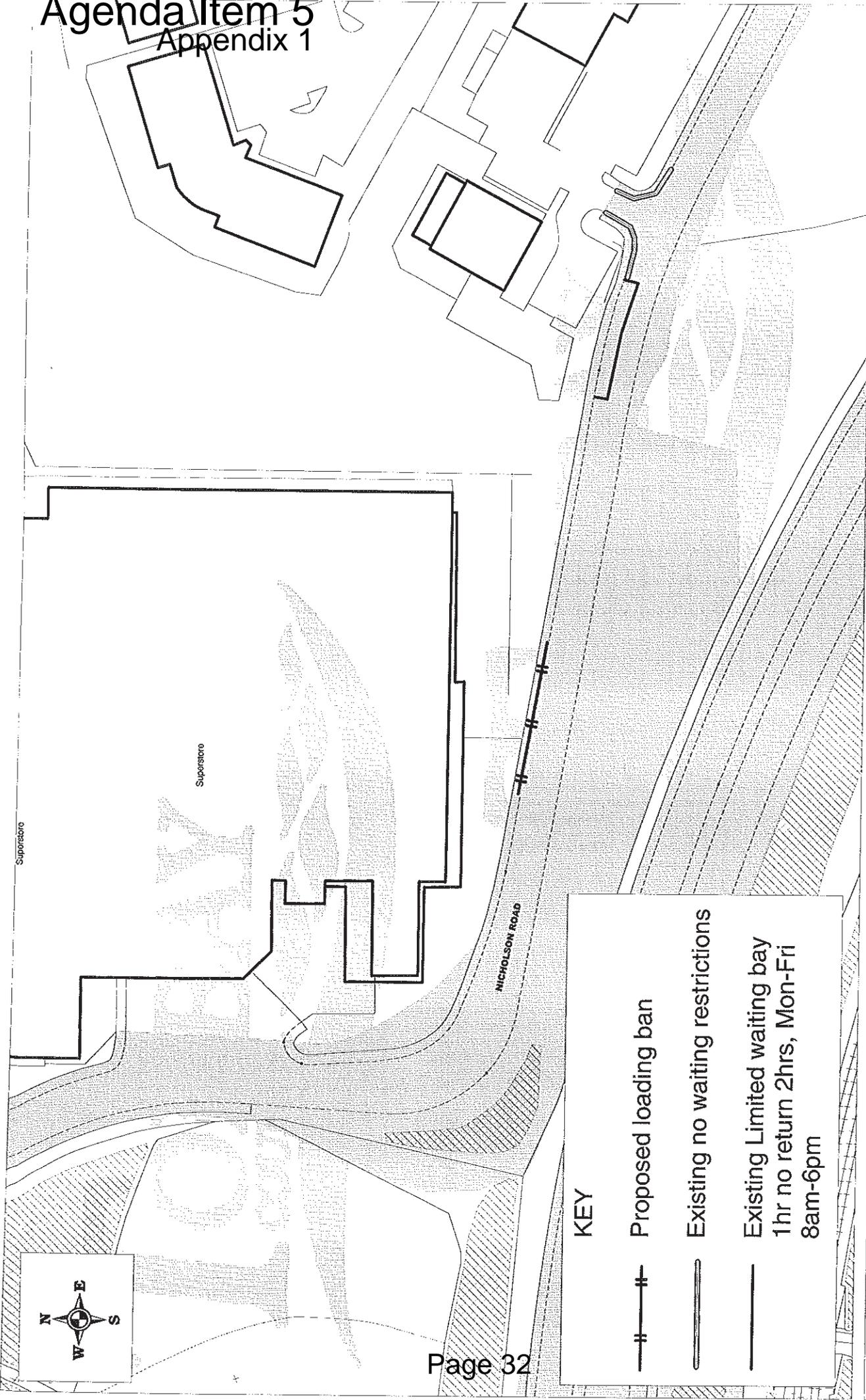
## **Appendices**

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

Appendix 2 A copy of the letters of objection.

## **Documents available in members' rooms**

None



**KEY**

-  Proposed loading ban
-  Existing no waiting restrictions
-  Existing Limited waiting bay  
1hr no return 2hrs, Mon-Fri  
8am-6pm

1:1000 scale

Proposed parking restrictions  
Nicholson Road - Torquay



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INCOMING EMAIL

From: [REDACTED]  
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES  
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>  
Date: 28/06/2012 07:50:28  
Subject: Fwd: Re Proposed parking restrictions on Nicholson Road (Torquay) behind  
Sainsburys

Following my submission of last night and having re read it this morning I have spotted a glaring error - apologies. I have only worked up Nicholson Road since the mid nineties and not the mid eighties.

Many thanks

[REDACTED]  
Sent from my iPad

Begin forwarded message:

> From: [REDACTED]  
> Date: 27 June 2012 23:30:46 GMT+01:00  
> To: "highways@torbay.gov.uk"  
> Subject: Re Proposed parking restrictions on Nicholson Road (Torquay) behind  
Sainsburys  
>  
> Following my telephone call to your office this afternoon, I would like to submit  
this entry to request stricter parking restrictions following the development to the rear  
of Sainsburys store in Torquay.  
>  
> I am a local resident and have worked up Nicholson Road since the mid eighties.  
>  
> Firstly though, I would like to point out that the green notifications on Nicholson  
Road, advising of the proposed restrictions, had already been removed ahead of the  
last day for submissions to be received. Potentially, people who should know what is  
proposed may not know of the intended parking changes and would now not have the  
opportunity to make representations on this topic.  
>  
> With the creation of the new area at the back of the Sainsburys store and the  
constant coming and going of their delivery vehicles, coupled with the ongoing  
movement of service vehicles to other offices located further up Nicholson Road, I do  
not believe that the proposed restrictions are tough enough, in view of the way in  
which private vehicles are parked on both sides of Nicholson Road.  
>  
> The ongoing and constant safety of workers, parents dropping their children off at  
the nursery, access for emergency vehicles etc, are of paramount importance and one  
accident would be one too many. We have one opportunity to get this right and  
should not appease the local workers in the area by making the minimum gesture to  
the detriment of safety.

>

> To facilitate a clear view of traffic, both up and down Nicholson Road and pulling out of the new depot, I do believe that parking restrictions should be either side of the newly created gated area to the rear of Sainsburys and be implemented on both sides of the road and cover a greater area. Sainsburys might well tell us all how careful their drivers are, but I would counter that by stating that I followed one of their delivery vans out of their Petrol Filling Station (PFS) in the last week, where it turned right out of the PFS contrary to a road traffic sign that is on the opposite side of the road. I must add that I turned left, went back to the roundabout and then came back to Nicholson Road.

>

> Additionally, the large delivery vehicles that bring goods to Sainsburys have a habit of parking on the 'keep clear' area opposite their inward delivery bays, where this causes all traffic exiting Nicholson Road to drive on the opposite side of the road, whilst approaching the area just before the PFS where vehicles are allowed to park on both sides of the road. This again, I believe, is a dangerous practice and is now exacerbated by the delivery vehicles now using the back of the store.

>

> Because of the way in which parking is allowed at present, traffic cannot flow up and down freely, as there is only room for one vehicle to go up and down Nicholson Road at a time. This can be dealt with now.

>

> Also, there is considerable empty office space next to the child's nursery and when this is taken up, will only go to add to the vehicle movements along Nicholson Road.

>

> In summary, Nicholson Road is over congested and dangerous, with the current car parking arrangements. With the vehicle movements only going to increase, you have the ideal opportunity now to put in place enhanced parking restrictions and make the road a safe and accessible place to drive. However, this will involve more road space being taken up with parking restrictions.

>

> I trust you will find this submission self explanatory, but if you have any questions or require clarification of any points that I have made here, please do not hesitate to contact me.

>

> Regards

>

>

>

>

>

>

> Sent from my iPad

19 JUN 2012



Highways & Visitors Services  
Highways Management  
Torbay council  
4th Floor Roebuck House  
Abbey Road  
Torquay

18/6/2012

To whom it may concern

**Re proposed parking restrictions Nicholson Road, Torquay**

I am writing to express my concerns about the proposed parking restrictions in Nicholson Road, Torquay, (near the Willows shopping centre), where parking is crucially required 8am -6pm Monday to Friday.

I am a full time employee of the NHS, (Torbay Care Trust), as a community Occupational Therapist, based at Cavanna House in Nicholson Road. In order to complete my role I need to use my car as I work in the community, I hold a caseload and often need to respond in a crises situation. Most of my colleagues based in the same office, including a District Nursing Team are in the same situation. The car parking at Cavanna House is extremely limited and myself and colleagues rely on the on road parking.

In the event of the on road parking on Nicholson Road being restricted even further I would find carrying out my daily work duties extremely difficult and will certainly cause less efficiency in delivering a cost effective service.

It seems ridiculous that the reasoning behind the proposed restrictions may be for Fire engine access, as the road is a cul-de-sac with a large roundabout at the top. The area is completely commercial type offices, with the only public access being at the Court House. Each office and organisation will have a fire evacuation plan and fire officers in accordance with health and safety legislation, reducing the risk of fatality by fire even further.

There may be some argument for fire engine access and fire safety if this were a residential cul-de-sac, or indeed a busy residential through road such as Shiphay Road in Torquay where, in places, unrestricted parking on both sides is allowed and severely restricts the movement of traffic.

I hope this helps to make those in a position to make a decision about this situation see sense and to not penalise me personally when trying to carry out a public service on a daily basis.

Signed



[REDACTED]

Dear Sir

Re: Further parking restrictions in Nicholson Road, Torquay

I am an Occupational Therapist for Torbay and Southern Devon Care Trust and am based at Cavanna House, Nicholson Road. I am a team manager for all the Occupational Therapists based at Cavanna House and need to ensure they are able to carry out their role, which is to visit, assess and provide equipment and adaptations to the residents of Torbay to help them remain living as independently as possible in their own homes. It is an essential service and I am my team need to be able to work from our base for essential administrative tasks and liaison with our different professional colleagues. I personally find it very stressful at the moment trying to ensure I can park close enough to the office to carry out my role and am very aware of the difficulties my team members experience already. This will be made so much more difficult with additional restrictions and my plea is that you reconsider and show that you do value the good work done.

I have written previously regarding the effects of restrictions imposed on parking in the area of Cavanna House and note that objections have not been taken into consideration, otherwise further restrictions would not be undertaken. I would very much appreciate your response to my concerns, together with suggestions on how I and my staff can carry out our very important jobs.

Regards,

[REDACTED]

Torquay North Health & Social Care Team  
Cavanna House  
Riviera Park, Nicholson Road  
Torquay  
Devon  
TQ2 7TD

Highways Management  
Torbay Council  
4<sup>th</sup> Floor  
Roebuck House  
Torquay

**Re: Proposal for restrictions to parking in Nicholson Road**

I am responding to the proposed new parking restrictions in Nicholson Road that were published in the Herald Express on Thursday 7<sup>th</sup> June 2012.

We are a community based team serving the elderly, vulnerable and at risk members of the public throughout Torquay.

The introduction of the new proposed restrictions on Nicholson Road will seriously affect the day to day running of our service. Parking is a big problem at present without these new restrictions, staff already spend their precious time having to walk up and down the hill numerous times a day (as our work involves visiting multiple clients/patients on a daily basis), driving around looking for a space and sometimes even having to park in Comet and Sainsbury's, who themselves have recently introduced restrictions. Surely this time could be better spent attending to clients and patients, particularly for the district nurses, rather than having to find car parking spaces or having to park in the neighbouring roads.

Car usage for our staff is essential due to working in the community and visiting clients/patients therefore walking to work, car sharing or getting a lift, or public transport is not an option.

If these proposed restrictions were introduced not only will it affect the level of service we can provide but it will also affect your residents in the surrounding areas and again impact on the amount of time that is actually spent with patients and clients leaving them at risk.

At a time where resources are already stretched why make things even more difficult for NHS staff to do their jobs particularly when we are working in partnership with Torbay Council.

Please reconsider these introductions and think about the vulnerable residents of Torbay.

Many Thanks

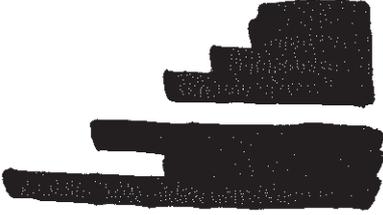
Yours sincerely

[Redacted signature]



Partners in Care

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

  
18 June 2012

Dear Sir or Madam

**Torbay Council proposed introduction of parking restrictions at Nicholson Road, Torquay**

Last year many of our operational staff made representations to the Council's Parking Services Division concerning the proposals highlighted in the local press with respect to the introduction of parking meters and restrictions in Nicholson Road, Torquay. Fortunately a sensible decision was made not to proceed with that particular proposal.

I am now writing again on behalf of Torbay and Southern Devon Health and Care NHS Trust to highlight directly the impact upon the community functions of the NHS in Torbay of the latest set of proposals to introduce double yellow lines in Nicholson Road:

Reference Herald Express, 7 June 2012:

"Schedule 2: No waiting at any time; Schedule 4: No loading at any time"

"Nicholson Road – the north side from a point 95 metres west of the entrance to Riviera House in a westerly direction for a distance of 30 metres".

You may be aware that the Care Trust has three operational buildings in Nicholson Road, which are key to the smooth running of our services. The Trust HQ at  (leased from Torbay Council), which is used by our Operations Division responsible for direct service delivery and the Torquay North Community Team at Cavanna House. When we took the leases on for our buildings in Nicholson Road, our planning assumption was that free on-street parking would continue to be available for the duration our leases. For



Partners in Care

Cont'd...2

example, we would not have taken the lease for [REDACTED] from Torbay Council if we knew parking restrictions would be implemented by Torbay Council at a later date. The value of these leases will also be reduced and thus making them more difficult to re-assign. The proposed introduction of double yellow lines in Nicholson Road will impede our operational capacity and efficiency in a number of ways:

1. The Community Team based at Cavanna House includes staff such as Social and Community Care workers who visit clients in the community daily and return to base during the day for meetings, using computers and telephones in arranging services and support for clients. Many staff need to park close to the office as they are transporting equipment and meeting the need to visit patients in the community.
2. The Trust HQ building is the hub for meetings and forums in the organisation that directly contribute to running an efficient and successful service for the Council and the local community. The parking restrictions may create obstacles for us carrying out functions as colleagues visit [REDACTED] and [REDACTED] from other organisations, voluntary groups, partners etc.
3. The Trust was puzzled why Nicholson Road has been chosen as this road is a business park cul-de-sac with no other residents. Also, the area is poorly served with respect to public transport infrastructure for alternative ways of staff getting to and from work. The yellow lines serve no clear purpose and do not assist businesses in the park.
4. In the absence of any specific details I have assumed that the proposed introduction of restrictions is related to a perception regarding access to Nicholson Road and Riviera Park. We strongly believe from our experience of being tenant in this road for seven years that access is not worse than many streets in Torbay and we have encountered no difficulties. Large lorries and vehicles use Nicholson Road on a daily basis for deliveries successfully. The area is not a residential area and only occupied 9-5 Monday to Friday.

Finally, a couple of our staff visited the Council's Connections office to inspect the Nicholson Road parking restriction proposals as indicated in your notice published in the Herald Express on 7 June. The plan (attached) does not appear to show any changes to the existing arrangements in place. This is perplexing as it creates confusion as to what the specific proposals are, as a clear disjunction exists between the wording in the notice and the supporting plan.

Our staff also met with Councillors Excell and Hill who kindly made themselves available for a meeting at short notice. These Councillors seemed unaware of the detail of the suggested restrictions and also looked into the matter with our staff. This all creates an environment of uncertainty for our organisation and the way in which we access our building to deliver services.



Partners in Care

Cont'd...3

Could you please take this representation into account in your deliberations. Our staff will no doubt make some individual comments, however my letter has been sent from a strategic organisational perspective. It should be noted that this proposal has created a considerable reaction amongst staff in our organisation at various levels and that the difficulties the proposal will cause are real.

Yours sincerely

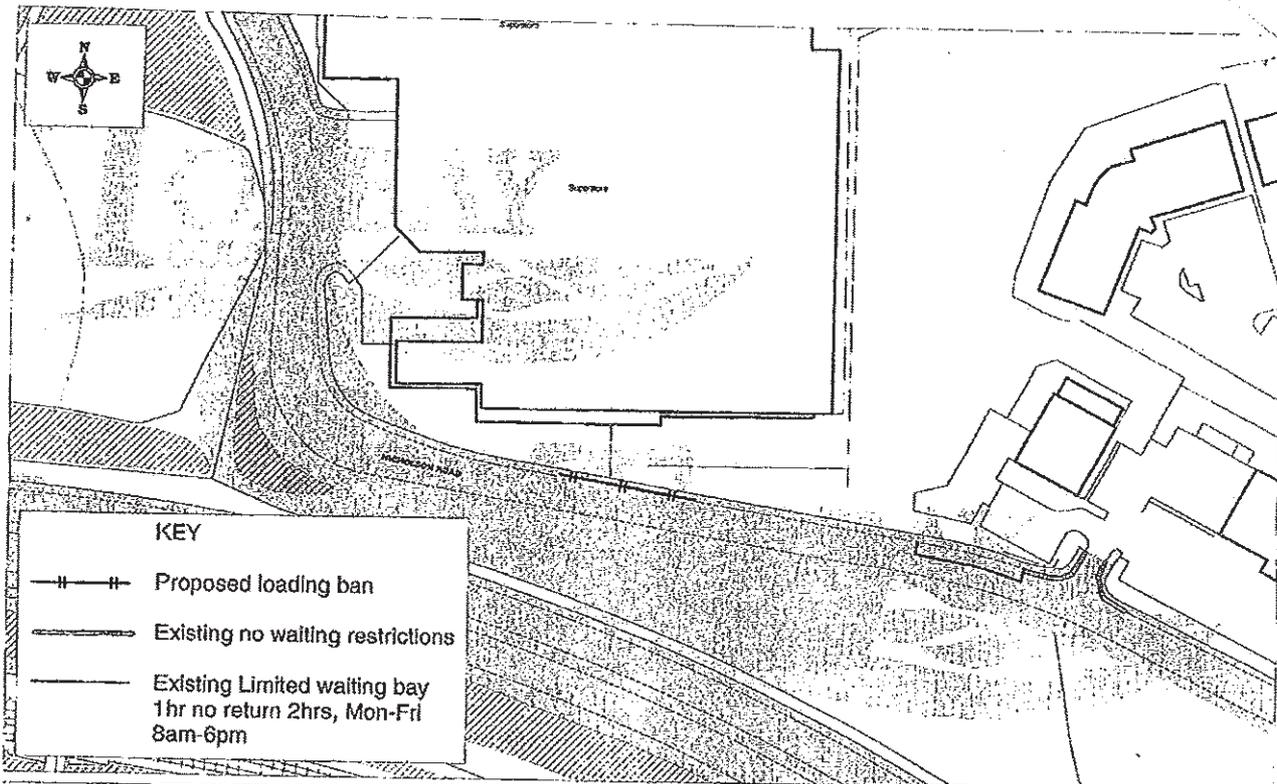
A large black rectangular redaction box covers the signature and name of the sender.

cc. Elizabeth Raikes, Chief Executive  
Mayor Oliver  
Cllr Scouler  
Cllr Hernandez  
Cllr Kingscote  
Cllr Hill  
Cllr Excell

Encs. Proposed parking restrictions plan as provided by Connections



Partners in Care



1:1000 scale

Proposed parking restrictions  
Nicholson Road - Torquay



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# Agenda Item 6



Title: **Review of Implementation of part night lighting in residential areas**

Public Agenda Item: **Yes**

Wards Affected: **All**

To: **Transport Working Party** On: **2<sup>nd</sup> August 2012**

Key Decision: **No** How soon does the decision need to be implemented: **N/A**

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

Contact Officer: **Dave Simmons**  
☎ Telephone: **7718**  
✉ E.mail: **Dave.simmons@torbay.gov.uk**

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

- 1.1 A decision was made by Full Council to implement part night lighting within street lighting as a means to reduce the required savings within Torbay Council's budget.
- 1.2 It was agreed that the lights should be switched off between 12.30am and 5.30am GMT which would take into account residents travelling on the last bus. The aim was to leave approximately 1 in 6 lights working all night.
- 1.3 Using risk assessments, locations of where lights should be left on all night was produced (**Appendix 1**).
- 1.4 The impact on our customers would be that anyone using the highway in residential areas during switch off encountered large areas of total darkness, and that they could not see outside their properties. The fear of crime could increase due to the implementation of part night lighting.

## **2. Recommendation for decision**

- 2.1 That Members support the policy affected as Appendix 1.
- 2.2 That officers submit a report to consider the implementation of a central management system, if this offers further savings.

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

- 3.1 The implementation of part night lighting has attracted some complaints but does not appear to have led to an increase in crime or any road safety issues.
- 3.2 The budget savings required mean that the scheme will remain but further options should be considered which would either improve the service or offer further savings.

**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 Central Government have instructed Local Authorities to reduce their expenditure as part of the measures to reduce the Countries financial deficit.
- A1.2 The energy consumed by street lighting equates to approximately 19% of Torbay Councils energy budget and therefore significant savings could be made by introducing energy saving schemes with a small payback period.
- A1.3 Many previous schemes have been implemented such as reducing the wattage of street lights on main roads, introducing LED lighting to bollards and signs and the introduction of solar powered keep left bollards.
- A1.4 Many other Authorities have either considered or are implementing part night lighting which is seen as a measure to make cost savings in a short time period.
- A1.5 Following the budget approved by Full Council, officers were asked to implement the scheme in residential areas, and that approximately 1 in 6 lights would be left unchanged.
- A1.6 It was agreed to switch the lights off from 12.30am so as to allow residents using public transport to reach their home before the lights went out. It should be noted that the timing device relates to Greenwich Mean Time (GMT) and that when the hour goes forward in the summer they will switch off later although they will adjust slightly over a period of time.
- A1.7 The scheme consisted of replacing the photo electric cells at each street light which were to be converted to part night. The scheme commenced at the end of May 2011 and completed in March 2012 where around 8200 street lights were altered. It was realised that due to the implications and size of the scheme some minor amendments would have to be made following requests from residents.
- A1.8 All requests to switched lights back on were investigated and where they adhered to the policy (**Appendix 1**) were switched back on.
- A1.9 As the scheme was only completed in March 2012 true figures of the savings achieved over a 12 month period are not available. However it has been calculated that using the current energy rate of 10.66p/Kwh the introduction of part night lighting and other improvements has saved approximately £200,000 per annum and 735 tonnes of carbon. The estimated payback period is 3 years

### A2. Risk assessment of preferred option

#### A2.1 Outline of significant key risks

Increase in crime and fear of crime, which could result in residents staying at home rather than attending community events.

Increase in Road Traffic Collision.

Areas off the highway that were once illuminated by the street lights are now in

darkness, this is particularly significant where there are steps. Whilst the Council are not responsible for lighting private areas customers state we have caused a hazard that did not exist previously.

#### **A2.2 Remaining risks**

Escalation of crime, fear of crime and road safety.

#### **A3. Other Options**

A3.1 The implementation of part night lighting is not flexible, if alterations to hours of operation are required a site visit by the street lighting contractor is required, this incurs both labour and material costs.

There are no costs savings made with the street lights being left on all night.

A3.2 Options will be presented to SCOPE in the near future of alternative proposals that will give similar savings. One option will be the extension of a Central Management Systems (CMS) where each individual light can be controlled remotely from the Engineers computer without the need for a site visit and hence no additional costs.

This will enable timings to be altered, lights dimmed and more accurate timings for the switching on and off for each street lights.

#### **A4. Summary of resource implications**

A4.1 Dealing with complaints from residents concerning part night lighting, and any alterations deemed necessary.

A4.2 Possibly extra involvement with safer communities.

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

A5.1 There have been a numerous complaints regarding the impact of part night lighting a summary of which has been entered onto a spreadsheet (**schedule 2**).

Complaints have been received via email, letter, telephone and through the local MP's.

#### **A6. Consultation and Customer Focus**

A6.1 Due to the decision making process of the Council budget the project to implement part night lighting was not consulted on separately.

A6.2 Continual liaison with police to access any increases in crime following the implementation of part night lighting. Information has already been requested but as yet not received.

**A7. Are there any implications for other Business Units?**

A7.1 Possibly safer communities

**Appendices**

Appendix 1 Schedule 1 - Street Lighting Implementation Policy

Appendix 2 Summary of complaints and concerns of customers

**Documents available in members' rooms**

None

### Schedule 1

#### Policy and criteria for the Part Night Operation of Street Lighting

In support of Torbay Council Council's carbon reduction initiative, existing street lights (excluding main traffic routes) will be converted from all night operation to part night operation (switching off between 12.30am GMT and 5:30 GMT).

The benefits of these conversions are two-fold: a) reduced carbon emissions and b) reduced energy cost. It is estimated that for each individual street light conversion there will be a reduction of 40% in both carbon emissions and energy cost.

In each area where there is agreement to proceed with these conversions it will be necessary to identify street lights that are to remain operating all night. These streetlights will be identified using the criteria set out below and, in addition, through consultation with Members and the Police.

Criteria for retention of all night operating streetlights:

- Main traffic routes (dimming of streetlights may be introduced if appropriate).
- Locations with above average road traffic night time injury accident record.
- Areas with above average record of crime.
- Areas with sheltered housing and other residences accommodating vulnerable people.
- Areas with 24hr operational emergency services sites including hospitals.
- Pedestrian crossings and subways.
- Where there are potential hazards on the Highway (round-a-bouts, central carriageway islands, build-outs, speed-humps, etc.
- Linking footpath especially those with steps.

Torbay Council recognise that "fine tuning" may be required following any conversion work and requests for the reinstatement of individual streetlights to all night operation will be given urgent attention.

It is proposed to leave on all illuminated traffic signs and bollards.

### Part Night Lighting Complaints

#### Schedule 2

Date	Address	Complaint
31.05.11	Starpitten Grove	Light outside stays on, kids congregate can it be switched off.
30.06.11	Sutherland Drive	Enquiring if lights should switch off at night, not happy.
03.07.11	Windward Rd.	Not happy with PN lighting, will encourage crime.
01.08.11	Ridgeway Rd	Thinks its dangerous especially with tree overgrowth, and parked cars. Boy racers Asked for someone to check area.
02.08.11	Thatcher Ave	Thinks it dangerous especially where fisherman from hopes nose get in their cars early hours damage residents cars.
11.08.11	Oxlea Rd	Not very happy, all lights in her area switch off, her daughter is midwife and concerned for her safety.
12.08.11	Milton Cresc.	Thinks it dangerous and intimidating to switch lights off.
15.08.11	Pillar Ave	Not very happy, partially sighted, encourages burglars - why were the public not informed of the councils intentions to switch lights off at night?
15.08.11	Carlise Rd	Widow, on her own and makes her feel insecure - why not informed?
15.08.11	Mayflower Dr.	Lots of old people, and is dangerous not happy. - was not informed.
15.08.11	Salisbury Ave.	Very dark, daughters car vandalised - was not informed.
19.08.2011	Wall Park Terrace, Brixham	Husband is a train driver and leaves for work at 4am, now in darkness.
23.08.2011	Jonida Close, Torquay	Builders have vans with tools in parked all around, pavement is grass not tarmac, cu-de-sac in complete darkness, cannot believe the council has taken this decision without even asking / telling the residents.
24.08.2011	Chestnut Drive	Does not like the whole road being in darkness, feels venerable.
24.08.2011	The Woods, Torquay	Lots of elderly and widowed women, has been a couple burglaries over the years.
25.08.2011	Westhill Road / St Margaret's Road, Plainmoo	Youths hang around their lit car park, was not informed.

25.08.2011	South Furzeham Road, Brixham	Gentleman walks to work, leaves for work at 3:30am, down Vicarage Hill in to Brixham Town Centre, obviously needs lighting.
10.8.11	Huccaby Close	I have been contacted by a local constituent, who lives in Huccaby Close in Brixham and is very concerned about the number of street lights that have been turned off during the night. I am aware that it is due to budgetary cuts but I was wondering if you could look into the matter and see if it would be possible to turn one more on in the area that are further up the road and out of sight of the current light that stays on. Please could you get back to let me know if you are able to do anything for my constituent.
31.8.11	Castor Road	Lady worried about lights being off as she has a large garden and it is pitch black and she lives near the Spar shop which is a temptation in the dark.
31.08.2011	Cedar Court Road Brixham	Highway is unadopted and footpaths can be uneven, trip hazards etc. Lady saw absolutely no reports or warnings this was going to happen.
05.09.2011	Nelson Road, Brixham	Concerned about the safety and security, youngsters hang around end of road - was not informed.
16.09.2011	Lancaster Drive, Paignton	Lots of young people in her road, taxi drivers drop them home late at night concerned about security. Also that half of Lancaster Drive is lit and half isn't. Public were not informed.
23.09.2011		Previously emailed in. I had replied to email explaining why lights go off. He then called to ask if it was possible for some lights to be turned back on - he walks to work every night and has found that there is a lot of dog mess on the pavements. Now the lights are off he stood in some. He has spoken to dog wardens and he takes a torch but stepping in dog mess is still horrible.
10.10.2011	Corfe Crescent	Part night lighting is a ridiculous idea. His wife leaves for work before 5:30am and was approached by two youths last night who tried to lock her in a shed. He asked why we are not fitting white light lamps to save energy. He said perhaps I should refuse to turn the lights off myself even if this means me losing my job. Going to phone the Mayor - why was the public not informed.
07.10.2011	Henbury Close, Torquay	Several houses have had break ins, lots of old people live in the close, the light gives them a feeling of security. The close has several footpaths that run along the backs of the gardens, this obviously attracts asb and the such.
21.10.2011	Fowey Avenue	Partner was beaten with hammers once, on the night it happened the street light outside was off. Now the lights have gone off shes suffering from post traumatic stress disorder. Disgusted no one was informed.

19/10/11	Fore Street Torquay	Has never heard anything so ridiculous in all his life. Can't believe we've gone to part-night lighting, was not informed perhaps we should have sent a letter round with all the council tax forms. What about all the disabled people? Why was he not informed.
		Many thanks for the reply - I can't say I'm thrilled by the situation and it does leave me feeling uneasy in my own home. Thank you for your time.
01/11/11	Goodstone Way	Area is very dark. Can understand the reasons behind turning lights off at night but why were the residents not informed??
02/11/11	Falmouth Close (bottom of)	Thinks the part night lighting is a crazy idea and very irresponsible of the Council. She arrived home at 12:30 last night and couldn't see a thing. What about people who work night shifts, lone women etc? Fears there will be an attack on someone or a road traffic incident and the council will be paying out loads in compensation which will outweigh any savings. Would prefer to pay £5 more council tax or whatever to keep the lights on!
02/11/11	Jonida Cl.	Since the switch off have had a number of car vandalised.
03.11.11	Jonida Cl.	Not happy with light switch off, have now had a breakin since lights turned off.
7.11.11	Broadpark Road Livermead	Very angry that the lights are out on Broadpark Road which is a main road - will be making a formal complaint.
06/11/11	Bench Tor Close	I would like to voice my concerns about the switching off of street lights in our area. I have just walked my dog and found two very dangerous areas, a very steep uneven slope from Fernworth close to Hamledown close and a set of step between Bench Tor Close and Mavey Avenue. Both are now unlit and extremely dark and dangerous.
17.11.11	Rock Road Torq.	Road classed as town centre but only 2 lights on, with trouble in past thinks its ridiculous, also 2no. Late night clubs.
21.11.11	Broadley Drive	She is a Pensioner her husband is disabled and often has to take him to hospital in the middle of the night, she also has to help her 90 yr old neighbour. It is now very dangerous it is pitch black outside her house. Very annoyed.
22.11.11	Dunmere Road	There are steps that lead up to houses 20-40(private) at two location no lighting very dangerous.
16/11/11	Stella Road Paignton	Why were the residents not informed? Very angry and upset the residents were not informed.
03.11.2011	Northleat Avenue Paignton	Has two teenage daughters who sometimes come home late at night, feels their safety has been compromised. Will he be getting a rebate on his council tax?



# Agenda Item 7



Title: **Vehicle Parking on Highway Grass Verges**

Public Agenda Item: **Yes**

Reason for Report to be Exempt: **N/A**

Wards Affected: **All Wards**

To: **Transport Working Party** On: **2<sup>nd</sup> August 2012**

Key Decision: **No**

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

Contact Officer: **Tim Northway**  
Telephone: **(20)7914**  
E.mail: **Tim.northway@torbay.gov.uk**

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

- 1.1 Vehicles parking on grass verges throughout Torbay are becoming an increasing issue, particularly in times of prolonged adverse weather as we are experiencing at present.

This practice causes damage with rutting on verges and can result in tracking mud off the verges onto carriageways or into properties. If the rutting becomes too severe it constitutes a safety hazard which if left untreated could lead to third party injury claims against Torbay Council.

Unless a vehicle is causing a physical obstruction, in which case the Police could intervene, parking on verges is not illegal. There are recently introduced powers available that would allow traffic regulation orders to be raised to restrict this practice, but in many locations displaced vehicles could create other difficulties, such as restricting access for emergency or service vehicles. Accordingly we wish to improve the ambience and visual amenity of many housing estates by reducing the prevalence of damaged verges but at the same time not create significant parking issues elsewhere.

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

- 2.1 That Members approve the priorities listed in Appendix 1 and officers continue to submit applications for potential funding where possible.

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

- 3.1 Car parking demand on many local housing estates has increased. The 'Highways' office continually receives complaints of vehicles parking on footways or grass verges and consequentially damaging these.
- 3.2 A traffic order to make parking on verges and footways is now an option, but in many locations displaced vehicles would create access problems for larger vehicles.
- 3.3 Funding for reducing this type of problem was withdrawn some years ago and the problem is if anything now escalating.
- 3.4 The problem affects highway infrastructure meaning that reactive repairs to verges or footways become necessary which is an ongoing demand on the overall highway revenue budget.
- 3.5 Damaged verges quickly become unsightly and make maintaining these a challenge for the Council's contractors who are required to cut these on a cyclical basis. Major damage constitutes a safety hazard to these contractors and to local residents alike.
- 3.6 Unregulated, haphazard parking is often unsightly and untidy and can produce a run down appearance for a neighbourhood.
- 3.7 There are some estate roads that have no alternative solution other than to address off-street parking provision.
- 3.8 External funding opportunities for neighbourhood improvement schemes have not been identified, although representatives of Parking Services and Safer Communities have been contacted.

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

**Patrick Carney  
Group Services Manager - Streetscene & Place**

## **Supporting information**

### **A1. Introduction and history**

A1.1 Parking on verges and footways is an increasing practice and causes damage to infrastructure and costs money to repair. Reports have been presented to Members on this subject in past years, most recently on 29<sup>th</sup> July 2005 when an Issues paper to the 'Transportation Strategy Working Party' did lead to some funding allowing some of the higher priority candidate sites to be treated.

The funding that was made available over a two year period permitted schemes to be put in at Willow Avenue and Dorchester Grove. Some partial schemes were implemented as traffic action zone schemes in Halsteads Road, Grenville Avenue and Raleigh Avenue.

There is an outstanding list of schemes remaining from the original list that are awaiting funding and it is anticipated that other candidate schemes could be identified elsewhere.

### **A2. Risk assessment of preferred option**

#### **A2.1 Outline of significant key risks**

A2.1.1 The key risk to not addressing this problem is any third party claims from pedestrians walking on the verge areas. Although safety inspections are undertaken, the intervention level for treating rut damage is presently 150mm which is well in excess of that for footways.

Permitting vehicles to park on footways and verges could constitute a hazard for pedestrians and be contrary to the Disability Discrimination Act 1995.

The ways to address both of these is the introduction of a traffic regulation order; reduce the number of resident's vehicles or to provide additional parking. The first of these could produce significant risks elsewhere and the second is not something that can be directly influenced at a local government level. Therefore the third option is the only recommendation open.

#### **A2.2 Remaining risks**

A2.2.1 If the vehicles are relocated to a safe off-street location there are no remaining risks.

### **A3. Other Options**

A3.1 Legally banning the parking of vehicles on verges and footways was considered but was not an option for the listed streets.

External funding opportunities have been investigated but did not produce any obvious opportunities. These have included the Resident and Visitor Services', Community Support Funding Officer, who routinely checks for any opportunities for external grants. There are no grants at this time to bodies other than for 'Social Investment Finance Intermediaries'. The definition of these will be investigated further but it does not look like a Local Authority would qualify at this time. Any grant from this type of source would probably require match funding.

Funding applications from the Council's capital budget or revenue budget could be made but these were not successful in the past.

#### **A4. Summary of resource implications**

- A4.1 The cost for each site varies but an outline estimate would be £50,000 per site. Highway maintenance is under severe budgetary pressures both in Revenue and Capital terms with a large backlog of surfacing schemes having been identified. Therefore, taking a proportion of the present highway budgets and investing this in off-street parking provision at this time of increasing maintenance demands is not an option.

The damaged verges and footways are a continual resource on the Highway Revenue Budget. If the off-street schemes were to be introduced the incidents of damage would be reduced. Similarly the grass cutting contractor would benefit and the safety of their operatives be enhanced.

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

- A5.1 The local environment would be greatly improved by regulating the parking of vehicles and removing unsightly damage to grassed areas. This should improve pride in the neighbourhood and community spirit. It would also reduce the number of neighbourly disputes that we frequently get drawn into as a result of neighbours complaining about parking of multiple vehicles outside their properties.

#### **A6. Consultation and Customer Focus**

- A6.1 Consultation for the possible introduction of banning parking on verges and footways was undertaken in 2007. This produced a 40% response with many people commenting on the need for additional parking if such a ban was to be implemented.

The results of this consultation on a bay wide ban on verge/footway parking were relayed to Members and a decision to reduce the coverage of this ban to target areas was agreed.

#### **A7. Are there any implications for other Business Units?**

- A7.1 The reduction of verge/footway parking would be expected to benefit, Parking Services, Safer Communities and Natural Environment as a result of the anticipated benefits.

### **Appendices**

Appendix 1  
List of Candidate Sites

### **Documents available in members' rooms**

None.

### **Background Papers:**

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

# Agenda Item 7

## Appendix 1

### VERGES DAMAGED BY PARKING

<p><b><u>Happaway Road, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Verge damage, provide parking bays on large verge but this may not stop people from driving across the remainder of verge to their property.</li> </ul>	High Priority
<p><b><u>Mincent Hill</u></b></p> <ul style="list-style-type: none"> <li>• Verge damage, provide parking bays on large verges.</li> </ul>	High Priority
<p><b><u>St Margarets Avenue, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Damage at junction with Forest Road. Could remove verges both sides of road to give 7.6m c/w.</li> </ul>	High Priority
<p><b><u>Ryde Close, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Plannings previously placed in verge after overriding. Widen road/construct parking bays.</li> </ul>	High Priority
<p><b><u>Falloway Close, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Plannings placed in verge after overriding. Widen road/construct parking bays.</li> </ul>	High Priority
<p><b><u>Severn Road, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Main section, cars on verges, widen road even numbers side.</li> <li>• Numbers 13-31, plannings in verge, narrow road requires widening.</li> </ul>	High Priority High Priority
<p><b><u>Suncrest Close, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Parking on verge, narrow road, take out verge and remove small trees.</li> </ul>	High Priority
<p><b><u>Grenville Avenue, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Some verge damage but generally narrow road, widening possible in key places.</li> </ul>	Medium Priority
<p><b><u>Princes Road East, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Small number of drives, some verge damage, parking bays possible.</li> </ul>	Medium Priority
<p><b><u>Shiphay Avenue/Marldon Road, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Some verge damage but properties have drives. Could create parking bays.</li> </ul>	Low Priority
<p><b><u>Plym Close, Torquay</u></b></p> <ul style="list-style-type: none"> <li>• Minor evidence of verge damage, could extend existing road widening.</li> </ul>	Low Priority



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

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards **St Marychurch**  
Affected:

To: **Transport Working Party** On: **2<sup>nd</sup> August 2012**

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

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

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

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## 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.

The review considered options for additional coach parking along with improvements which can be implemented to improve the situation for coaches and the residents in the areas surrounding coaching hotels.

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

- 2.1 It is recommended that members approve option 1 to:

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 Plan No's 1, 3 – 6.**
- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 Plan No 2** Cary Avenue except for the coach parking bay on the Southern side fronting the tennis courts (30m) and the car only parking bay fronting the tennis courts (65m)
- Advertise no loading at any time restrictions to the Southern side fronting the

tennis courts (95m) (**Appendix 3 plan 1**) and implement if no objections are forthcoming. Any objections to be referred to a forthcoming meeting of the Transport Working Party.

- Consult with All Saints Church regarding their comments.

### **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 The report presented to the Transport Working Party on 10<sup>th</sup> May 2012 was as a result of reviewing a specific section of the Torbay Parking Policy 2006 (version 3 – TMA) which noted 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, positive feedback received and members recommended that the proposed schemes involving a change to the existing Traffic Regulation Orders as detailed in **Appendix 1 (plan no's 1 - 6)** be advertised and implemented should no objections be forthcoming. Any objections would then be referred to a subsequent meeting of the Transport Working Party for consideration.
- 3.4 The proposed restrictions were advertised for a period of 21 days from 7<sup>th</sup> June 2012 and the objections as shown in **Appendix 2** have been received for consideration by members.

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

**Patrick Carney  
Service Manager – Street Scene Services**

## Supporting information

### A1. Introduction and history

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

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

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

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

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

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

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

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

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

- The facilities should be located away from residential areas to minimise disruption, particularly during vehicle parking and start up activities.

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

The review of coach parking within the bay area is included in the Devon and Torbay Local Transport Plan 2011-2026 and members were 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 16<sup>th</sup> February 2012 (Coach Parking Review), 29<sup>th</sup> March 2012 (Coach Parking Review – Shedden Hill Car Park Update) and 10<sup>th</sup> May 2012 (Cary Park area).

A1.5 This report deals with the correspondence received (both in favour and objection) following the advertising of the amendments to the Traffic Regulation Orders in the Cary Park area of Torquay, which were approved by members on the 10<sup>th</sup> May 2012 in an effort to get more coaches parked off-road and others parked safely.

It was 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 It was proposed that the following Traffic Regulation Orders were 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 Georges Crescent (Appendix 1 plan 5)

- 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)

#### St Annes Road (Appendix 1 plan 6)

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.

- A1.7 The proposed restrictions were advertised for a period of 21 days from 7<sup>th</sup> June 2012 and the objections detailed below and as attached in **Appendix 2** have been received for consideration by members.

General feedback has been received from the Community Partnership who are concerned with the loss of parking in the area.

#### Aveland Road (Appendix 1 plan 1)

- Five letters of comment / objection were received, mainly regarding the extension of the parking bays at the Southern end of Aveland Road.

#### Cary Avenue (Appendix 1 plan 2)

- The local ward members have commented on the presence of coaches in this area and wish to see the coach bay and parking bays on the South side of Cary Avenue (fronting the tennis courts) replaced with a loading ban.

Palermo Road (Appendix 1 plan 3)

- No objections received.

St Albans Road (Appendix 1 plan 4)

- No objections received, however All Saints Church request that restrictions are implemented in front of the church to prevent the overspill of commercial vehicles into Cary Avenue.

St Georges Crescent (Appendix 1 plan 5)

- Four letters of objection were received (**attached as Appendix 2**) regarding the implementation of double yellow lines in Meyrick Road and St Georges Crescent.

St Annes Road (Appendix 1 plan 6)

- No objections received

**Recommendation(s) for decision**

Aveland Road (**Appendix 1 plan 1**)

- Implement as advertised.

Cary Avenue (**Appendix 1 plan 2**)

- Do not implement coach parking bay on the Southern side fronting the tennis courts (30m)
- Do not Implement as advertised 1 no. car only parking bay fronting the tennis courts (65m)
- Advertise no loading at any time restrictions to the Southern side fronting the tennis courts (95m) (**Appendix 3 plan 1**) and implement if no objections are forthcoming. Any objections to be referred to a forthcoming meeting of the Transport Working Party.
- Implement as advertised no loading at any time restrictions to the Northern and Southern sides in the vicinity of the entrance to the play area (20m)
- Implement as advertised 2 no. car only parking bays (140m)
- Implement as advertised No waiting at any time restrictions at the junction of Aveland Road (116m)
- Implement as advertised No waiting at any time restrictions at the junction of Palermo Road (20m)

Palermo Road (**Appendix 1 plan 3**)

- Implement as advertised.

St Albans Road (**Appendix 1 plan 4**)

- Implement as advertised.

## St Georges Crescent (**Appendix 1 plan 5**)

- Implement as advertised.

## St Annes Road (**Appendix 1 plan 6**)

- Implement as advertised.

## **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:

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 Plan No's 1, 3 – 6**.
- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 Plan No 2** Cary Avenue except for the coach parking bay on the Southern side fronting the tennis courts (30m) and the car only parking bay fronting the tennis courts (65m)
- Advertise no loading at any time restrictions to the Southern side fronting the tennis courts (95m) (**Appendix 3 plan 1**) and implement if no objections are forthcoming. Any objections to be referred to a forthcoming meeting of the Transport Working Party.
- Consult with All Saints Church regarding their comments.

### **Option 2**

- Do nothing.

### **Option 3**

- Members may choose to implement a selection of the proposals listed.

#### **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. The proposed parking restrictions were advertised, both on site and in the local media, during the period 7<sup>th</sup> – 28<sup>th</sup> June 2012 and letters of objection as shown in **Appendix 2** have been 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.  
Appendix 2 Copies of the letters of objection.  
Appendix 3 Plan No 1

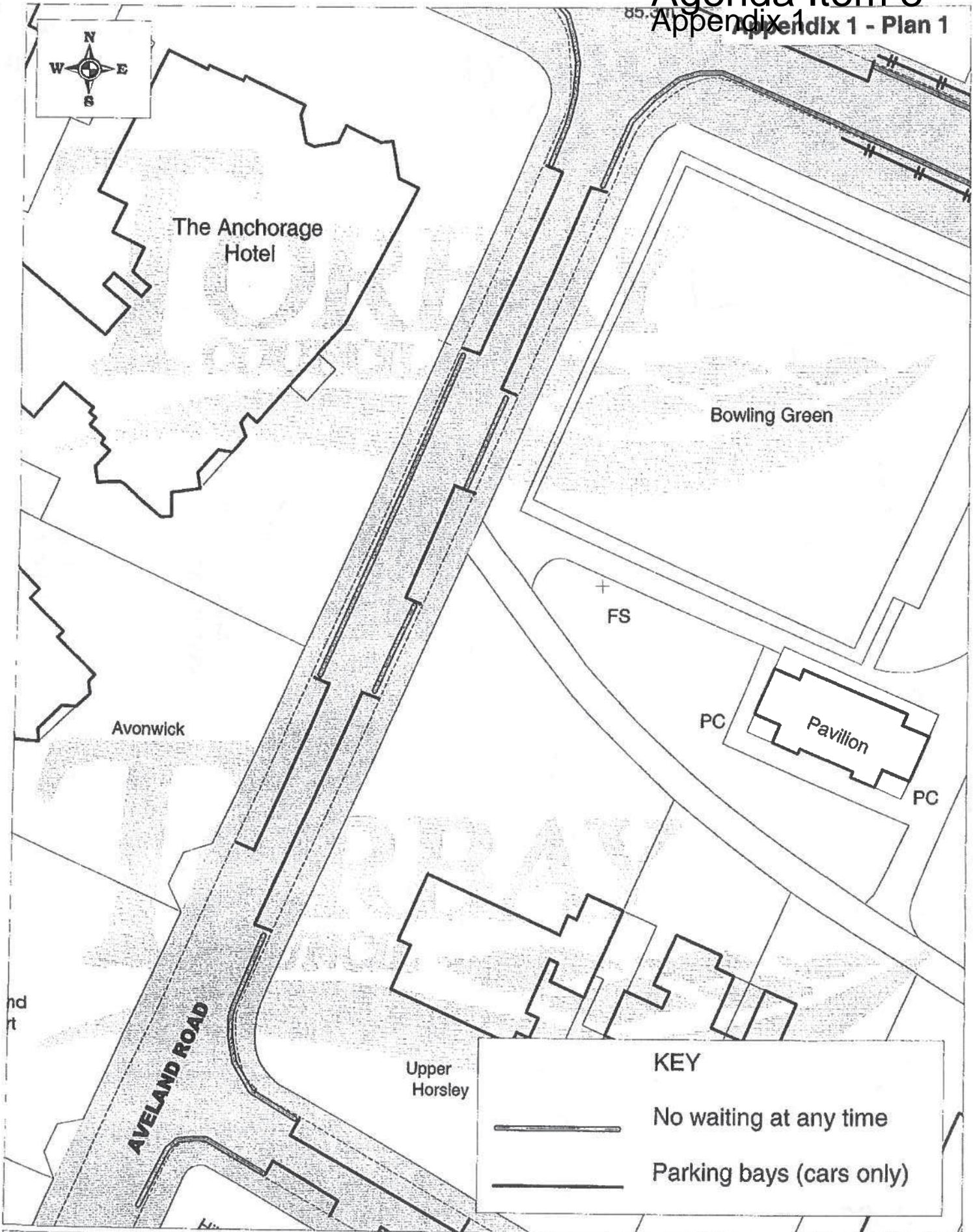
#### **Documents available in members' rooms**

None.

#### **Background Papers:**

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

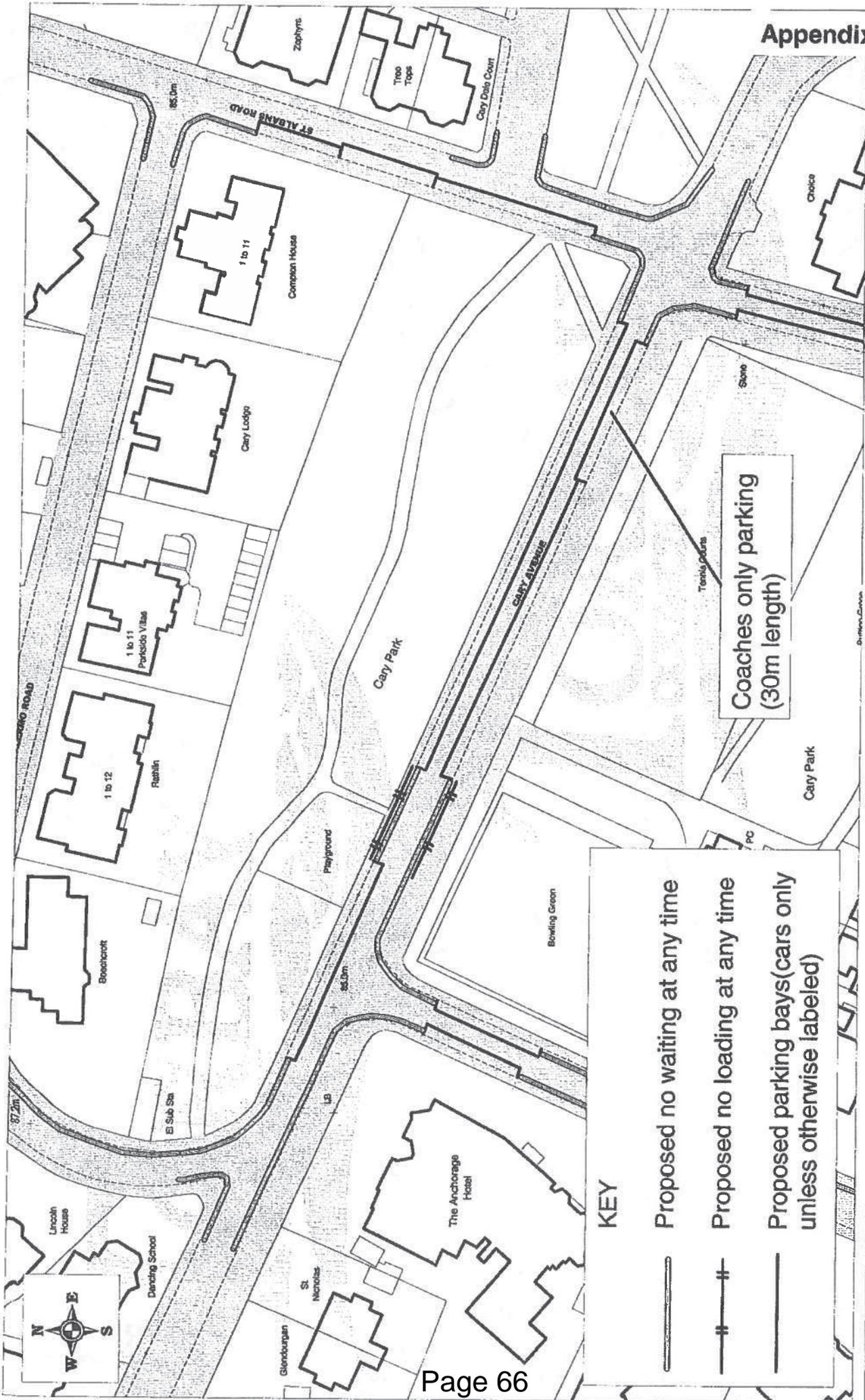
Devon and Torbay Local Transport Plan 2011 - 2026  
Torbay Parking Policy 2006 (version 3 – TMA).  
Coaches and parking in and around Torbay, Councillor Ray Hill – November 2011



1:500 scale

Aveland Road proposed  
parking restrictions - Torquay





Cary Avenue - proposed parking restrictions - Torquay

1:1000 scale



Palermo Road - proposed parking restrictions - Torquay

1:1000 scale

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Appendix 1 - Plan 4  
Glen Devon



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

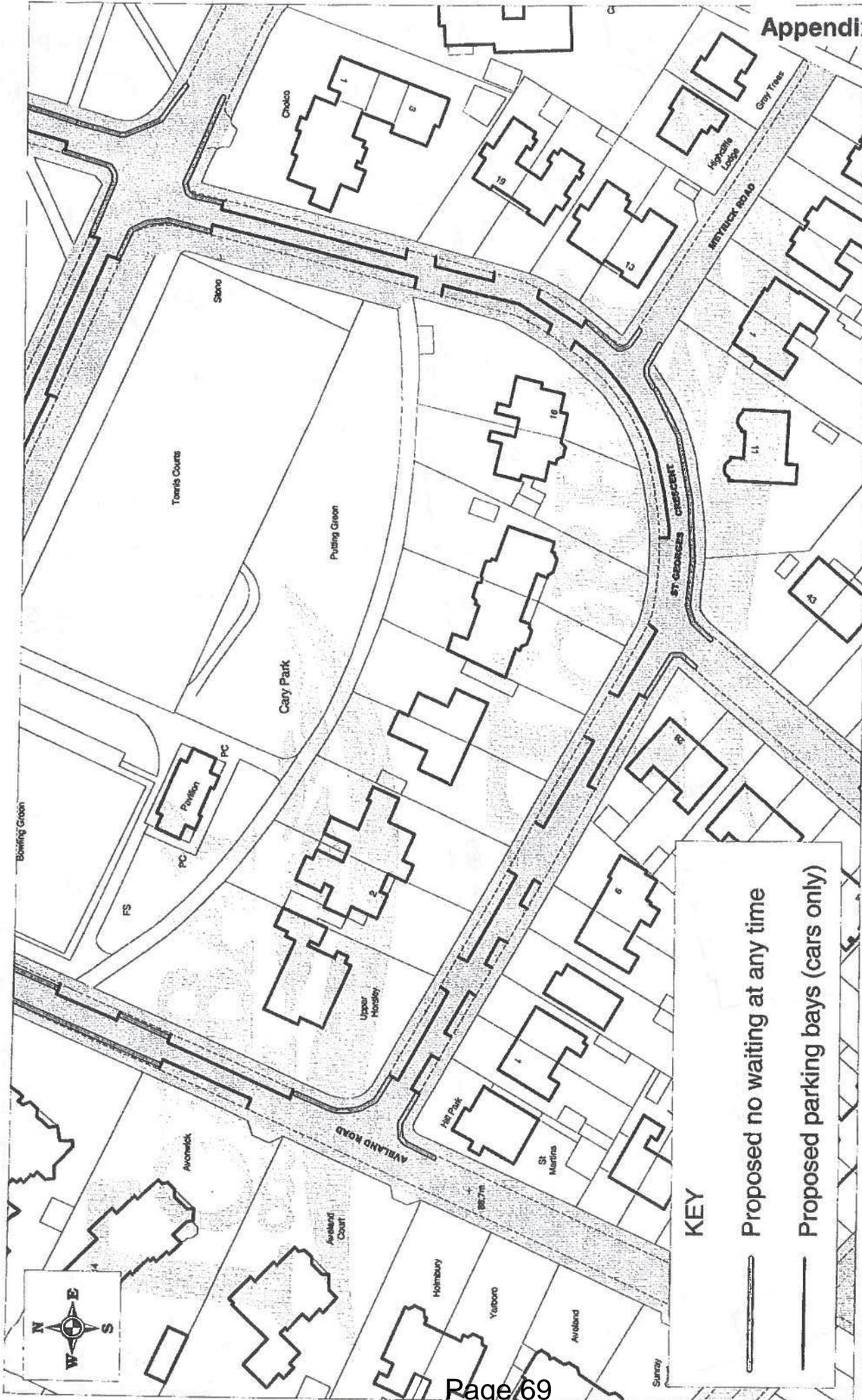


Parking bays (cars only)

1:500 scale

St Albans Road proposed  
parking restrictions - Torquay

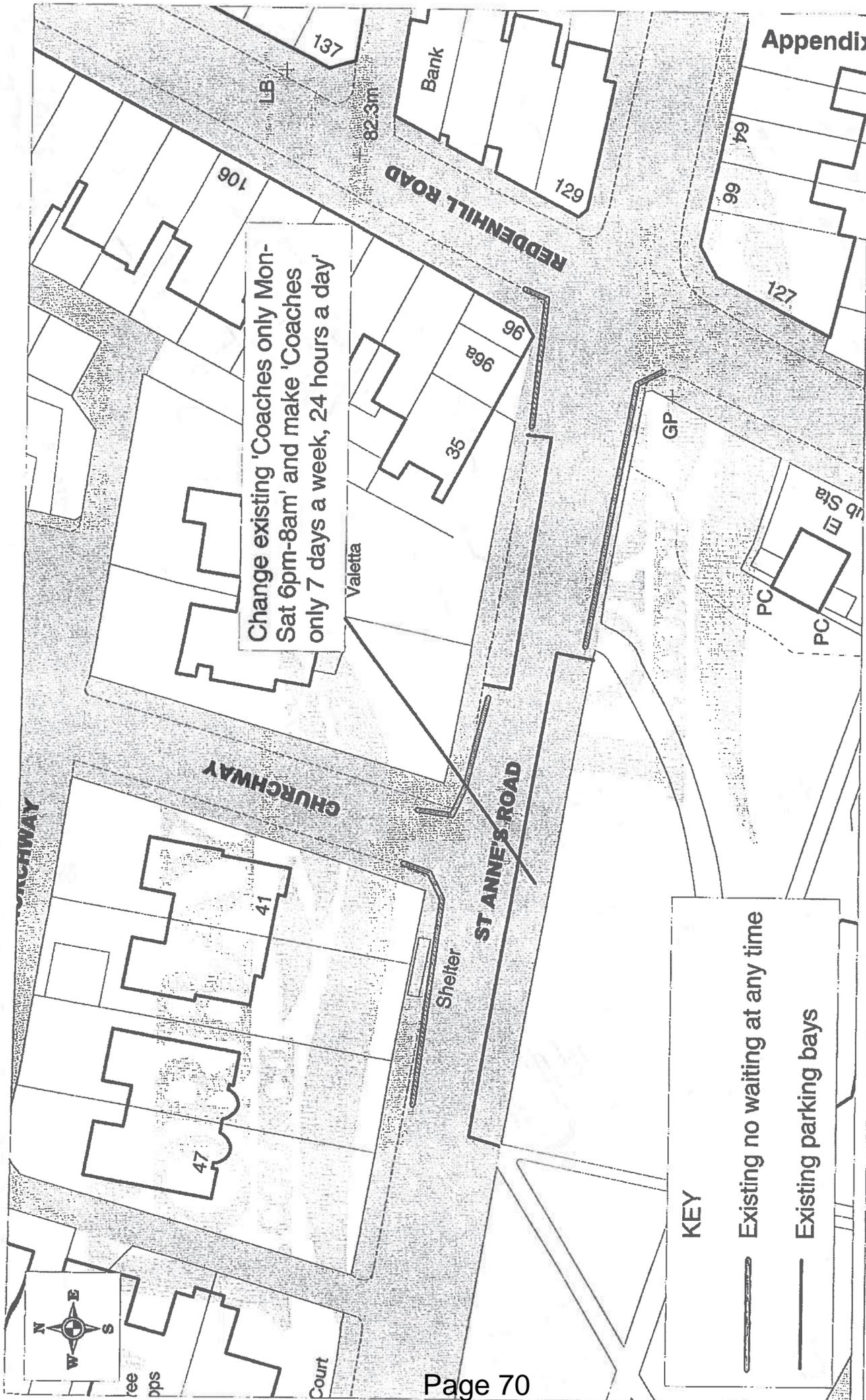




St Georges Crescent - proposed parking restrictions - Torquay

1:1000 scale

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St Annes Road - proposed parking restriction changes - Torquay

1:500 scale

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F.A.O. Andy Hooper  
Highways Management  
4<sup>th</sup> Floor, Roebuck House  
Torquay, TQ2 5TF

20<sup>th</sup> June 2012

Dear Sir,

**Re. Proposed Waiting Restrictions, Cary Park Area, Torquay.**

I wish to object to the above proposed restriction in this conservation area.

I understand that concern has been raised regarding the parking of coaches and other large vehicles on Cary Avenue in the vicinity of the childrens' play park. However, the proposal to blanket the area with the advertised restrictions will only create further parking problems in the adjoining roads.

As a resident who is able to see this area on a daily basis, I do not consider that there is a parking problem to warrant such extreme measures. (It does get congested on football match days, but this is very temporary).

I would suggest that the issue of road safety in Cary Avenue could be simply solved by:-

- a) Closing the access onto Cary Avenue into the play park. There is an existing access into the park at either end, from Palermo Road and from St. Albans Road
- b) Introduce the double yellow lines in Palermo Road as advertised in Schedule 2 of the proposed order.
- c) Introduce No Waiting At Any Time in St Albans Road on **both sides** from its junction with Cary Avenue to a point 13 metres north of its junction with St. Annes Road. It is noted that the parking of vehicles on this section of road does cause problems for buses etc.

By closing the access that is causing concern, the existing unrestricted parking for cars alongside the play park could remain, as most parents seem to arrive in cars and then there would be no road to cross, just a short footway walk to either access. The proposed main area for car parking is on the opposite side of the road to the play park! If it is felt that a coach bay is necessary this could be sited adjacent to the tennis court (i.e. south side of the road as shown on plan).

The suggestion of cars only parking in St. Georges Crescent and the bottom of Aveland Road, together with all the other proposed restrictions would encourage all

the large vehicles, which currently park in Cary Avenue, to park at the top of Aveland Road creating problems for residents access and vehicles turning in from Warbro Road. In addition it should be noted that there is a Residential Home and a Hotel plus a Chiropractic Clinic all requiring ease of access, particularly for Emergency Vehicles to the Residential Home. The introduction of these restrictions will create problems where none, at present, exist.

I trust that my objection will be given full consideration and that these excessive unnecessary restrictions in this Conservation Area will be refused.

Yours faithfully,

A large black rectangular redaction box covering the signature and name of the sender.

INCOMING EMAIL

From: [REDACTED]  
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES  
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>  
Date: 11/06/2012 14:04:11  
Subject: FAO Andy Hooper

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear Mr Hooper,  
Having seen the plans for Aveland Road I am extremely concerned that NO restrictions to coaches have been proposed to our road from our property, as you leave our driveway up the road towards Warbro Road.  
I feel that if coaches were permitted to park outside our gates, in either direction, it would dramatically impair our view of the road and passing vehicles and make it extremely dangerous and difficult for both us and our elderly tenants, who may have impaired vision to access our property, and a serious accident would be a matter of time.  
Additional to this, if coaches were allowed to park outside the junction to St. Georges Crescent it would push any passing vehicles onto the opposite side of the road, making this extremely dangerous.  
I would therefore, strongly recommend that you reconsider your plans for the proposed waiting and loading times, as this would greatly affect both us and our next door neighbours (being a residential home with old age pensioners), which I am sure you are fully aware of.  
I hope that you can adjust your plans to accommodate us and look forward to your reply, at your earliest convenience.  
Yours faithfully,

[REDACTED]

15<sup>th</sup> June 12.

[REDACTED]

Dear Mr. Hooper,

Further to our recent telephone conversation, in order to stop coaches parking in Weland Road, would it be possible to have parking bays put outside our house, failing this maybe the coach parking problem could be solved by street notices banning the parking of commercial vehicles.

Yours sincerely.

[REDACTED]

18 JUN 2012

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

18 JUN 2012

Friday, 15 June 2012

Dear Mr Hooper

Ref: Plans for parking around Aveland Road / Cary Avenue

I wish to raise my concerns about the limited parking there will be in the above roads, after the proposed changes.

Whilst I agree with these, I am worried that some of these vehicles will now park at the top of Aveland Road, where we have already had trouble with large vans parking on both sides of the road, making it then difficult for other vehicles to pass them.

Therefore I am asking if it is possible to have parking bays for cars outside our houses as already agreed for in St. Georges Crescent.

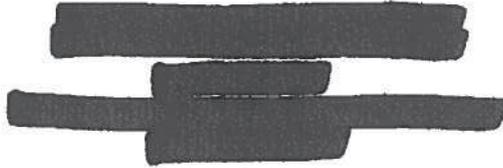
Also double yellow lines need to be painted at the top of Aveland Road junction with Warbro Road.

Thank you for your assistance,

Yours sincerely,

[REDACTED]

[REDACTED]



Andy Hooper  
Residents and Visitor Services  
Highways Management  
4<sup>th</sup> Floor Roebuck House  
Abbey Road  
Torquay  
TQ2 5TF

26 JUN 2012

21<sup>st</sup> June 2012

Dear Mr Hooper

I am writing regarding the proposed parking restrictions in Babbacombe.

Aveland Road

The proposed changes to parking in Aveland Road at the north end would increase the already congested parking at the south end of Aveland Road, and its junction with Warbro Road.

Vehicles exiting from my hotel car park and from neighbouring properties are unable to have a clear view of traffic approaching from the south end and from the north end of Aveland Road as coaches and commercial vans completely block the view.

photographs enclosed

Could your proposed 'Schedule 10 Motor Car Parking Only' be extended for the South end of Aveland Road with parking bays on both east & west sides of the road.

There are always problems with coaches from neighbouring hotels and Westlands School, turning in and out of Aveland Road from Warbro Road as cars and vans park too close to the junction.

This means that large vehicles have to reverse back into Warbro Road and then into Cary Park Road when the width is restricted by parked vehicles.

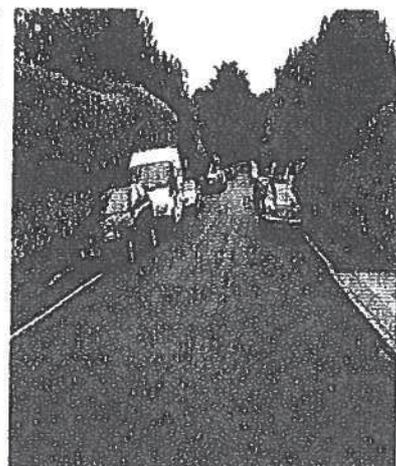
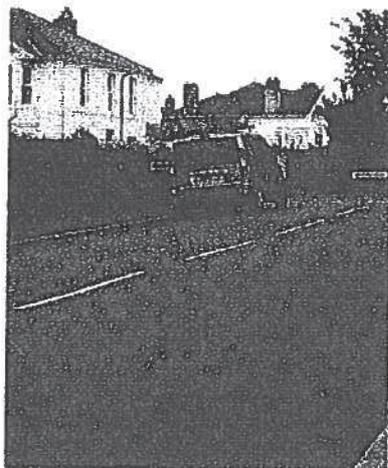
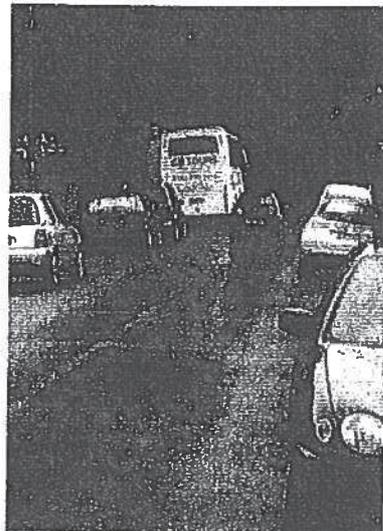
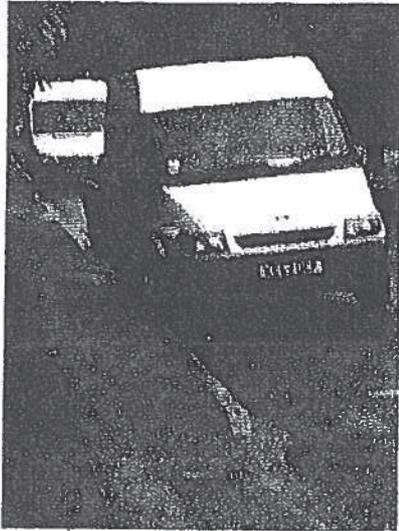
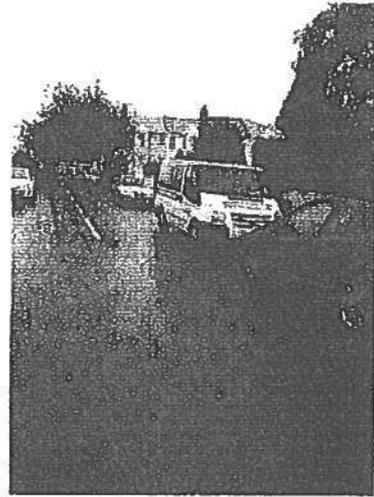
Double yellow lines on the east & west sides of Aveland Road at its junction with Warbro Road would ease the flow of traffic and alleviate congestion especially on match days at TUFV when Aveland Road becomes completely blocked.

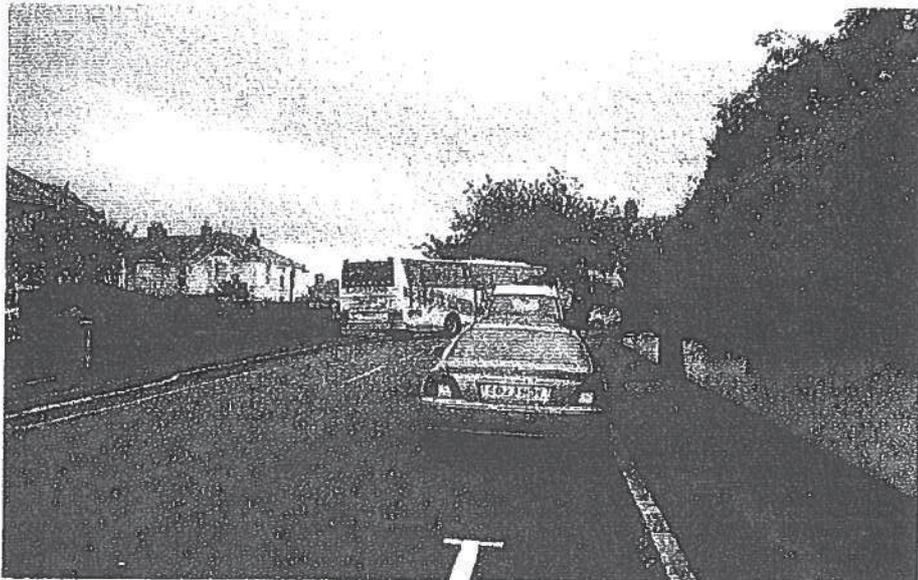
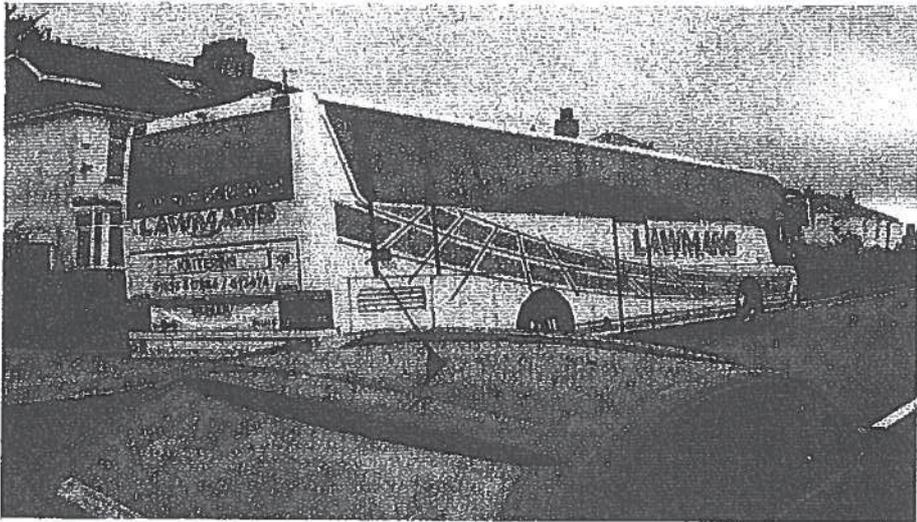
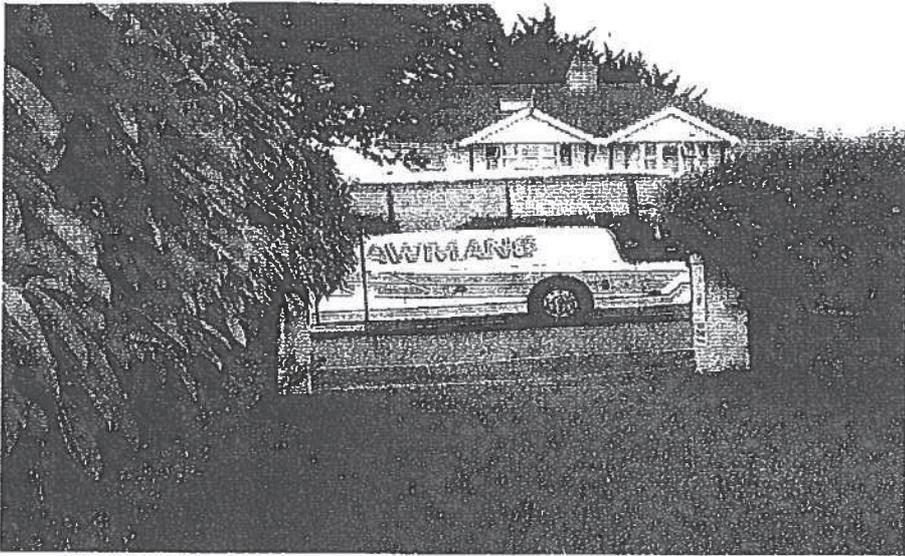
Cary Avenue

When considering changes to parking on Cary Avenue, if restrictions are put on the children's play park side of the road it would mean parents and children visiting the park by car would have to cross a busy road.

The junction of St Albans Road and St Georges Crescent with Cary Avenue is most hazardous and any parking of large coaches and buses along Cary Avenue will severely restrict the view of crossing traffic at this junction.

Yours sincerely,





[REDACTED]  
[REDACTED]  
Residents and Visitors Services  
Highways Management  
Torbay Council  
4<sup>th</sup> Floor Roebuck House  
Abbey Road  
TORQUAY  
TQ2 5TF

25 June 2012

Dear Sir/Madam

I believe there are proposals to put yellow lines in Meyrick Road and St George's Crescent. I regularly park in this area to visit our friends in Meyrick Road, particularly [REDACTED] who is disabled.

There has never been a problem with parking to my knowledge and I fail to see the purpose of the yellow lines.

If your proposals go ahead I will find it difficult to visit [REDACTED] and it seems that you are proposing to create a problem that does not exist.

Yours faithfully

[REDACTED]



[REDACTED]  
[REDACTED]  
[REDACTED]  
25.6.12.

## Proposed Parking Restrictions

I wish to protest against the proposed parking restrictions for the Cary Park area.

My son lives in Meyrick Road & is severely disabled & totally reliant on his wheelchair. Consequently I visit him daily & as I am over 80 years of age & not in good health I need to be able to park nearby otherwise it will be impossible to visit him. The present parking system works perfectly well.

I am unable to understand the need for changes in St. Georges Crescent because even when Torquay Utd. have a home match it is still possible to drive through this area.

The proposed restrictions around Cary Park will stop many, many people who enjoy the excellent facilities currently available i.e. Tennis, bowling & the much used childrens play area. This is surely going to have a huge impact on the take-up of these facilities.

Please think again!

[REDACTED]



25 June 2012

Residents & Visitors Services  
Highways Management  
Torbay Council  
4<sup>th</sup> Floor Roebuck House  
Abbey Road  
TORQUAY  
TQ2 5TF

Dear Sir

I am writing in objection to the proposals to paint yellow lines in the Meyrick Road/St George's Crescent area of Babbacombe.

My objections are as follows:

1. This is a residential area with no problems regarding parking except on Saturday afternoons when Torquay United are playing. If the yellow lines are to prevent this problem it seems to be a massive over-reaction.
2. I am disabled and in a wheelchair and rely on friends and family to visit me. They would not be able to do so if your proposals go through.
3. Meyrick Road specifically is a cul-de-sac, never has parking problems and there is no need to change the parking arrangements. I feel that yellow lines will create a problem with people rushing to find any parking space available.

Yours faithfully



P.S. My nurses and carers would have problems visiting me if they can't park near.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

26<sup>th</sup> June 2012

Dear Sir,

As a resident of Meyrick Road, I find it hard to understand why your department are imposing parking restrictions in the Cary Park area and am therefore tendering my objections.

Having lived here for almost 20 years, I do not find that parking is a problem in Meyrick Road, St Georges Crescent or St Georges Road and therefore cannot see why it is necessary to introduce restrictions. Even at times when there are visitors attending Plainmoor for football matches, there are seldom any problems.

I feel that Torbay Council should be promoting the advantages of the area in which we live, not creating difficulties for families who wish to visit. I also believe that the Council should be doing all it can to support local businesses and by making it difficult to park, potential customers will choose to go elsewhere. Similarly with the playground facilities: these are designed for use by young families and it is positive to see them so widely used. This may not be the case if people cannot bring their cars nearby.

On a personal note, my family are at home a lot due to my husband's serious disability. We rely on the company and support of family and friends and would feel very isolated if it was not easy for them to park their cars nearby when they visit us.

27/6/12

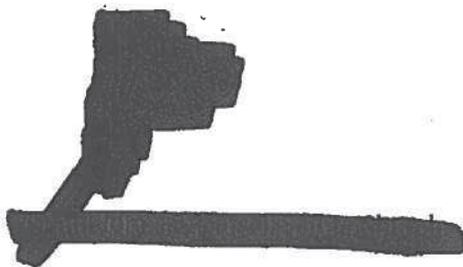
**Re: Public notice Cary Avenue: Schedule 10 Amendment No 2.2012**

In respect of the above notice we would like to make the following comments:

The proposed changes extend only to St Albans Road. We are concerned that this will shift the commercial parking into St Albans road and in front of All Saints church in Cary Avenue. At present parking of commercial vehicles (vans) can be quite problematic particularly for funerals and weddings. It is sometimes embarrassing to see scrap/stock car pickup truck in front of the church when a funeral is scheduled.

There is also a problem with present parking arrangements that cause limited visibility to oncoming traffic in the shallow bend at the front of the church. We are worried that the proposed changes will also make that problem considerably worse.

We therefore would request that the parking order is extended to include the street in front of the church, a road that in addition includes residential care homes.

A large, irregular black redaction mark covering a signature or name.A large, irregular black redaction mark covering a signature or name.A large, irregular black redaction mark covering a signature or name.

**From:** [REDACTED]

**Sent:** 17 July 2012 15:24

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Cary Park - Yellow Lines

Dear Councillors and Community Partnership SG Members,

I have been in discussion with the Babbacombe Bay BID Working Group and expect to be setting out a letter of objection on their behalf to the introduction of yellow lines anywhere in Cary Park. The BMTraders Executive meets on Thursday and I would be very surprised if they did not do the same.

**Councillors please register this as my personal objection to the proposals.**

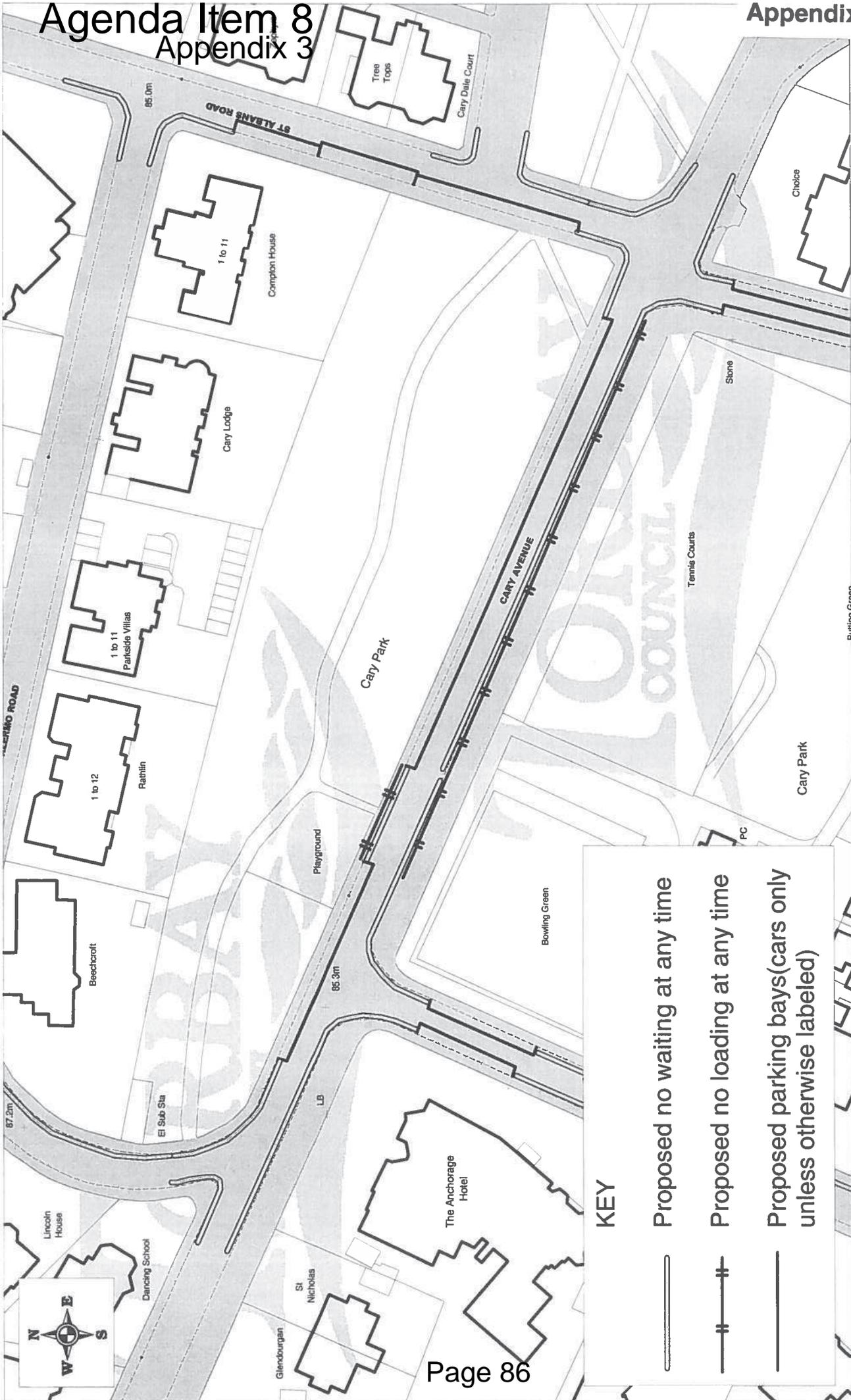
As I understand it there have been no serious collisions or accidents as a result of people parking in the area - indeed Councillors will remember that, when we asked for better protection for pedestrians in Babbacombe Road by the shops, Officers from the Highways Dept stated that parked vehicles tend to slow down traffic thus reducing the risk of accidents.

The issue that receives most complaints I believe is the parking of buses and coaches in Cary Park - surely this is a simple matter to deal with by opening dialogue with the coaching hotels, coach companies and drivers? Perhaps a compromise over access and charges in the Model Village car park could be the solution - as it is that car park is usually empty overnight and with lots of spaces on most days. and could accommodate those few coaches that currently use Cary Park.

Clearly and quite rightly in my view there have been strong objections to yellow lines from businesses that rely on people coming and parking there (Torquay United FC being just one). The business community will see the introduction of more parking restrictions as further undermining our efforts to improve trade and the economy in the area. Not least because it comes hard on the heels of the recent appeal to the Mayor from Chambers/TTCC/ERTC/Business Forum to review such matters urgently it is clear that the two matters are linked and should be included in that review.

There is no sign of this matter in CP minutes but can I ask whether the proposals have yet been brought to the Community Partnership and if not may I suggest that it would be appropriate for the CP to insist the matter is delayed until they have consulted with the wider community?

[REDACTED]



Cary Avenue - proposed parking restrictions - Torquay

1:1000 scale

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Title: **Shiphay Controlled Parking Zone – Consideration of Objections to Proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt: **N/A**

Wards Affected: **Cockington with Chelston  
Shiphay with the Willows**

To: **Transport Working Party** On: **2<sup>nd</sup> August 2012**

Key Decision: **No.** How soon does the **August** decision need to be **2012** 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 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the objections received to the changes to the Traffic Regulation Orders (TRO) made as a result of the review of the Shiphay Controlled Parking Zone.

## 2. Recommendation(s) for decision

2.1 It is recommended that members approve the proposals outlined under option 1 in this Issues Paper for implementation as part of the review into the Shiphay Controlled Parking Zone during the current financial year.

## 3. Key points and reasons for recommendations

3.1 In April 2005 the Transportation Strategy Working Party identified seven possible areas for the introduction of controlled parking zones, of which the Shiphay zone was the final area to be reviewed. Subsequently issues papers were presented to the Transportation Working Party on 2nd February 2009 (outlining the results of the

Stage 2 consultation for the Shiphay Controlled Parking Zone) and 6<sup>th</sup> November 2009 (outlining any objections received following the advertising of the proposed Traffic Regulation Orders).

- 3.2 Members recommended that the report be put before the cabinet and therefore a report was prepared and presented on the 8<sup>th</sup> December 2009. Following which the Mayor, as decision taker, made the decision to implement the Shiphay Controlled Parking Zone with effect from 1<sup>st</sup> September 2010, with the zone being enforced from the 20<sup>th</sup> October 2010.
- 3.3 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received following the advertisement of the proposed changes made to the Traffic Regulation Orders (TRO) as a result of the review of the Shiphay Controlled Parking Zone. .
- 3.4 Consultation with the residents of the area, stakeholders and Council Ward Members was undertaken, positive feedback received and the proposed changes were advertised both on site and in the local media (Herald Express) during the period 28<sup>th</sup> June – 19<sup>th</sup> July 2012.
- 3.5 **Appendix 1** shows the boundaries of the proposed extended traffic action zone, **Appendix 2 (plans 1 – 11)** contains plans of the advertised restriction changes, **Appendix 3** contains copies of the correspondence received via letter and email and **Appendix 4 (plan 1)** details the proposed schemes.

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

**Patrick Carney**  
**Group Service Manager – Street Scene and Place**

## Supporting information

### A1. Introduction and history

A1.1 In April 2005 the Transportation Strategy Working Party identified seven possible areas for the introduction of controlled parking zones, of which the Shiphay zone was the final area to be reviewed. Subsequently issues papers were presented to the Transportation Working Party on 2nd February 2009 (outlining the results of the Stage 2 consultation for the Shiphay Controlled Parking Zone) and 6<sup>th</sup> November 2009 (outlining any objections received following the advertising of the proposed Traffic Regulation Orders).

Members recommended that the report be put before the cabinet and therefore a report was prepared and presented on the 8<sup>th</sup> December 2009. Following which the Mayor, as decision taker, made the decision to implement the Shiphay Controlled Parking Zone with effect from 1<sup>st</sup> September 2010, with the zone being enforced from the 20<sup>th</sup> October 2010.

A plan showing the boundaries of the proposed revised CPZ are attached as **Appendix 1**.

It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received following the advertisement of the proposed changes made to the Traffic Regulation Orders (TRO) as a result of the review of the Shiphay Controlled Parking Zone. .

A1.2 Consultation with the residents of the area, stakeholders and Council Ward Members was undertaken during October 2011, with an advert and article in the local media and notices placed on site, as well as the opportunity to register comments via the council web site. Positive feedback was received and a decision to advertise the proposed changes was made by the Transport Working Party on 16<sup>th</sup> February 2012. The proposed changes were advertised both on site and in the local media (Herald Express) during the period 28<sup>th</sup> June – 19<sup>th</sup> July 2012.

The following actions were advertised:

#### Banbury Park (**Appendix 2 Plan No.1**)

- There is a small gap in the existing Traffic Regulation Order, which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'
- Remove a single car 'Permit Holder' bay in the narrow section of Banbury Park to improve access / egress to the driveway of house no. 36.

#### Berkeley Avenue (**Appendix 2 Plan No.2**)

- Implement double yellow lines and resident parking bays Mon – Fri 10am – 11am.

#### Berkeley Rise (**Appendix 2 Plan No.2**)

- Implement double yellow lines and resident parking bays Mon – Fri 10am – 11am.

### Cadewell Lane / Cadewell Park Road junction (**Appendix 2 Plan No.3**)

- Remove 11m of 'Limited waiting 2 hours no return in 3 hours Resident Permit Holders Exempt Mon – Fri 8am – 6pm' and implement double yellow lines, to improve the movement of vehicles turning right out of Cadewell Park Road.

### Collaton Road / Exe Hill (**Appendix 2 Plan No.4**)

- Parking restrictions will be implemented to allow the free passage of traffic and to reduce both congestion on Collaton Road and the conflict between vehicles turning into Exe Hill, especially during the morning commuter period and school times.
- Change the restrictions in the existing parking bays fronting property no's 3 – 9 Shiphay Lane from 'Limited Waiting 1 hour return prohibited within 2 hours' to 'Limited Waiting 1 hour return prohibited within 2 hours, Mon-Fri 8am-6pm'.

### Crosspark Avenue (**Appendix 2 Plan No.5**)

- Implement the minimum parking restrictions required to allow the free passage of traffic (especially buses), create passing places, reduce congestion and maintain access to properties.

### Grosvenor Close (**Appendix 2 Plan No.6**)

- Implement double yellow lines and resident parking bays Mon – Fri 10am – 11am.

### Grosvenor Avenue (**Appendix 2 Plan No.6**)

- The double yellow lines are to be extended further in to the junction with Higher Cadewell Lane, to prevent vehicles parking on the apex of the corner and therefore improve the visibility for drivers exiting Grosvenor Avenue.
- There is a gap in the existing Traffic Regulation Order (outside house no's 2 – 64), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.

### Higher Cadewell Lane (**Appendix 2 Plan No.7**)

- Implement the parking restrictions required to allow the free passage of traffic (especially buses), create passing places, reduce congestion and maintain access to properties. Implement resident parking bays Mon – Fri 10am – 11am.

### Lloyd Avenue (**Appendix 2 Plan No.8**)

- Remove the Permit holder only bay outside house no's 2 – 4 Lloyd Avenue and replace with double yellow lines, to reduce the risk of 'uphill' and 'downhill' traffic coming into conflict.

### Queensway (**Appendix 2 Plan No.9**)

- Parking restrictions will be implemented to allow the free passage of traffic and to reduce both congestion and the conflict between vehicles turning into Queensway and those travelling downhill.

### Rougemont Avenue (**Appendix 2 Plan No.6**)

- There is a gap in the existing Traffic Regulation Order (outside house no's 49 – 51), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.
- There is a gap in the existing Traffic Regulation Order (outside house no's 21 – 31), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.

### Shiphay Lane (**Appendix 2 Plan No.10 & 11**)

- Change the existing restrictions in the parking bay fronting house no's 39 – 45 Shiphay Lane from 'limited waiting 2 hours no return in 3 hours, resident permit holders exempt Monday – Friday' to 'limited waiting 3 hours no return in 4 hours, resident permit holders exempt Monday – Friday'. As per appendix 3 plan no.11.
- Change the existing restrictions in the parking bay fronting house no's 112 – 114 and opposite house no's 111 - 115 Shiphay Lane from 'limited waiting 1 hour no return in 2 hours', to 'limited waiting 2 hours no return in 3 hours, Monday to Friday 8am – 6pm.' As per appendix 3 plan no.12.

### Wallace Avenue (**Appendix 2 Plan No.5**)

- Implement the minimum parking restrictions required to allow the free passage of traffic, create passing places and maintain access to properties.

A1.3 Comments / objections received as a result of advertising the proposed changes to the Traffic Regulation Orders (attached as **Appendix 3**) can be summarised as follows:

#### General

- One letter was received regarding the operation of the proposed extension to the CPZ.
- One letter was received objecting to the extension of the CPZ on a procedural point.
- A 14 signature petition was received from the residents of Centenary and Plantation Way's with regard to the displaced parking of vehicles which is now causing a hazard to residents / other road users and requesting the implementation of parking restrictions.

#### Berkeley Avenue

- One letter was received objecting to the extension of the CPZ into Berkeley Avenue.

- Four letters were received requesting that the proposals for Berkeley Avenue were reworked in accordance with the wishes of the residents.

#### Collaton Road / Exe Hill

- One letter was received objecting to the changes to the parking restrictions in Collaton Road and asking for these bays to include resident permit parking.
- One letter was received asking for the bays outside the flats to be resident permit parking and for the verges to be removed to create parking bays.
- One letter was received requesting the verges to be removed to create parking bays.

#### Higher Cadewell Lane

- One letter was received objecting to the extension of the CPZ and recommending the council and hospital work together to create a multi-storey car park for the staff and visitors.
- Two letters were received asking for the parking bay fronting property no. 19 to be cut back and replaced with double yellow lines.

#### Queensway

- One letter was received from a local company objecting to the implementation of traffic restrictions due to their staff parking in this area.

#### Rougemont Avenue

- One letter was received signed by the residents of five properties asking that cul-de-sac area affecting property numbers 21, 23, 25, 27, 29 and 31 be removed from the CPZ and this area of Rougemont Avenue be renamed Rougemont Pathway.

The following actions are recommended:

#### Banbury Park (**Appendix 2 Plan No.1**)

- Implement as advertised.

#### Berkeley Avenue (**Appendix 2 Plan No.2**)

- Advertise the revised restrictions as per the wishes of the residents (Appendix 4 Plan No.1) and implement should no objections be forthcoming, any objections will be referred to a future meeting of the Transport Working Party.

#### Berkeley Rise (**Appendix 2 Plan No.2**)

- Implement as advertised.

#### Cadewell Lane / Cadwell Park Road junction (**Appendix 2 Plan No.3**)

- Implement as advertised.

Collaton Road / Exe Hill (**Appendix 2 Plan No.4**)

- Implement as advertised.

Crosspark Avenue (**Appendix 2 Plan No.5**)

- Implement as advertised.

Grosvenor Close (**Appendix 2 Plan No.6**)

- Implement as advertised.

Grosvenor Avenue (**Appendix 2 Plan No.2**)

- Implement as advertised.

Higher Cadewell Lane (**Appendix 2 Plan No.7**)

- Implement as advertised.

Lloyd Avenue (**Appendix 2 Plan No.8**)

- Implement as advertised.

Queensway (**Appendix 2 Plan No.9**)

- Implement as advertised.

Rougemont Avenue (**Appendix 2 Plan No.6**)

- Implement as advertised.

Shiphay Lane (**Appendix 2 Plan No.10 & 11**)

- Implement as advertised.

Wallace Avenue (**Appendix 2 Plan No.5**)

- Implement as advertised.

## **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 reduce congestion, 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, congestion will continue and wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

## **A3. Other Options**

### **A3.1 Option 1**

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 2 Plan No's 1, 2 (except Berkeley Avenue), 3 - 11.**
- Advertise the revised restrictions for Berkeley Avenue as detailed in **Appendix 4 Plan No.1** and implement should no objections be forthcoming, any objections will be referred to a future meeting of the Transport Working Party.

### **Option 2**

- Do not implement as advertised the proposed amendments to the Traffic Regulation Orders, as detailed in **Appendix 2 Plan No's 1 – 11 and Appendix 4 Plan No.1.**

### **Option 3**

- Implement as advertised a selection of the proposed amendments to the Traffic Regulation Orders, as detailed in **Appendix 2 Plan No's 1 – 11 and Appendix 4 Plan No.1.**

## **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 The Shipway CPZ was originally subject to three stages of consultation and feedback was requested from residents, stakeholders and Ward Councillors as part of the review which took place after a year of operation. These proposals are the result of the feedback received.

## **A7. Are there any implications for other Business Units?**

A7.1 None.

### **Appendices**

Appendix 1 Shows the boundaries of the existing Controlled Parking Zone.

Appendix 2 Plans 1 – 11 detail the scheme proposals.

Appendix 3 Comments / objections received following the advertising of the proposed changes to the Traffic Regulation Orders.

Appendix 4 Plan 1 details the revised proposals for Berkeley Avenue.

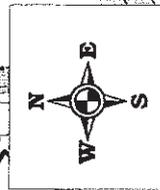
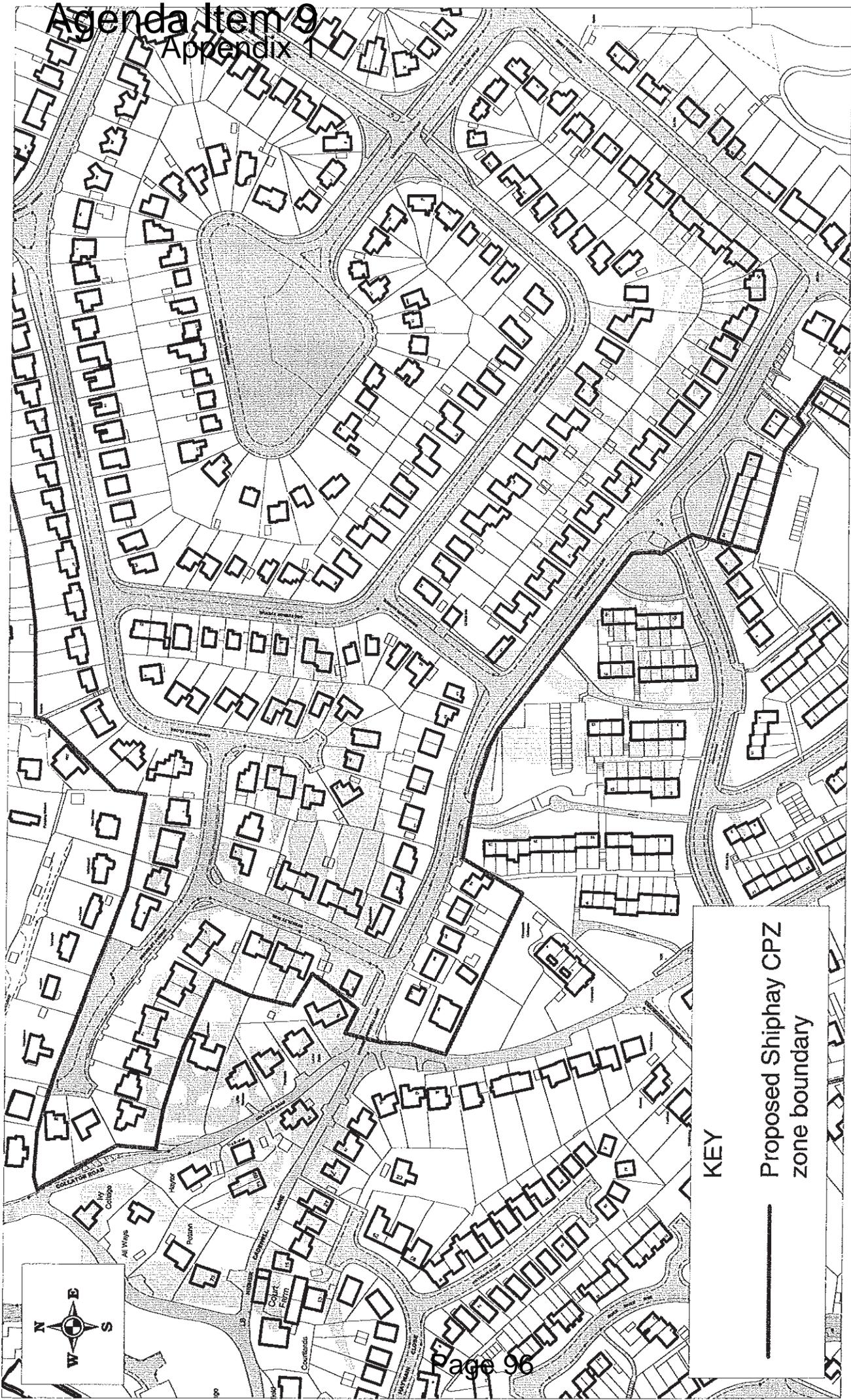
### **Documents available in members' rooms**

None.

### **Background Papers:**

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

None.



**KEY**

Proposed Shiphay CPZ  
zone boundary

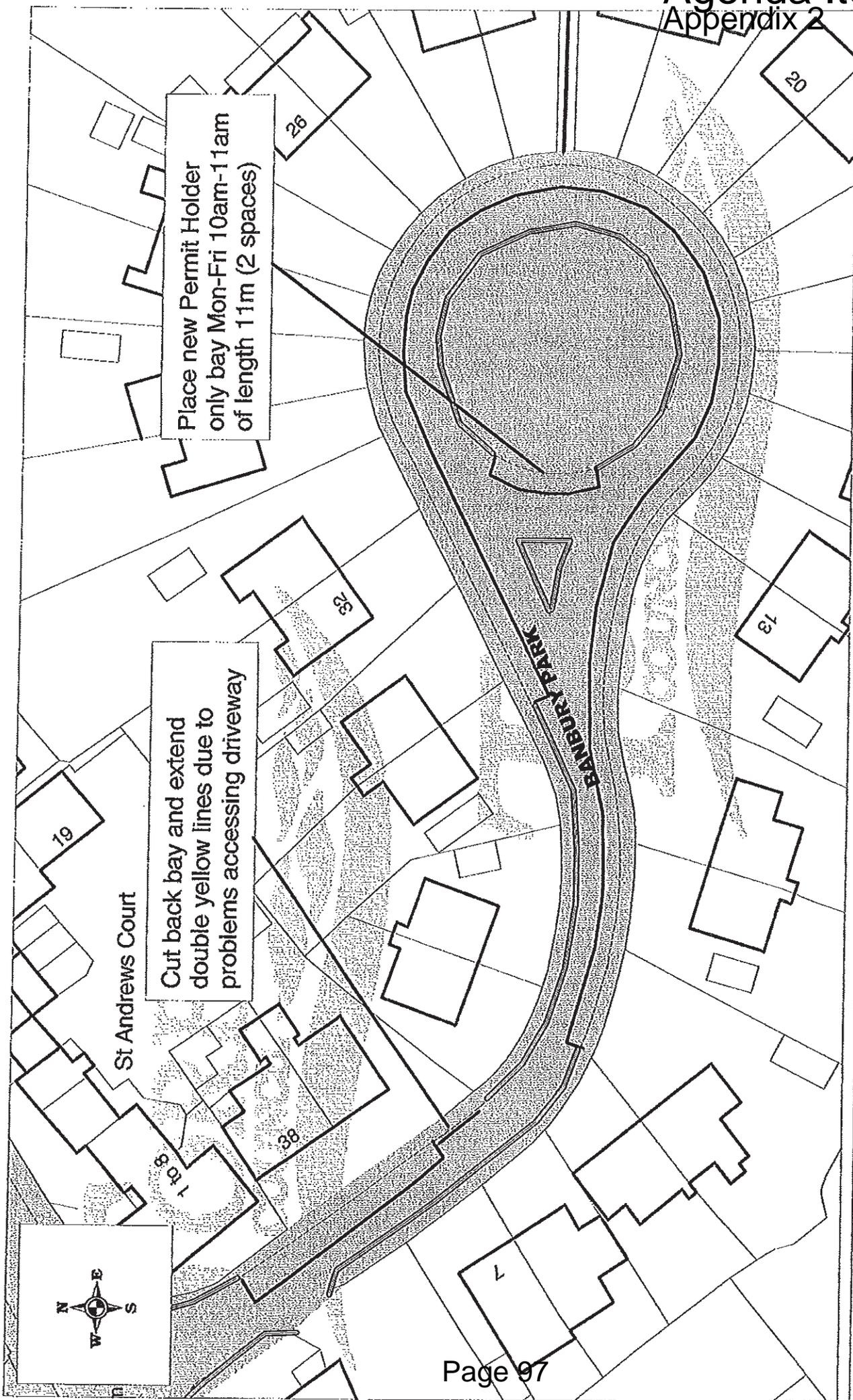
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1:2500 scale

### Proposed Shiphay CPZ Zone extension - Torquay



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Banbury Park Shiphay CPZ  
Torquay

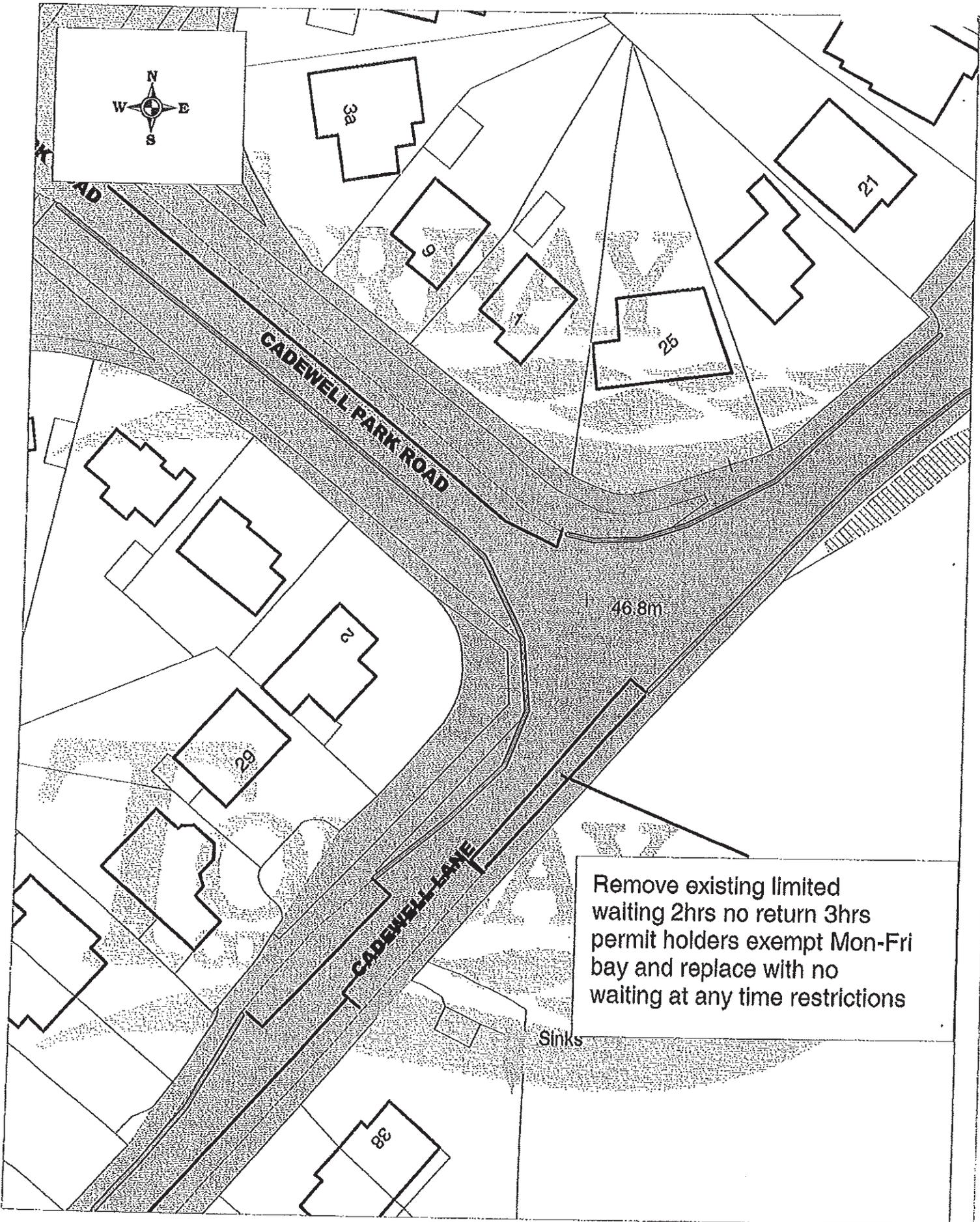
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Proposed parking restrictions  
Shipway CPZ - Torquay

1:1500 scale

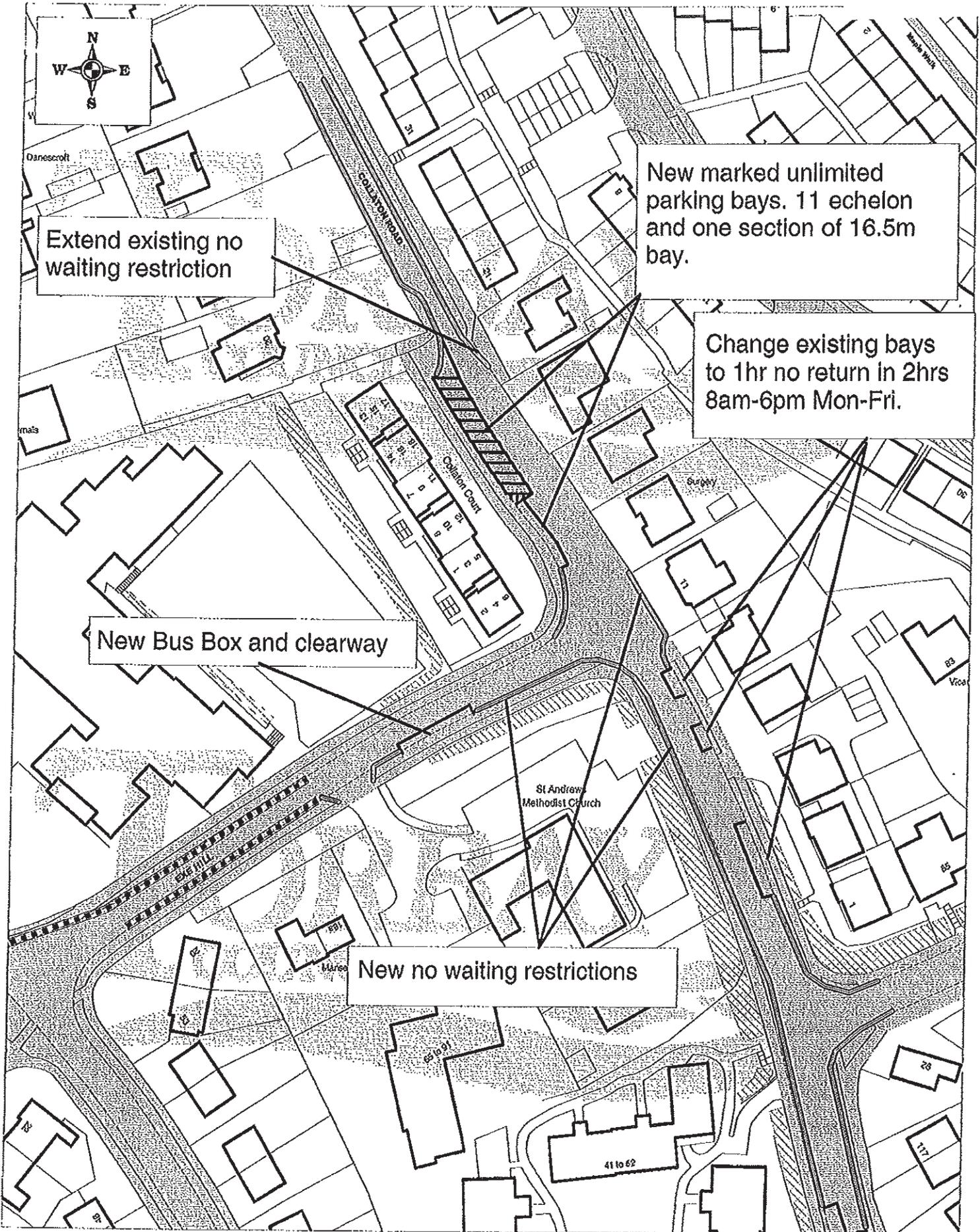


1:500 scale

Cadewell Lane  
Shiphay CPZ Torquay



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1:1000 scale

Exe Hill/ Collaton Road  
Shiphay CPZ Torquay

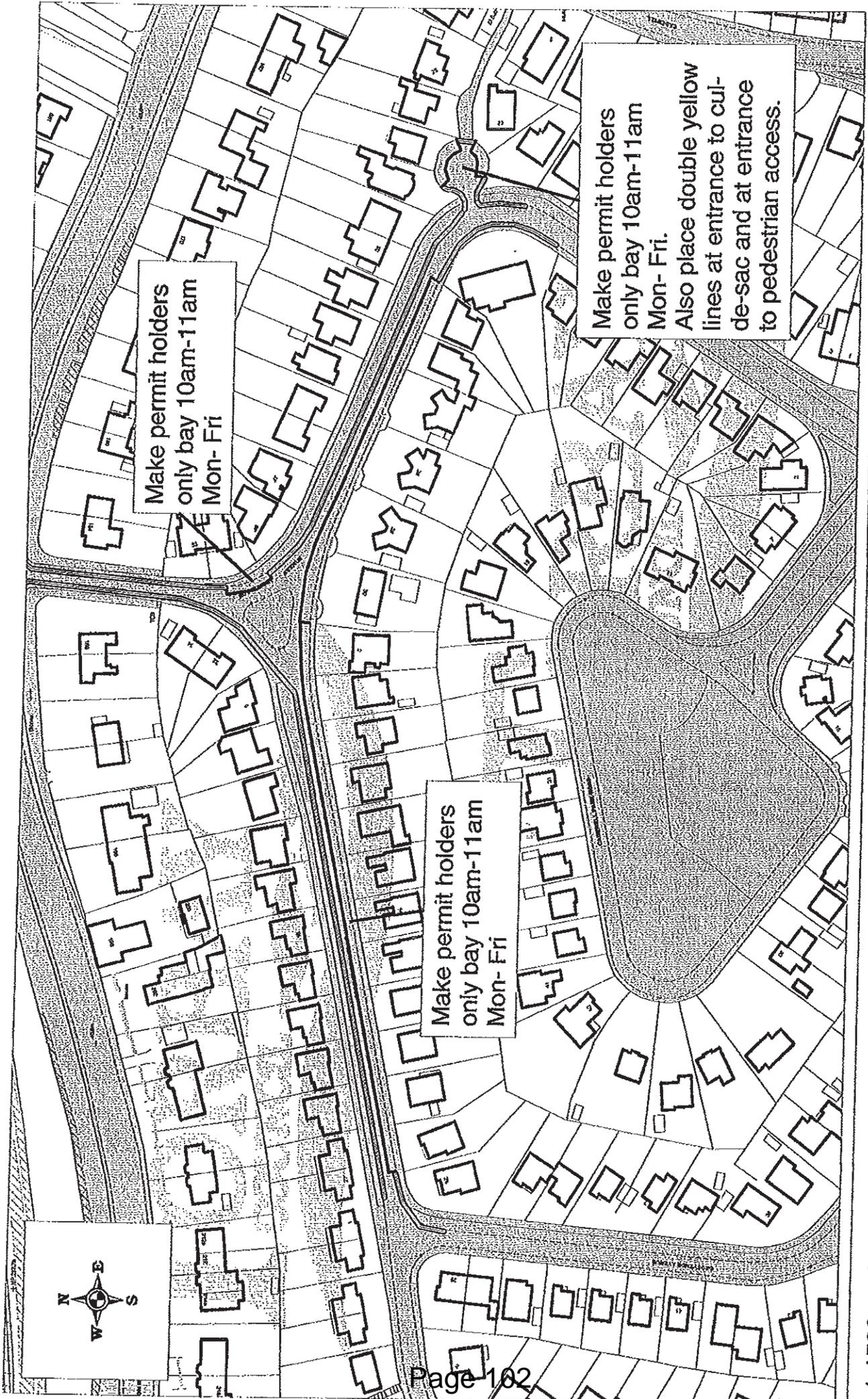




Crosspark Avenue/  
Wallace Avenue Shipway CPZ  
Torquay

1:1000 scale

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Make permit holders  
only bay 10am-11am  
Mon- Fri

Make permit holders  
only bay 10am-11am  
Mon- Fri

Make permit holders  
only bay 10am-11am  
Mon- Fri.  
Also place double yellow  
lines at entrance to cul-  
de-sac and at entrance  
to pedestrian access.

Grosvenor Close/ Rougemont Avenue  
Shiphay CPZ Torquay

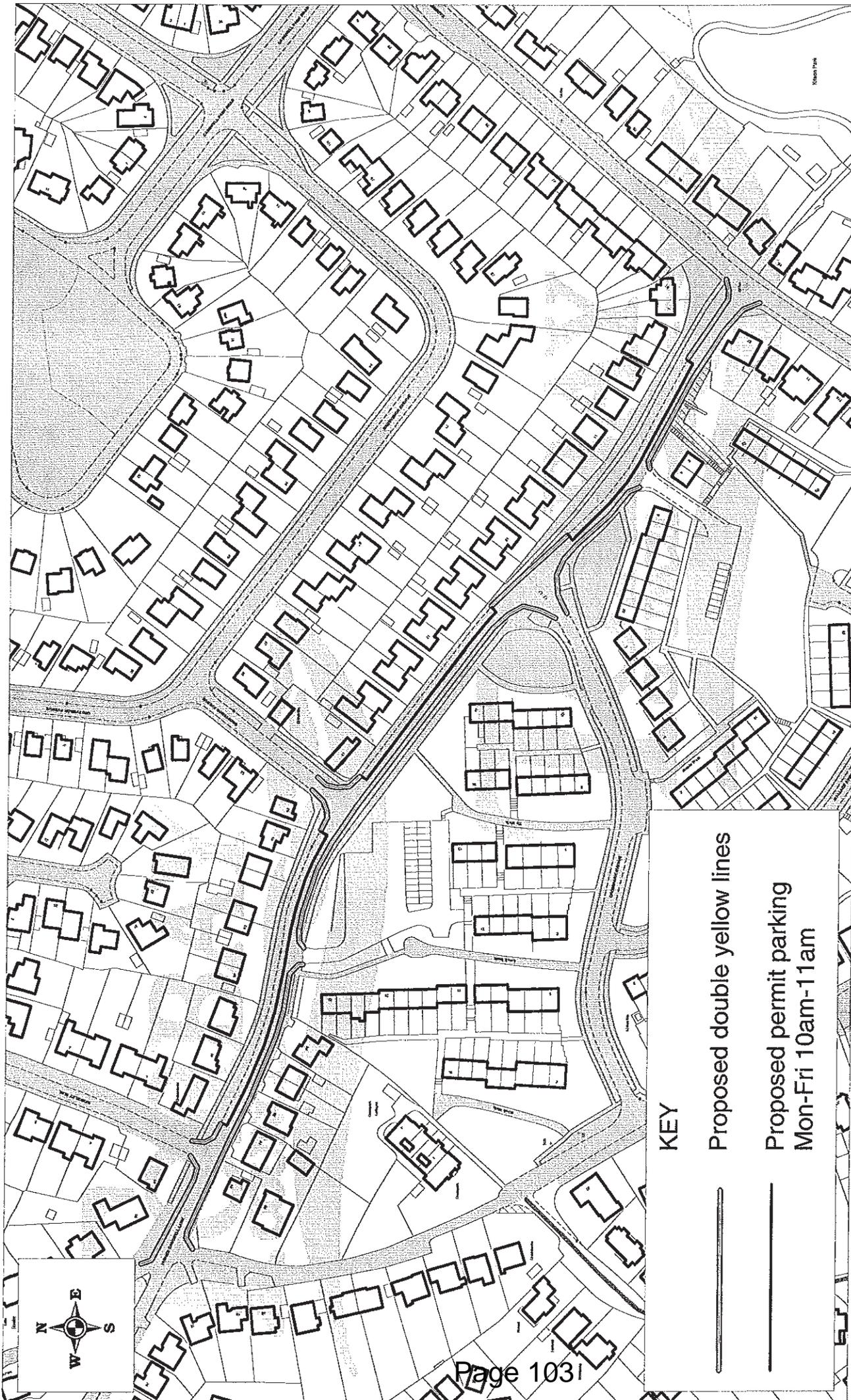
1:1500 scale

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Proposed parking restrictions  
Higher Cadewell Lane - Shiphay CPZ - Torquay

1:2000 scale

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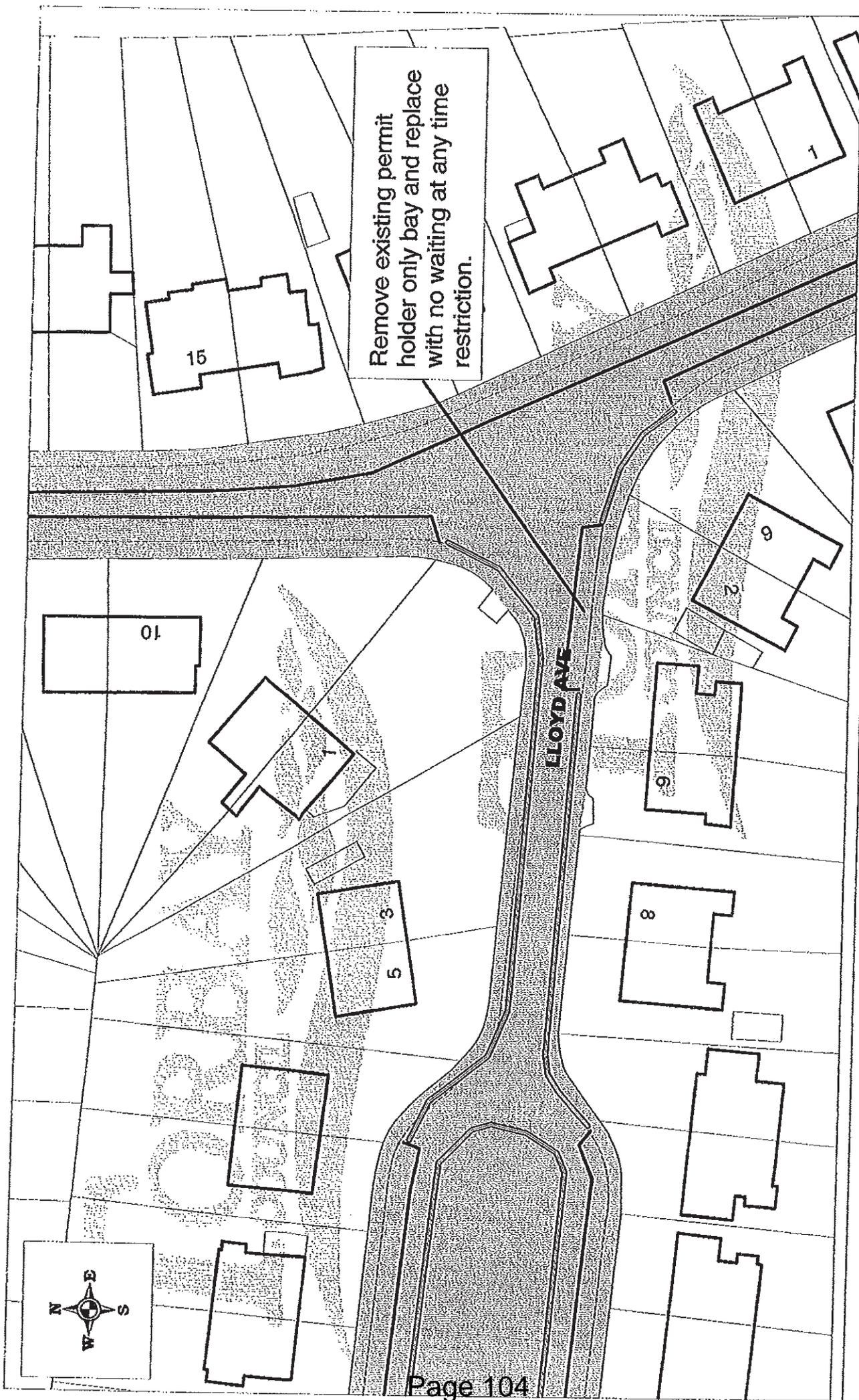


**KEY**

Proposed double yellow lines

Proposed permit parking  
Mon-Fri 10am-11am

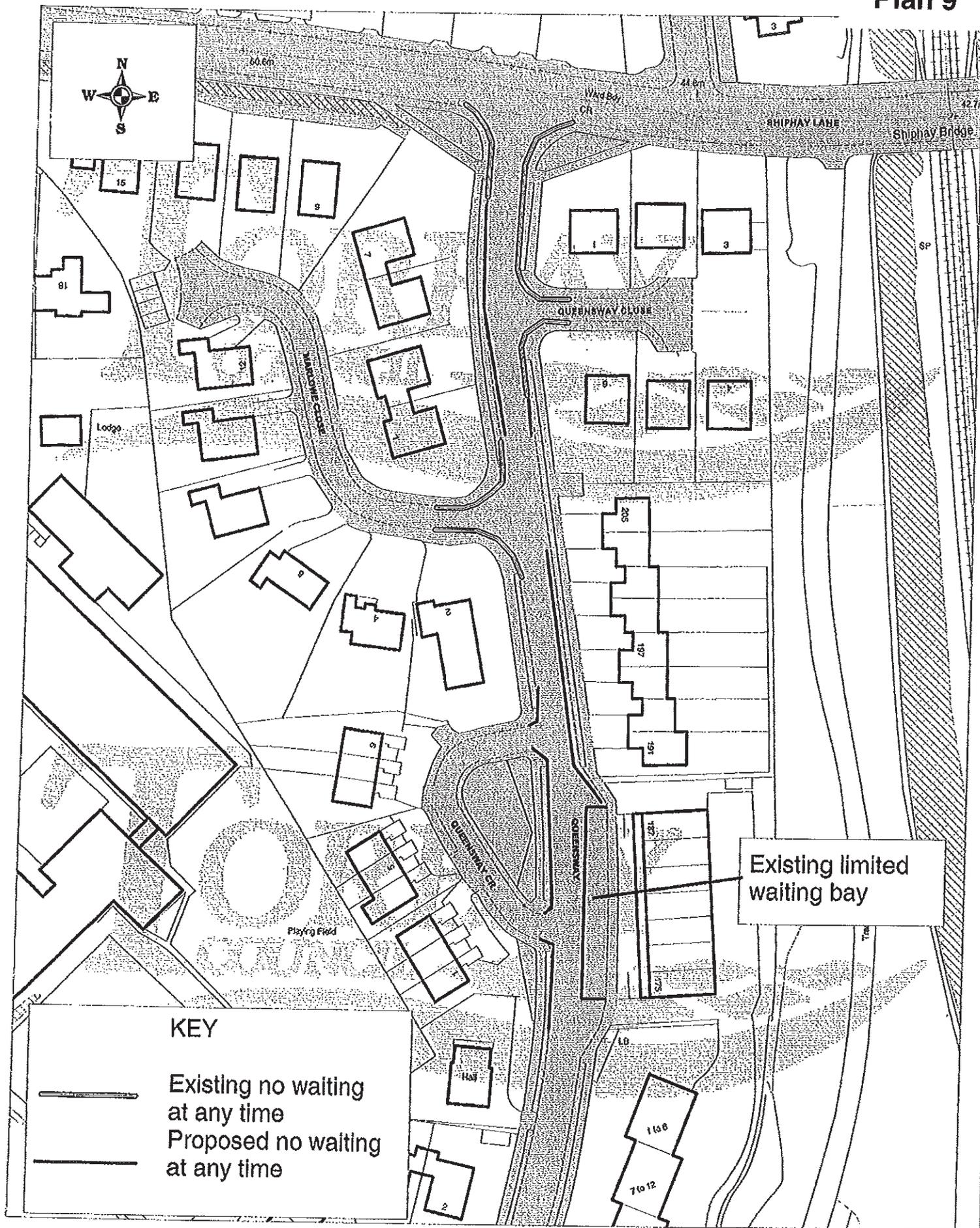




Lloyd Avenue Shiphay CPZ  
Torquay

1:500 scale

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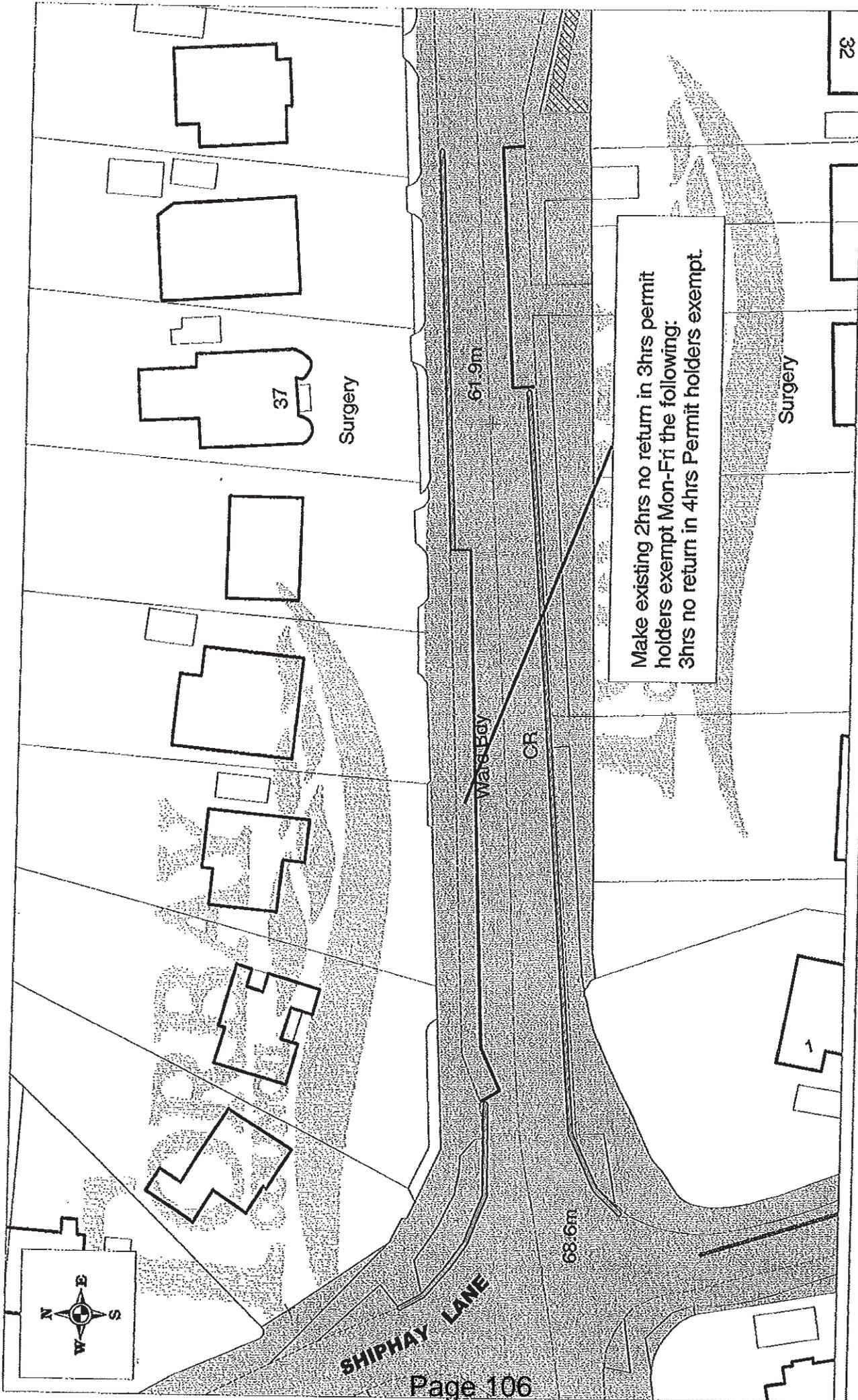


1:1000 scale

Queensway Shiphay CPZ  
Torquay

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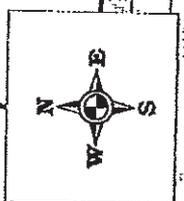


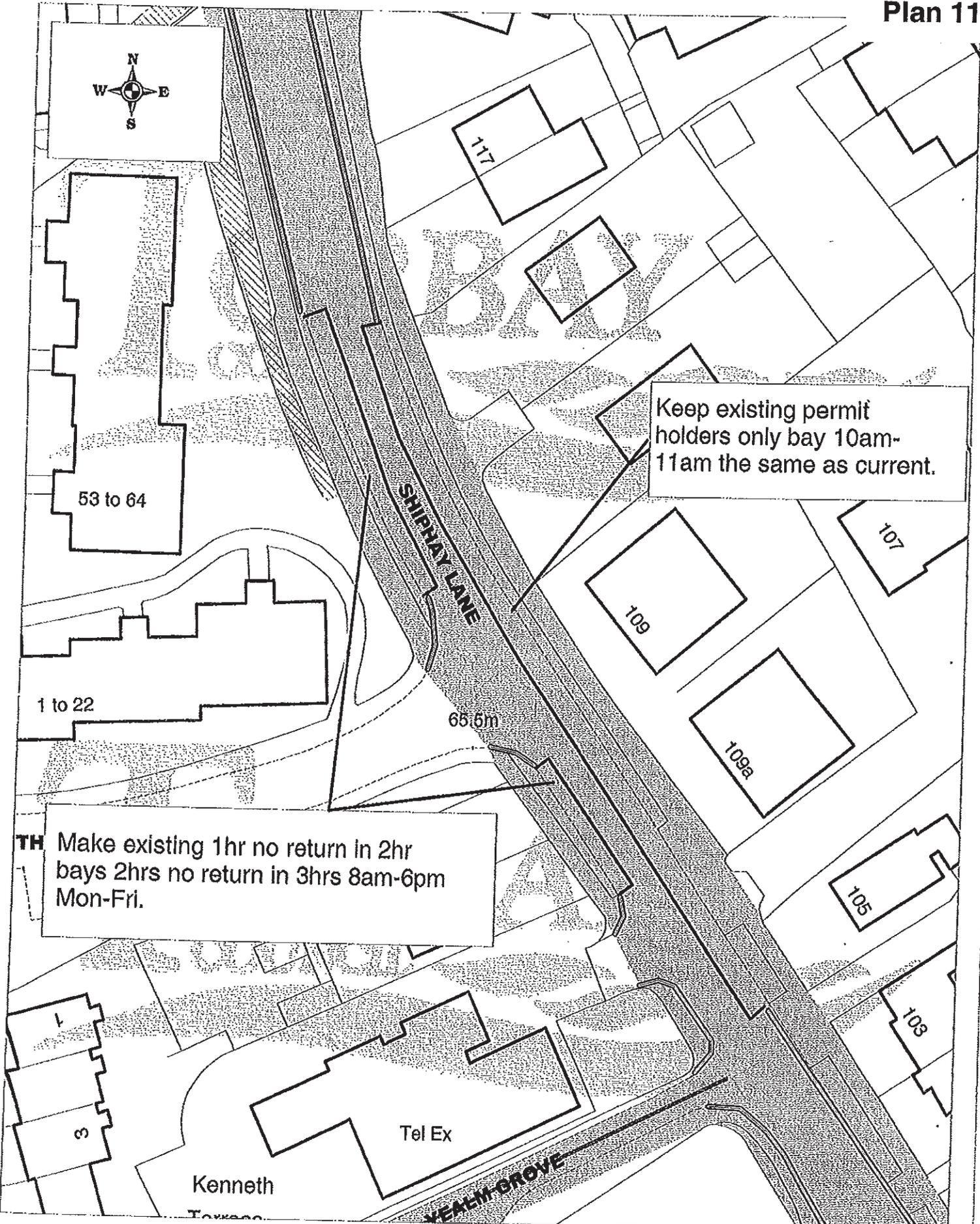


Shiphay Lane Shiphay CPZ  
Torquay

1:500

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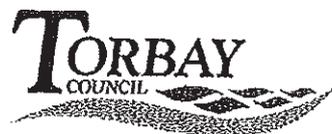


Keep existing permit holders only bay 10am-11am the same as current.

TH Make existing 1hr no return in 2hr bays 2hrs no return in 3hrs 8am-6pm Mon-Fri.

1:500 Scale

Shiphay Lane Shiphay CPZ  
Torquay



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# Agenda Item 9 Appendix 3

Parking Services

Town Hall

Castle Circus TQ1 3DR

Torquay

 Grosvenor Close,

Shiphay

Torquay 

6.7.12

Re Parking zone for Grosvenor Close and adjacent roads.

It appears that the new parking zone is a fait accompli and no amount of objections would make any difference. If we pay for a permit will this give the householder the right to park at all times outside their property? We have a son on dialysis and we have to take him to the kidney satellite unit three times a week +to many hospital appointments. Will the new arrangement cause us more difficulty with parking nearby?

Yours Faithfully




Langs Road  
PAIGNTON

18 July 2012

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

Dear Sir/Madam

Re: "Borough of Torbay (Various Streets, Shiphay) Controlled Parking Zone (Area E) Amendment Order No1 2012"

I object to the above proposal on the following grounds.

It would appear, from what I have seen during a visit to the CPZ, that notices detailing these proposals have not been placed in any part of the Shiphay CPZ (Zone E). This means those currently within the CPZ and therefore affected by these proposals have not been informed of any potential changes to the CPZ, or been given the appropriate opportunity to comment.

It is my understanding that these proposals include moving the boundary of the current CPZ. In order to ascertain where this new boundary will be, I have studied the various documents provided on the Councils website, visited the Connections Office to view any associated documents and requested an appropriate map from Torbay Council. As at the time of writing this letter I have not seen or been supplied with anything that would enable me to determine either the current or proposed boundary of the Shiphay CPZ.

Torbay Council has provided several maps for public inspection but I will refer to the two which show more than just individual restrictions.

The first entitled 'Shiphay Controlled Parking Zone - Extension' shows only the parking restrictions that would be placed within a CPZ, whilst the second is an almost indecipherable and unintelligible map claimed to show what is termed the 'Boundary of properties eligible for permits'.

Indicated among the various signs and markings on the map entitled 'Shiphay Controlled Parking Zone - Extension' are CPZ 'entry' and 'exit' signs conforming to diagram 663 and 664 respectively of Part 1, Schedule 2 to the Regulations of the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002).

Part 2 of the TSRGD 2002, 'General Directions', No. 26 states that:-

"The sign shown in diagram 663, 663.1, 664, 665 or 666 may be placed only at the boundary of a controlled parking zone."

Therefore signs which legally can only be placed at the boundary of a CPZ are being placed where no boundary apparently exists.

Assuming Torbay Council intend that these signs will be placed legally and any existing zone 'entry' and 'exit' signs are placed legally, then a boundary of the Shiphay CPZ must exist.

In view of the above I repeat my request for a map detailing the boundary of the Shiphay CPZ and I reiterate all my previous objections to any property not within the boundary of a CPZ being issued with a permit.

It would appear Torbay Council is now deliberately attempting to corrupt its CPZ's by an active policy to subvert and circumvent its own publicly stated rules, regulations and Policy on CPZ's. This is an attempt to hide and cover up previous mistakes, made in relation to the other CPZ's, where people from outside the boundaries of those CPZ's have been illegally issued with permits.

Yours faithfully

[Redacted signature block]

To Mr Patrick Carney,  
Torbay Council,  
Highways Manager.

Dated 10<sup>th</sup> July 2012

Reference - Petition regarding Traffic Hazards on Centenary Way, Torquay

Dear Sir,

The Parking of Cars, Trucks, Coaches, Camper Vans etc..  
Skip Lorries unloading & loading on the road, Large Container Lorries  
parked all Day and Overnight. Most of these vehicles are parked all day.

This is creating a serious hazard to residents pulling into and out  
of their Driveways .

This is a Bus Route and a lot of speeding traffic on and off the  
Willows .(there is no road calming until you reach Plantation Way).

We the undersigned are requesting an urgent  
investigation and introduction of parking controls to  
protect us and our children.

There is a real risk of a serious accident, a large number of near  
misses and incidents are already occurring.

Please help prevent that accident happening.

Name            Signed            Address

14 SIGNATURES

INCOMING EMAIL

From: [REDACTED]  
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES  
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>  
CC: [REDACTED] <EX:/O=TORBAY  
COUNCIL/OU=CIVIC OFFICES SERVER/CN=RECIPIENTS/CN=COUN131>;  
[REDACTED] <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES  
SERVER/CN=ENVIRONMENT/CN=TECHNICAL/CN=[REDACTED]  
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SERVER/CN=ENVIRONMENT/CN=TECHNICAL/CN=[REDACTED]  
[REDACTED]  
COUNCIL/OU=CIVIC OFFICES SERVER/CN=RECIPIENTS/CN=COUN132>  
Date: 13/07/2012 09:59:13  
Subject: Shipay CPZ Parking Extension - Berkeley Avenue

I have been asked to write of behalf of a number of residents in Berkeley Avenue who whilst they support the inclusion of Berkeley Avenue into the CPZ do not agree with the detailed proposals of where parking will be and where yellow lines will be placed.

Some of these residents have written independently but the meetings that I have had and [REDACTED] had when he called door to door cover the following properties. Nos 5, 7, 9 on the right hand side entering Berkeley Avenue and Nos 14, 16, 18, 20 and 22. Residents at 24, 26, 28 are not overly concerned about the proposals as they all have good off road parking.

As we see it, the detailed proposals will not provide sufficient residents parking and prevent many of us from being able to park in front of our properties. Many of us have very steep and narrow drives making them unusable and therefore we all park in the road and currently do this outside our properties or in the layby.

From the meetings we have held we believe there is a solution which we can all support.

We would like the proposed CPZ on the right hand side (the north) of Berkeley Avenue to be extended along in front of no 7 and 9 to link up with the layby CPZ. Yellow lines will then run as shown from beyond the layby to the turning bay.

On the left hand side we would like the CPZ to run in front of Nos 14 to 22 and not yellow lines as currently proposed. This will mean there will be CPZ opposite the layby area but this will not be a problem as cars do not extend out beyond the pavements when parked in the layby. There will be adequate room for the Tor 2 refuse lorries to pass down the road for collections.

Residents use their common sense when parking to ensure sensitivity with each other and to ensure that there is access for lorries into the cul de sac for emergency and refuse collection. The problems we have are caused by the Hospital and Edginswell Business Park failing to provide sufficient parking for employees and as a result they park in Berkeley Avenue causing parking issues for residents.

Residents would be happy to have a site meeting to explain this in detail if necessary.

Whilst I have not met with any residents in Grosvenor Close I think the proposals for that road will also need to be reviewed.

Kind regards

[Redacted signature]

[Redacted address]

Berkeley Avenue,  
Cadewell,  
Torquay,

Residents and Visitors Services,  
Highways Management,  
Torbay Council,  
4<sup>th</sup> Floor Roebuck House,  
Abbey Road,  
Torquay TQ2 5TF

12 July 2012

Dear Sir,

**Notice of Proposals - Controlled Parking Zone (Area E) Amendment Order No.1 2012**

As a resident of Berkeley Avenue for over 40 years I am unhappy about the latest proposals to restrict parking in Berkeley Avenue and would like to register my objection to the plans to make Berkeley Avenue a 'No Waiting At Any Time' area, under Section 2 of the above Amendment Order.

I would like to make a number of points as grounds for my objection:

- The proposals indicate that both sides of Berkeley Avenue will become a No Parking zone apart from the small lay-by, which will allow Resident Permit Holders, but can probably only accommodate about 6 or 7 vehicles. We are elderly residents and regularly have a number of visitors to assist with various tasks we can no longer manage. These visitors include a cleaner, gardener, window cleaner as well as family and friends, all of which can currently park outside our property. Whilst we have a garage at our property this is accessed by a narrow and very steep drive which is not able to accommodate parked vehicles, so in future under these proposals, visitors will no longer be able to park near our property.
- The parking proposals affecting adjoining Grosvenor Avenue, Grosvenor Close, and Berkeley Rise will probably mean residents from those roads could also be able to park in the Berkeley Avenue lay-by with the consequence that the limited spaces will quickly fill leaving no space for Berkeley Avenue residents or their visitors. I note Essential Visitor Permits could be available (at a £30 cost) but I am not convinced there will be spaces available nearby for visitors to park, if limited to the lay-by area.
- Presumably the need for these proposals arises from the parking problems from Torbay Hospital, either from those unwilling to use the on site car park or unable to find spaces there. These people are forced on to neighbouring streets but if all surrounding areas become restricted parking areas, where are these people to park? It seems that the solution would be better achieved if more parking spaces were made available at the Hospital, rather than stopping parking in all the neighbouring streets.

In making my objections, I would request that you reconsider the proposals and I would suggest a compromise as follows:

- to make the north side of Berkeley Avenue a 'No waiting' zone, as proposed
- to make the south side (adjoining the properties) available for Resident Permit Holders Only Mon – Fri 10am-11am, the same as the lay-by.

This option would potentially provide some nearby parking for visitors, except between 10am-11am Monday to Friday, whilst keeping some of the road (north side) clear of parked vehicles but still enabling access to residents' driveways.

The other option would be to leave the south side unrestricted as is currently the case; however I presume this is unlikely to be acceptable since that would also enable Hospital users to park in the road.

I therefore request that you review your proposals for parking in Berkeley Avenue which if adopted would have a significant detrimental impact on our lives.

Yours faithfully,

[Redacted signature]

[Redacted text]

[Redacted text]

INCOMING EMAIL

From: [REDACTED]  
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES  
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>  
CC: [REDACTED]  
[REDACTED]  
Date: 15/07/2012 20:01:15  
Subject: Shiphay CPZ Parking Extension - Berkeley Avenue

To whom it may concern.

As the residents in Berkeley Avenue we protest most strongly against your plans for double yellow lines around the cul-de-sac. You are allowing parking in the part of Berkeley Avenue where there is regular through traffic, whereas, there is very sparse traffic in the cul-de-sac area where you are intending to place parking restrictions.

We consider the proposals suggested to you by [REDACTED] as being a far more sensible plan.

Further consideration should be taken of the fact that the majority of the residents are elderly and require visits by carers, helpers and family members, for assistance as required.

Sent on behalf of [REDACTED]  
[REDACTED]

Sent from my iPad

1

BERKELEY AVENUE

TO RQUMY

[REDACTED]

17/07/12

Re Proposed Parkings Restrictions AREA E.  
AMENDMENT ORDER No 1 2012 SCHEDULE 6.

Dear Sir/Madam, I feel so strongly about the new proposed  
parking restrictions that will affect me and many others  
in the area.

We desperately need either a car park  
(near Hospital grounds) or a park and ride scheme.

Can't you see that all you are doing at  
moment is to force the hospital staff further away from  
their work.

We will have to pay for the privilege

3

of parking outside our own homes. Can't you see  
that all that this does is upset the residents and  
annoy the hospital staff.

Yours faithfully

[REDACTED]

17 JUL 2012

Berkeley Avenue  
Torquay

15<sup>th</sup> July 2012

Re: Shiphay Controlled Parking Zone Extension

Dear Mr Hill

We are writing to object to the proposed parking restrictions in Berkeley Avenue. Although we agree with the CPZ in this area, we were led to believe that it would be for our benefit to prevent Hospital cars parking all day in a residential area. We do not agree with the proposed double yellow lines on both sides of Berkeley Avenue from the junction of Berkeley Rise to the end of the cul de sac. The only area to park is a small bay which does not hold many cars and will soon fill up. Nearly all the other roads have parking on one side of the road and double yellows on the other. We feel this would be much more suitable for Berkeley Avenue. A lot of the houses have very steep drives which are unsuitable to park cars on. There would be nowhere for visitors or workmen to park if we had double yellow lines on both sides of the road. If we had controlled parking on one side of the road at least visitors could park outside the restricted hours. Also if we had controlled parking you would benefit from the fees paid by the houses in Berkeley Avenue. The road is plenty wide enough to allow parking on one side.

We would like you to look at this again and reconsider your proposals as there does not seem to be any valid reason to put double yellow lines on both sides of Berkeley Avenue.

Yours sincerely

[Redacted signature]

[Redacted address line]

MR ANDY HOOPER  
HIGHWAYS MANAGEMENT

FROM: [REDACTED]  
[REDACTED] COLLATON R.D.  
TORQUAY  
TQ2 7HH

19-07-2012

PAGE ONE

Dear Mr Hooper,

My Son and I wrote to you on 3<sup>rd</sup> Nov  
2010 regarding the new Parking restrictions that came  
into force outside our House N<sup>o</sup> [REDACTED], Collaton Road.

You very kindly wrote back to say you would be  
looking at changing the restrictions to include "Except-  
- Resident permit holders". We would like to ask  
why this has not been included.

Our family vehicles include a private Car, a Taxi and  
a large Campervan. Since the restrictions came into  
force we have been forced to park on the opposite side  
of Collaton Road.

If, indeed, the "permit holders" facility has not  
been included please take this Letter as a Letter

PAGE TWO

of complaint and we ask you to Please look at our situation again and reconsider.

To include the "permit holders" facility would allow us to park safely outside our home, raise funds for the Council and aid the freeflow of traffic on Collator Road at peak times.

Yours Sincerely

[REDACTED]

Tel. No. 01803 [REDACTED]  
E-Mail [REDACTED]

Collaton Court  
Collaton Road  
Torquay

[REDACTED]  
05/07/2012

Residents & Visitors Service  
Highways Department  
Torbay Council  
4<sup>th</sup> Floor Roebuck House  
Abbey Road  
Torquay  
TQ2 5TF

Amendment Order No 3

Dear Sirs

As a [REDACTED] year old resident with a certain degree of restricted mobility I am concerned that, when you bring in the new proposed restrictions in regard to Collaton Road and Exe Hill, our parking outside the flats will become a much greater problem than it is at present. Often when I have been out during the day I have had to go round the block several times before a parking space has become available. Also we already have local employees parking outside our flats during the working day and this number will be increased by the restrictions. Therefore I would ask that you consider "Parking Permits" for the residents of the flats as we have nowhere else to park. I understand that the plan is to make most of the parking at an angle of 30 degrees, I presume that you will be planning to mark the parking bays.

I appreciate that there is a necessity to ease the flow of traffic especially at the times of the school run. What I am surprised about is that at the time you removed the old Cherry trees you did not take the opportunity to remove the grass verge and thereby widen the road instead of which you planted some small trees which are of no advantage to anyone.

I would be grateful if you acknowledge receipt of this letter.

Yours faithfully,

[REDACTED]  
[REDACTED]

Residents & Visitors Services  
Highways Department  
Torbay Council  
4<sup>th</sup> Floor Roebuck House,  
Abbey Road,  
Torquay.  
TQ2 5TF

Collaton Court  
Collaton Road,  
Shiphay,  
Torquay.  
[REDACTED]  
11/07/2012

Amendment Order No. 3

Dear Sir/Madam,

I strongly oppose the proposed parking restrictions in Collaton Road.

I feel that the residents have not been taken in to account. As a resident myself with a car, parking is already at a premium. We have the staff and visitors of the local doctors surgery, children's nursery, chemist and school parking in the road all day leaving hardly any spaces for the residents of Collaton Road as it is, and I feel the proposed restriction will stop all the residents from being able to park outside their homes during the day, as all the available parking spaces will have been taken up by the above.

I understand all cars will be parking at 30 degree angles outside the flats, this will not only narrow the already busy road, but our cars will not be safe, they risk being hit by other motorists. I would have thought the better course of action would be to remove the cherry trees and widen the road, then when we do eventually find a parking space our cars will be safe to a degree from being hit.

I understand you want to ease the congestion of the surrounding area, but surely not at the expense of the residents.

I look forward to your comments.

Yours faithfully,

[REDACTED]  
[REDACTED]

[REDACTED]  
High Cadwell Lane.

Lozquoy. [REDACTED]

12<sup>th</sup> July 2012.

Dear Sir.

I welcome Schedule 2 No waiting at anytime, between the boundaries of 17/19 and 25/27. High Cadwell Lane, this being long overdue, I would suggest with respect, that a greater improvement would be to extend the lines to the side of No 17's entrance drive. This exit is widely used and would at least leave one side clear for better visibility, feeling that, the lines laid at the boundary of 17/19 should be such

only 1 parking space is available

With Thanks

Yours sincerely

[Redacted Signature]

Residents and Visitors Services

Highway Management

Gatway Council

4th Floor Rooback House

Abbey Road

Gatway



Mr & Mrs [redacted]  
[redacted] Higher Cadewell Lane  
Torquay TQ27ET

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

17<sup>th</sup> July 2012

Dear Sirs

**Ref: (various streets shiphay) controlled parking zones (area E) Amendment order No 1 2012**

Concerning Schedule 2: no waiting At Any Time, Higher Cadewell Lane. Schedule 3: Resident Permit Holders Only Mon – Fri 10am – 11am, Higher Cadewell Lane.

Specifically relating to property 17 Higher Cadewell Lane.

As residents in the area for almost ten years we have until recently enjoyed easy access to our property from the highway. We have during this time adhered to the requirements of our property deeds in that we do not park our "van" commercial vehicle on the highway. With the introduction of the recent double yellow lines opposite our property, we have been finding it increasingly difficult to join the carriage way due to the parked vehicles directly outside our property which often "overhang" our driveway. There are a number of commercial vehicles that routinely park in the street during the day and overnight without any regard to the local "bylaws" in particular a large minibus owned by "Harveys" bus company.

We do not object to the above proposals, but would like to have the parking restrictions extended to the edge of our drive way access rather than just to the boundary between (17) [redacted] and no 19. This would ensure that we can have unobstructed access to our property allowing us to keep our van off of the highway and have unobstructed vision at least in one direction when joining the carriageway.

I hope that you will take the above into consideration when finalising your plans and I would be grateful of a reply in this regard.

Yours sincerely

[redacted signature]

18. 7. 12



Higher Cadwell Lane

Torquay

Dura

Dear Sir,

Re Controlled Parking Zone Area 1E Amendment Order 1  
(2012) schedules 2 + 3 Residential Permit  
holders Only

I write to oppose the creation of a CPZ mentioned in schedules 2 & 3. My view is that the hospital workers (of which I am not one) have to park somewhere during the day and since the Cadwell CPZ was installed we have obviously had their parking in our roads whilst it can create a small degree of "nuisance" I don't think it warrants the creation of this extended CPZ.

It would be high time the council and the hospital authorities got together and provided a permanent solution to this long standing issue

like the multi-story car park that has been built  
in Taunton at Moorcroft in recent years.

yours faithfully

[Redacted signature]

[Redacted name]

[REDACTED]  
[REDACTED]

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

18<sup>th</sup> July 2012

Dear Sirs

Re: NOTICE OF PROPOSALS "BOROUGH OF TORBAY (VARIOUS STREETS, SHIPHAY)  
CONTROLLED PARKING ZONE (AREA E) AMENDMENT ORDER No1 2012"

We write in regard to the above named Notice of Proposal.

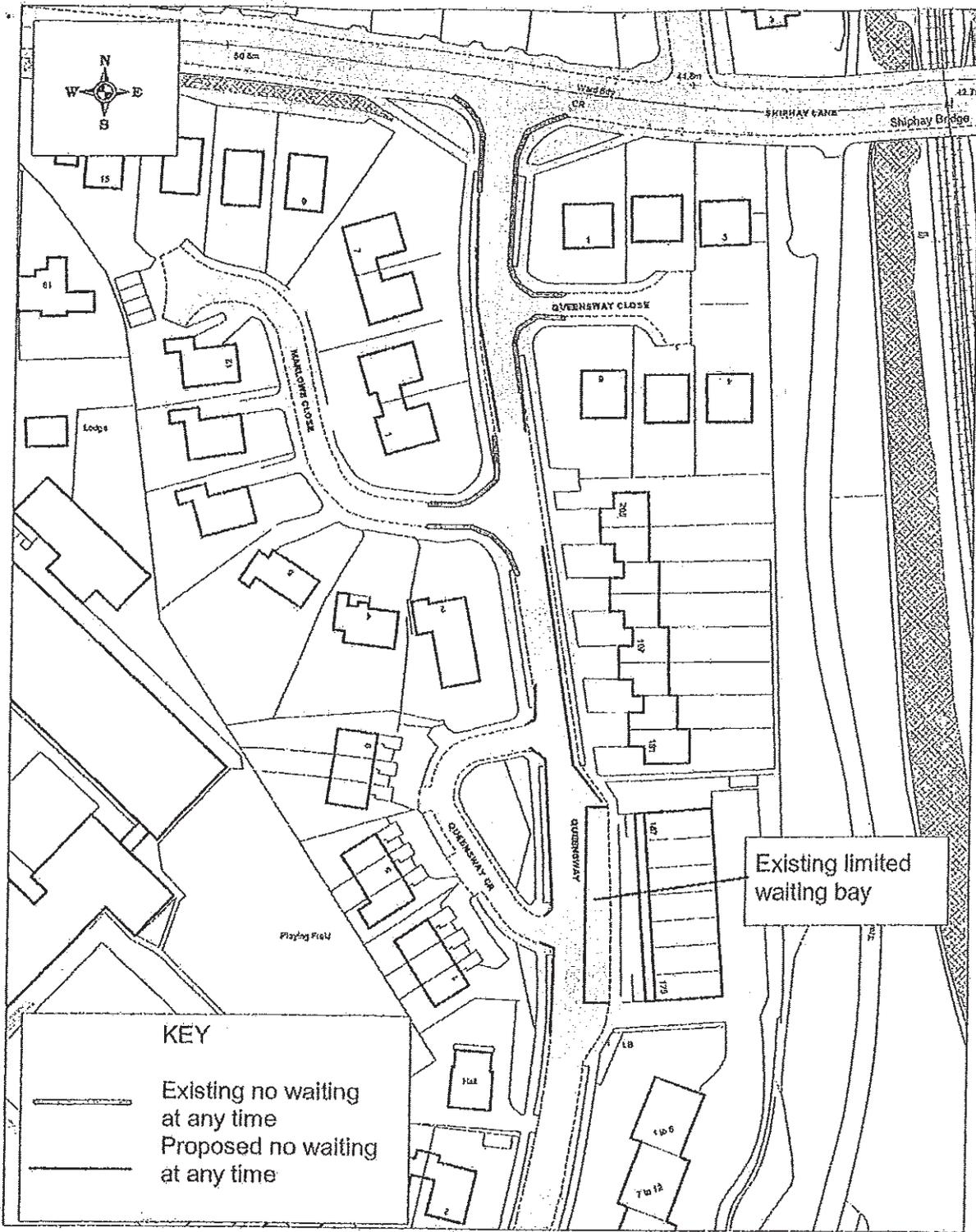
Regarding the change to Queensway we wish to object to this proposal to extend the areas of "no waiting at anytime" on the grounds that staff members use this road to park during working hours.

Without this parking the staff will be forced to find parking elsewhere further from the offices. At present it is already very difficult finding parking in the vicinity of Shiphay Lane. The proposed change will further inconvenience staff members.

Yours faithfully,

[REDACTED]  
[REDACTED]

[REDACTED]  
Shiphay Lane • Torquay • Devon • [REDACTED]  
[REDACTED]  
[REDACTED]



1:1000 scale

Queensway Shiphay CPZ  
Torquay



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Residents & Visitors Services

Highways Management

Torbay Council

4<sup>th</sup> Floor Roebuck House

Abbey Road

Torquay

TQ2 5TF

Dear Sirs

**Reference Notice of Proposals: Shiphay Controlled Parking Order 1 2012**

We the undersigned, wish to object to the proposed parking enforcement notice that affects houses 21, 23, 25, 27, 29, and 31 Rougemont Avenue, Torquay.

This area in question is a cul-de-sac set off the main Rougemont Avenue at the top of the hill, and therefore is not part of the through road for vehicles travelling along Rougemont Avenue.

Therefore, car parking in this cul-de-sac area does not affect the rest of this through traffic accessibility nor hinders the emergency services travelling along Rougemont Avenue. Pedestrian access to and from Cadewell Lane via this cul-de-sac has never been affected nor restricted and is a vital pedestrian short cut through to Cadewell Lane and Torbay Hospital. It is also regularly used as a vehicle turning area.

The present white line box parking bays already in place actually restrict the number of vehicles able to park safely in this cul-de-sac. Prior to the Council painting these boxes in, there were places for up to seven vehicles to park safely. There is now only spaces for four vehicles unless the white box next to 23 Rougemont Avenue is straddled. I believe there were legal reasons that prevented the line painter from making this box bigger. . By leaving us exempt from the parking zone restrictions has not caused any problems in this time

Originally your plans excluded this cul-de-sac area and you revised your plans to have the double yellow lines put in throughout the whole of the cul-de-sac due to the fact that it is known as Rougemont Avenue, and had to be included somehow in the parking zone.

You listened to our response to this latter proposal and decided to install white boxes instead. We also appealed to your better nature to take into consideration that amongst us there is a young person requiring wheelchair access to a vehicle daily and also others with

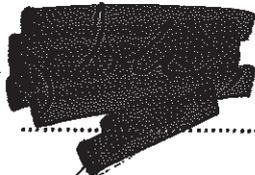
age related disabilities that require our vehicles to be parked accessibly at all times in this cul-de-sac area near to our properties. We did not think you should make us purchase a permit for this privilege.

We do not have any problems with people from other areas parking in this cul-de-sac area and you cannot envisage the problems we will have if we have to move our cars away from this area for one hour each week day.

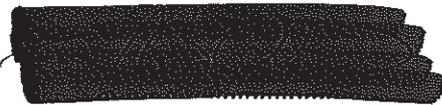
I also clarify that the cul-de-sac area narrows to the width of a car outside 27 and 23 Rougemont Avenue and outside 25 it narrows to the width of a path only allowing pedestrian access to Cadewell Lane.

May we suggest that all of this cul-de-sac part of Rougemont Avenue be renamed as Rougemont Pathway, Rougemont Avenue, in order to separate it from the planning orders that presently affect the rest of Rougemont Avenue, and so allow us to park as we do now, without the parking enforcement you plan, just to make us the same as surrounding roads – which we are not!

Signed by



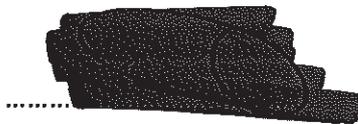
Rougemont Avenue



Rougemont Avenue

.....

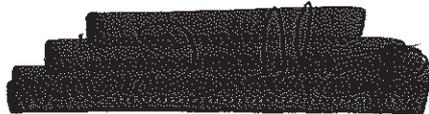
Rougemont Avenue



Rougemont Avenue



Rougemont Avenue



Rougemont Avenue

*POINT OF CONTACT*  
Rougemont Avenue, Torquay, Devon



4/7/2012



Revised parking restriction proposals  
Berkeley Avenue - Shiphay CPZ - Torquay

1:1000 scale

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