



Wednesday, 5 September 2012

TRANSPORT WORKING PARTY

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

Thursday, 13 September 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

Working for a healthy, prosperous and happy Bay

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

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

Email: governance.support@torbay.gov.uk



TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes of meeting held on 2nd August 2012** (Pages 1 - 5)
3. **Newton Road Bus Stop - verbal update**
4. **Churchway, Torquay - Application for Off-street Parking** (Pages 6 - 18)
5. **Road Safety Strategy 2011-2020** (Pages 19 - 22)
6. **Paignton Harbour to Goodrington Cycle Route** (Pages 23 - 29)
7. **Cary Road, St Lukes Road, St Lukes Road North and St Lukes Road South, Torquay - Consideration of the objections regarding the provision of parking restrictions** (Pages 30 - 37)
8. **Great Parks Cothele Junction - verbal update**
9. **Date of Next Meeting**
25th October 2012, 4pm, Meadfoot Room, Town Hall.



Minutes of the Transport Working Party

2 August 2012

-: Present :-

Councillor Ray Hill (Chairman), Councillor Nicole Amil, Councillor Darren Cowell, Councillor Ian Doggett, Councillor Alan Faulkner and Councillor Pete Addis

(Also in attendance: Sue Cheriton, Patrick Carney, William Prendergast, Councillor Robert Excell, Councillor Steve Darling, Councillor Bobbie Davies, Councillor Mark Pountney and Hannah Shrimpton)

10. Apologies for absence

Councillor Brooksbank.

11. Minutes of meeting held on 21st June 2012

- Councillor Addis proposed the minutes from 21st June 2012 and Councillor Cowell seconded – all in favour.

12. The Willows, Torquay - Verge/Footway Parking Ban

- Patrick Carney presented the report. Feedback from local people has raised concerns regarding parking on verges as there is no other parking available.
- As the level of signage required would be extensive to enforce a ban, this was not felt to be a practical option.

Recommendation:-

- Not to implement a Bay wide ban at this time but to carry out an education programme with the Police who may be able to enforce.
- Cllr Addis concerned this is a cost issue. It was explained that the parking order would be difficult to enforce due to the level of signage.
- Councillor Doggett concerned as a resident could not get out of their house. Councillor Darling realises cannot do this everywhere. It does need to be targeted. Need to target areas of most concern through education.
- Councillor Cowell – can alternative solutions be found maybe as part of the Neighbourhood Plan and this process. Could consider future parking allocations on developments. Need to also be considered by individual neighbourhoods.

Recommendation – as reported.

Proposed by Councillor Addis

Seconded by Councillor Faulkner

All in favour.

13. Fleet Street Regeneration - Consultation Summary

- Consulted with public and key stakeholders. Generally the proposals were well received. Main concerns were with buses and red bitmac central section and how this looks.
- The bus issue needs to be debated as a separate issue. Vehicle lane is required for deliveries. Colour will be changed to make this more in keeping.

Recommendation:-

- To progress the scheme and implement.
- Councillor Doggett – we do not discuss the buses at this time. Councillor Cowell agreed the bus issue should form part of the neighbourhood planning.
- Councillor Darling brought up issues around difficulties for guide dogs. Concerns are being taken on board also the kerb helps identify a safe pavement area. PC confirmed planters will be removed.

Recommendation:

- To progress to construction.
- Councillor Cowell/Councillor Doggett. All in favour.

14. Nicholson Road, Torquay - Consideration of the objections regarding the provision of parking restrictions

- Scheme was advertised regarding restrictions as recommended by the Transportation Working Party on 10th May 2012.
- Concerns of loss of parking have been submitted.
- Councillor Excell – concerns were raised by local nurses. They are now happy with the proposal.

Recommendation:-

- To implement as advertised.
- Proposed by Councillor Faulkner, seconded by Councillor Addis. All in favour.

15. Review of Implementation of part night lighting in residential areas

- Some lights were left on in residential areas, approximately 1 in 6.
- Residents were concerned about the risk of increased crime. There is no evidence to date of additional crime or increased traffic collisions.
- Saving around £200k in energy costs. Patrick Carney expressed other saving measures are being considered.

Recommendation:-

- Not to make any changes to policy and officers to consider further energy saving measures.
- Councillor Addis proposed, Councillor Cowell seconded. All in favour.

16. Vehicle parking on highway grass verges

- Consideration should be given to priority areas where problems are causing most concern.
- Despite looking at alternative funding sources including capital budgets. If funding does become available we should use as prioritised. Mr Gordon

Jennings presented to the working group widths in some areas are really difficult due to the narrow road. Fire engines cannot get through and this could risk lives.

- Option of putting grasscrete/matting on verges might be more effective.
- Patrick Carney to consider cost of grass cutting as opposed to cost of bitmac or grasscrete. These may not be cost effective or suitable for level of use.
- Councillor Pountney asked if Davis Avenue could be on the list because of the problems. PC considered this would need to be road widening scheme rather than providing parking.
- Councillor Faulkner suggested we use Mincent Hill as a trial area for grasscrete.
- PC agreed to come back to TWP on cost of this option.
- Councillor Darling considered that this was a problem. Requested why Happaway Road is prioritised above Mincent Hill. Requested to refer this to the Mayor to see if funding for this Mincent Hill can be found. Councillor Davis raised concerns Paignton has not been included.

Recommendation:-

- Refer the issue of Mincent Hill to Mayor for the consideration.
- Continue to explore funding to progress priority list.
- Proposed by Councillor Doggett, seconded by Councillor Faulkner – all in favour.

17. Coach Parking - Review of Cary Park area - consideration of objections

- Patrick Carney explained the introduction of the Traffic Regulation Orders to improve and give additional coach parking in the area. A significant number of objections were received, mostly based upon lack of car parking. Ward Councillors requested no parking on one side of Cary Avenue.
- Mr Bennett – email was read out by Patrick which supports the mix of car parking and coach parking as the recommendations.
- Expected parking spaces lost is 26 on proposals if Cary Park is implemented, this would lose 22 spaces.
- Mr Christian represents the traders and the BID team. Safety issue on Cary Park has no evidence from recorded accidents. The parked cars reduce speed. Do not agree parking restrictions will improve safety.
- Coach Parking – would like to see more coach parking but not on Cary Avenue. Suggested other areas could be used like Model Village car park.
- Recommend go to local businesses and community partnership group to consider other options/do further consultation.
- Councillor Addis – considers Cary Avenue is not safe and some objections have been withdrawn like Torquay United.
- Parking restrictions only from April – October and this would alleviate the problem.
- Councillor Faulkner has written to holiday and coach companies to get the drivers to use the designated parking areas. This has not helped the situation. Patrick Carney confirmed this is not a current collision cluster site therefore not a road safety priority.
- PC advised a Byelaw could not be used to restrict coach parking in Cary Park.
- Councillor Doggett considered that most groups were happy with the proposal.

- Councillor Cowell advised this should be consulted upon further before implementation. There is concern little consultation has taken place. Councillor Faulkner advised consultation has been ongoing for 12 months.

Recommendation:-

- Implement as advertised except Cary Avenue will be restricted only from 1st April – 30th September then no restrictions outside it. No double yellow lines outside church.
- Councillor Addis proposed and Councillor Faulkner seconded. Motion carried – 4 in favour. Councillor Doggett and Councillor Cowell abstained.

18. Shipway CPZ - Consideration of objections regarding the provision of parking restrictions

- Patrick Carney presented the report. Proposed extending of the zone to Berkeley Avenue and Rise. Extra restrictions were also considered. Objections of loss of parking on Collaton Road area due to yellow lining in some areas.
- Suggested amend Berkeley Avenue on parking to reflect residents request.
- Mr Charlwood presented to the Committee raising concern on displaced car parking into the Willows area. Petition was submitted (14 signatures). Centenary Way is becoming a very busy road. This will be increased due to Scotts Meadow development. Parking in the area has increased due to Scotts Meadow development. Parking in the area has increased and believe this has been aggravated by parking restrictions in adjoining areas. This area is being used for business traffic and overnight parking for lorries and campers. Requesting improvement to safety on Centenary Way for local residents. PC advised that there is already a proposal to yellow line some of Centenary Way. PC will consult with Mr Charlwood on what is proposed. Councillor Excell agreed to go and meet Mr Charlwood about Centenary Way.
- Councillor Kingscote advised the Community Partnership supported recommendation.

Recommendation:-

- As outlined within the report.
- Councillor Faulkner proposed and Councillor Doggett seconded. All in favour.

19. Pre-Application Proposal for Morrisons in Babbacombe Road, Torquay

- PC explained the changes expected. On an engineering point there is no objections. There should be a dedicated right turn lane (not shown on plan).
- Bill Prendergast hopes to improve walkways and cycling access to the site.
- More spaces for Parents with children is considered to be needed on site.
- Double yellow lines and loading restrictions to be considered for Babbacombe Road to manage any potential overspill.
- Consider volume of traffic coming from Babbacombe/and delivery trucks accessing the site through Babbacombe.
- Dedicated right turn lane to be considered.

20. LSTF - verbal update

- Preparations are underway. Pontoon contractors will be in place soon. Fast ferry tender will be out in October. Bus routes will be procured in autumn. Cycle ways are being progressed.

21. Rail Consultation - verbal update

- Option appraisal for station at Edginswell under consideration. Site being identified. Great Western franchise is being tendered. Current proposal does not include direct trains from Torquay – Paddington. This is being challenged through DFT. Concerns were expressed by Members if these services are lost. Tourists will find this very difficult.

22. Any Other Business

None.

23. Date of Next Meeting

13th September 2012, 4pm, Meadfoot Room, Town Hall, Torquay.

Agenda Item 4



Title: **Churchway, Torquay – Application for Off-street Parking**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **St Marychurch**

To: **Transport Working Party**

On: **13th September 2012**

Key Decision: **No**

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

Change to Budget: **No**

Change to Policy Framework: **No**

Contact Officer: **Ian Jones**

☎ Telephone: **7835**

✉ E.mail: **ian.jones@torbay.gov.uk**

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

1.1 To gain the Working Parties recommendation on highways officers' decision to refuse a vehicular crossing to a residential property in a section of Churchway, Torquay.

2. Recommendation(s) for decision

2.1 Members are recommended to support the refusal of vehicular crossings to provide off-street parking to the section of Churchway, Torquay between No's 4-11(wide section) in order that no precedent is set and that on street parking capacity is not reduced.

3. Key points and reasons for recommendations

3.1 A section of Churchway is currently used as an informal parking bay and accommodates approximately 14 90 degree spaces.

3.2 Requests for vehicular crossings in this area have been refused by highways officers due to the net loss of parking provision this would cause and the precedent that would be set for any further requests.

3.3 The most recent applicant has disputed the refusal and has, as was recommended by officers, carried out a consultation of the local community to gauge levels of support for his request.

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

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

Supporting information

A1. Introduction and history

- A1.1 Applications for vehicular crossings on residential streets are considered where appropriate. Highway authorities have discretion under the Highways Act 1980 to permit crossings and factors such as highway safety, suitability of the property and the affect to parking provision in the area are all considerations which should be taken into account prior to granting a crossing licence.
- A1.2 Unless the application is within a classified road or is for a commercial property, no planning consent is required for the implementation of vehicular crossings to off street parking and approval is therefore delegated to highways officers in these situations. In this case Churchway is a non classified residential street.
- A1.3 In areas where there is a high demand for on street parking provision officers will also look at the net effect of allowing dropped crossings. In normal circumstances a single dropped crossing removes less than one on street parking space and can therefore be of benefit to parking provision. Officers should however be mindful that where no such crossings exist in a particular street that approval of one application will set a precedent to allow any other similar application and this can ultimately result in a future net reduction in parking provision where there are insufficient gaps between dropped crossings.
- A1.4 It should also be borne in mind that the provision of dropped crossings should only be approved where they are intended to provide access to off street parking areas and are not for the purpose of reserving a parking space upon the highway.
- A1.5 The application in question relates to No 10 Churchway, which officers have refused. The grounds for refusal are due to the fact that as vehicles tend to park at 90 degrees to the kerb, that a dropped crossing would result in the loss of more than one parking space, thus resulting in a net reduction to on street parking provision. Officers also considered that approval would set a precedent for other similar applications in adjacent properties and could result in the facility being lost to the community in its entirety if all properties followed suit. This is the second application that the highways group have received in recent years for this section of Churchway. The area in question is indicated in **Appendix 3**.
- A1.6 The applicant has challenged the refusal through the Council's Corporate Complaints Procedure. There is no specific right of appeal for such applications however Officers, in consultation with Ward Councillors, have suggested that the applicant could carry out a consultation process with the local community and if significant support was shown that the application may be reconsidered following a recommendation from the Working Party.
- A1.7 Highways officers have given some guidance to the applicant on the area that should be covered by the consultation and the wording of the form. It was however pointed out that the results would be for guidance and would not be taken as a vote on the proposal.
- A1.8 The applicant has now completed the consultation exercise and the results are attached in **Appendix 1**. The results show general support for the proposals.

A1.9 In addition a number of residents chose to send objections directly to the highways group. These addresses were checked against the applicant's results to ensure no double counting and the revised results are attached in **Appendix 2**. In order to achieve consistency the revised results relate to responses by property only.

A1.10 Whilst the adjusted results still indicate support for the proposals, members should note that the majority of the most affected properties in Churchway itself do not support for the proposals and these results have been shown separately in **Appendix 2**.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1. If the application is permitted then this would set a precedent for further applications in the immediate area. This may also lead to applications in other areas which either have or would normally be refused on the basis of a net reduction of on street parking being challenged by applicants in the same manner.

A2.2 Remaining risks

A2.2.1 The usage of the available parking may change in the future leading to a change of opinion by the affected residents.

A3. Other Options

A3.1 That members recommend that the application for a dropped crossing be permitted.

A4. Summary of resource implications

A4.1 Vehicle crossing licences are administered by officers in Streetscene and Place, however all costs in connection with the construction of a crossing are borne by the applicant.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 No further consultation will be required.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

Appendix 1 – Results of consultation submitted by applicant.

Appendix 2 - Amended results of consultation with responses sent to Highways.

Appendix 3 – Indicative plan of Churchway.

Documents available in members' rooms

None

Background Papers:

None.

10 Churchway
Torquay
TQ1 3Ns

Tel: 01803 326366

Ian Jones
Highways Dept
4th Floor Roebuck House
Abbey Road
Torquay
TQ2 5TF

20th April 2012

Dear Mr Jones

Re: Neighbourhood survey results

I have now finished the neighbourhood survey that you requested and the results are as below:

You specified the sample area as properties surrounding Churchway in:

Churchway
St.Annes Road
Reddenhill Road businesses
Reddenhill Road rear flats
Babbacome Rd
St Albans Lane
St Albans Rd

This represents a total of 87 properties including:

Residential: 68

Business: 19

Of these 47 took part in the survey representing 54% participation.

As requested by yourself (30/12/11) the survey question agreed stated:

"Please confirm whether you would support the implementation of dropped footway crossings between 4-11 Churchway, Torquay to provide off-road parking to residents, resulting in the removal of on-street parking facilities in this section of Churchway"

1. The overall results from properties in the survey area are:

| Type | Support | Do Not Support |
|---------------|-----------------|----------------|
| Residential | 28 (60%) | 5 (11%) |
| Business | 12 (26%) | 0 |
| Landlord | 2 (4%) | 0 |
| Other | 0 | 0 |
| Totals | 42 (89%) | 5 (11%) |

2. Results from the by number of participants are as follows:

| Type | Support | Do Not Support |
|----------------|-----------------|----------------|
| Resident | 26 (54%) | 8 |
| Business | 12 (25%) | 0 |
| Landlord | 2 (4%) | 0 |
| Other | 0 | 0 |
| Totals: | 40 (83%) | 8 (17%) |

3. In addition to the survey area specified by yourself other stakeholders outside the survey area were sampled for their views. These included:

- Terraced businesses adjacent to the Chiropodist in Reddenhill Road 5
- Customers of the Chiropodist in Reddenhill road 15
- Some visitors to my home: 3

| Type | Support | Do not support |
|---|----------|----------------|
| Some businesses in Reddenhill road outside the survey area: | 5 (22%) | 0 |
| Customers of the Chiropodist in Reddenhill road | 15 (65%) | 0 |

| Type | Support | Do not support |
|---------------------------|------------------|----------------|
| Some visitors to my home: | 3 (13%) | 0 |
| Totals | 23 (100%) | |

4. Combined results from the designated area and additional area/ stakeholders:

| Type | Support | Do Not support |
|--------------|-----------------|----------------|
| Resident | 28 (38%) | 8 (11%) |
| Business | 18 (24%) | 0 |
| Landlord | 2 (3%) | 0 |
| Other | 18 (24%) | 0 |
| Total | 66 (89%) | 8 (11%) |

5. You expressed an interest in the comments of participants which I have copied below:

Support:

Residents

| |
|--|
| The only people this will have an adverse effect on is the shop workers who should only have to park around the corner |
| Can never park to see family. Even got a parking ticket having to go elsewhere |
| Churchway has become a public car park. Stop it now |
| Long overdue, sensible proposal |
| Excellent proposal |
| No issues at all |
| Glad this is being done |
| Off road parking should be compulsory by now |
| Happy to support this |

Long over due

Any off street parking welcome

OK

Landlords No comments made

Businesses

No problems at all

Why not ??

No issues

No objections at all

No Objections

We have no issues

No objections to proposed plans

No problems

No problems

Why not let them have a drive, everywhere else its done

Why not

Other

visiting friends in Churchway

Cannot park to visit friends

Cannot park to see friends

Can never find a parking space for short visiting stays

Dangerous level of car activity in churchway

Residents cannot park, neither can visitors

| |
|--|
| |
| I visit regularly and would welcome off road parking |
| I visit here frequently and I believed it would greatly ease the parking situation |
| long overdue |

Do Not Support Comments

Residents

| |
|---|
| crossing path, right of way for shoppers. No parking for local business. No safe pavement, Eyesore doing away with stone wall destroying conservation area. |
|---|

| |
|--|
| letter 25.03.12 (sent to highways) mostly focussed on planning issues rather than this highways question |
|--|

| |
|---------------|
| Not printable |
|---------------|

| |
|-----------------------|
| I do not support this |
|-----------------------|

| |
|--|
| We do not support these dropped footways to allow parking in what are beautiful gardens. Leave well alone. |
|--|

Businesses No comments
Landlords No comments
Other No comments

6. You suggested engaging the Community Partnership in the process. I have not formally heard from them but understand from reading their minutes that they consider the matter a private one that does not concern the Partnership.

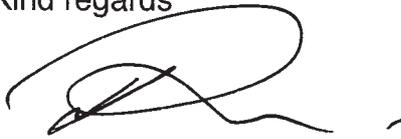
Given that I have complied with your requirements without deviation, using your agreed question and survey area and given the 89% in Support, I request a dropped kerb license should be issued in support of the Certificate of Lawfulness for off road parking already issued by the planning department which itself adequately addresses the planning concerns (often erroneous) commented on by some objectors. Perhaps I might also offer a

reminder that there is ample spare capacity of unregulated parking in the Cary park area, so much so, that line upon line of coaches daily find space to park.

Please let me know if you require further analysis or if you want to attend my house to audit the survey returns. At this point, given the overwhelming, and some what unexpected level of support, I do not believe a referral to further committees is necessary and in any case was not previously mentioned as part of the appeals process. However, should you decide that it is, then I would request 30 days notice of the date and time and an opportunity to speak.

I look forward to hearing from you shortly,

Kind regards

A handwritten signature in black ink, appearing to be 'LV Brown', with a large, sweeping flourish at the top.

LV Brown

APPENDIX 2

CHURCHWAY, TORQUAY - REVISED NEIGHBOURHOOD SURVEY.

The figures below are adjusted results following the applicants community survey and objections sent directly to Torbay Council.

The overall adjusted results from properties in the survey area

| Type | Support | | Do Not Support | |
|---------------|-----------|------------|----------------|------------|
| Residential | 28 | 47% | 17 | 29% |
| Business | 12 | 20% | 0 | 0% |
| Landlord | 2 | 3% | 0 | 0% |
| Other | 0 | 0% | 0 | 0% |
| Totals | 42 | 71% | 17 | 29% |

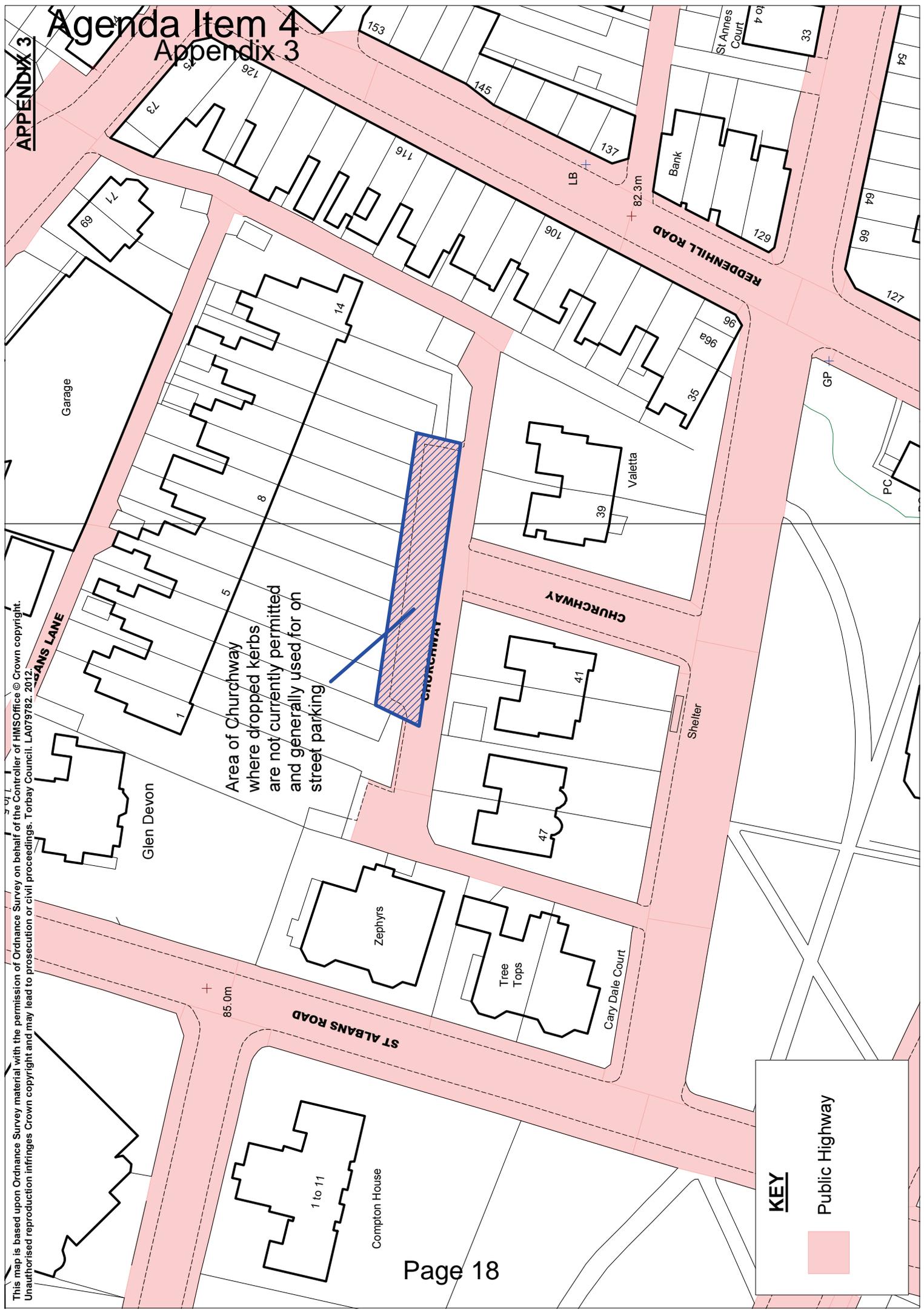
The overall results from properties in Churchway Only

| | Support | | Do Not Support | |
|--------------|----------|------------|----------------|------------|
| Total | 5 | 36% | 9 | 64% |

Agenda Item 4 Appendix 3

APPENDIX 3

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KEY

Public Highway



Title: **Road Safety Strategy 2011 - 2020**

Public Agenda Item: **Yes**

Wards Affected: **All Wards**

To: **Transport Working Party** On: **13th September 2012**

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

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

Contact Officer: **John Clewer**

☎ Telephone: **7665**

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

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

1.1 Torbay Council will continue to improve the safety of all road users and as a priority those who are the most vulnerable i.e. pedestrians, cyclists, and powered two wheelers. This is reflected by the proposals contained within the emerging Road Safety Strategy.

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

2.1 It is recommended that members consider the draft Road Safety Strategy 2011-2020 and provide feedback before the document is published for consultation. Following further consultation with stakeholders, the report will be returned to the members for approval at a future meeting.

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

3.1 Road Safety affects the whole community and our quality of life and it is through the involvement and actions of us all that we can achieve the targets set out in this emerging Road Safety Strategy.

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 Torbay Council became a Unitary Authority in April 1998 and assumed responsibility as a Highway Authority, which also encompassed the provision of the road safety service.

Road Safety in Great Britain is a statutory responsibility for local Highway Authorities within section 39 of the 1988 Road Traffic Act.

Section 39 places a responsibility on Torbay Council to:-

- Carry out studies into collisions arising out of the use of vehicles on roads or parts of roads within their area
- Take such measures, in the light of the results of those studies, as deemed appropriate to present such, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the Highway Authority and other measures taken in the exercise of their powers for controlling protecting or assisting the movement of traffic on roads
- Constructing new roads, taking such measures as appear to the Authority to be appropriate to reduce the possibilities of such collisions when the roads come into use

The role of Road Safety forms an integral part of the Traffic and Development Team that operates within the Resident and Visitor Services unit.

Torbay Road Safety Team aims to maintain and improve Road Safety throughout Torbay through the structured delivery of focussed programmes of Education, Training, and Publicity and this Road Safety Strategy document, sets out the Council's response to national government policies and the needs of the local community.

The Road Safety Strategy identifies the means by which the Council intends to carry out its responsibilities. Road safety is a concern for the whole community and as such we are all responsible for the reduction of road traffic incidents.

Torbay Council through its elected representatives, its partnerships with other organisations and agencies plays a vital role in co-ordinating the activities of a wide range of groups within a shared set of aims and objectives.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Road Safety affects the whole community and our quality of life and it is through the involvement and actions of us all that we can achieve the targets set out in this Road Safety Strategy report. To not approve the Road Safety Strategy Report 2011 – 2020 for further consultation, may affect the safety of all residents

within the bay area.

A2.2 Remaining risks

A2.2.1 There are no other risks.

A3. Other Options

A3.1 Do not publish a road safety strategy.

A4. Summary of resource implications

A4.1 The processes within the Road Safety Strategy will be carried out by staff from within the Residents and Visitor Services Business Unit using existing resources.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Further consultation with stakeholders will be undertaken prior to the Road Safety Strategy document being returned to the members for approval at a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

A7.1 None.

A8. Appendices

None.

Documents available in members' rooms

None.

Background Papers:

Governments strategic framework for Road Safety (May 2011).



Title: **Paignton Harbour to Goodrington Cycle Route**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Roundham with Hyde, Goodrington with Roselands**

To: **Transport Working Party** On: **13th September 2012**

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

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

Contact Officer: **Ian Jones**
Telephone: **7835**
E.mail: **ian.jones@torbay.gov.uk**

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

1.1 The Paignton Harbour to Goodrington cycle route is intended to form an extension to the existing National Cycle Network to enable cyclists to take a dedicated route avoiding the main trafficked routes.

2. Recommendation(s) for decision

2.1 Members are recommended to approve implementation of the cycle routes shown in 'Appendix 1' and 'Appendix 2' in this report, subject to a consultation exercise. Any objections received or amendments proposed as a result of the consultation to be presented to a future meeting of the Transport Working Party.

3. Key points and reasons for recommendations

3.1 The principle of this route was identified in a report to the Transport Working Party on 23rd April 2010. The route was not recommended for progression at that time due to funding and legal issues.

- 3.2 The link along Paignton's Eastern Esplanade was implemented in early 2012 and this currently terminates at Paignton Harbour. The proposed continuation of the cycle route to Goodrington will provide a good quality coastal route, which would mainly appeal to leisure cyclists.
- 3.3 The approval of this Working Party is being sought to progress a further section of the National Cycle Route between Paignton Harbour and Goodrington Sea Front and from Goodrington Sea Front to Waterside Shops.
- 3.4 The proposed works form links to existing cycling facilities in the location and also forms part of the National Cycle Network.

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

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

Supporting information

A1. Introduction and history

- A1.1 A briefing note was presented to the Transport Working Party on 23rd April 2010 detailing a number of strategic cycleway improvements which were to be funded from Growth Points Capital funding as approved by full Council on 25th June 2009. The route between Paignton Harbour and Goodrington was identified in that briefing note, however it was not recommended for progression at that time as funding was insufficient and a bylaw preventing the use of the areas of open space within the route was in place.
- A1.2 Sufficient funding through developers contributions towards sustainable transport initiatives in the area have now been identified.
- A1.3 The bylaw amendment has now been made, subject to confirmation by the Secretary of State, following approval by Full Council. It is likely that formal confirmation will be granted by the autumn 2012.
- A1.4 A proposed route has now been identified by officers, which is a combination of signed routes through lightly trafficked roads and the use of designated routes through open spaces. The revised bylaw for open spaces will permit cycling through public open spaces on designated routes only. In this case, in order to implement a designated route, a recommendation for approval is required from this Working Party and approval will also be sought from the 'Place Policy Development Group' as the approving body for open spaces.
- A1.5 The scheme is proposed to be considered as two phases, as detailed in Appendices 1 & 2 to this report.
- A1.6 The Phase 1 scheme in 'Appendix 1' is as follows:
- To provide a signed route from Paignton harbour using Roundham Road and Cliff Road
 - To provide a widened designated shared footpath/cycle path across Roundham Head along the line of the existing coastal footway with additional lighting. The route is intended to link into Roundham Gardens (highway) using a new short section of shared footpath/cycle path.
 - To provide a signed route using Alta Vista Road and Braeside Road to link Roundham Head and Goodrington (North).
 - To provide a designated shared footpath/cycle path through Goodrington Park using one of the existing pedestrian routes to join Tanners Road. The preferred route to be agreed following consultation.

The Phase 2 scheme, as detailed in 'Appendix 2' is as follows:

- To provide a signed route from Tanners Road through the seasonal parking area adjacent to 'Quaywest'.
- To provide a designated shared cycle path/footpath to the landward side

of the Goodrington (South) Promenade, up to the end of the wide section of Promenade.

- To interrupt the route ('cyclist dismount') through the narrow section of the south promenade, up to the railway bridge at Cliff Park Road. This may be reduced during the winter period when the beach huts are removed
- To provide a signed route using Cliff Park Road up to the Waterside Shops.
- To provide a shared footway/cycleway to the wide footway in front of Waterside Shops to link up to the cycle facilities already in place on Dartmouth Road.

A1.7 In addition to providing a high quality leisure cycle route along this section of sea front, the link along Goodrington South will also provide a safe route for 'less confident' commuter cyclists to avoid the narrow section of Dartmouth Road between Clennon Valley and Louville Close, which may encourage more cycle use through this area.

A1.8 Subject to approval by this Working Party and the Place Policy Development Group, consultation with the Community Partnerships, Ward Councillors, Parks Friends Groups and the Beach Hut Users will be undertaken. If the consultation results in objections or amendments to the scheme then these will be returned to a future Working Party and Policy Development Group for consideration.

A1.9 It is anticipated that that subject to approval, Phase 1 of this scheme could be implemented in early 2013 with Phase 2 being implemented during the following autumn.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1. If the National Cycle Network is not progressed through Torbay then future funding for sustainable transport measures may be compromised. Also if this section of the route is not progressed then this may discourage cyclists from viewing Torbay as a tourist destination for cycling.

A2.2 Remaining risks

A2.2.1 That the increased pedestrian usage of Goodrington Sea Front during the summer period may deter cyclists from using that section of the route during that time.

A3. Other Options

A3.1 That the route through Roundham Head is not used and a less scenic 'on road' route is used utilising Roundham Avenue and Roundham Gardens (highway).

A3.2 That Phase 1 of the scheme is progressed only.

A3.3 That the section of route is not implemented.

A4. Summary of resource implications

A4.1 Implementation and further progression of the scheme will be managed by officers within the Street Scene and Place Group.

A4.2 The scheme will be funded from Developers Section 106 planning contributions for sustainable transport initiatives.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation will need to be undertaken with interested parties regarding the preferred scheme. This will include the Roundham with Hyde and Goodrington with Roselands Community Partnerships, Ward Councillors, affected residents and the Beach Hut Users Group. If Traffic Regulation Orders are required then these will be advertised, both on site and in the local media, with any objections being referred back to a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

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

Appendices

Appendix 1 Indicative plan of Phase 1

Appendix 2 Indicative plan of Phase 2

Documents available in members' rooms

None

Background Papers:

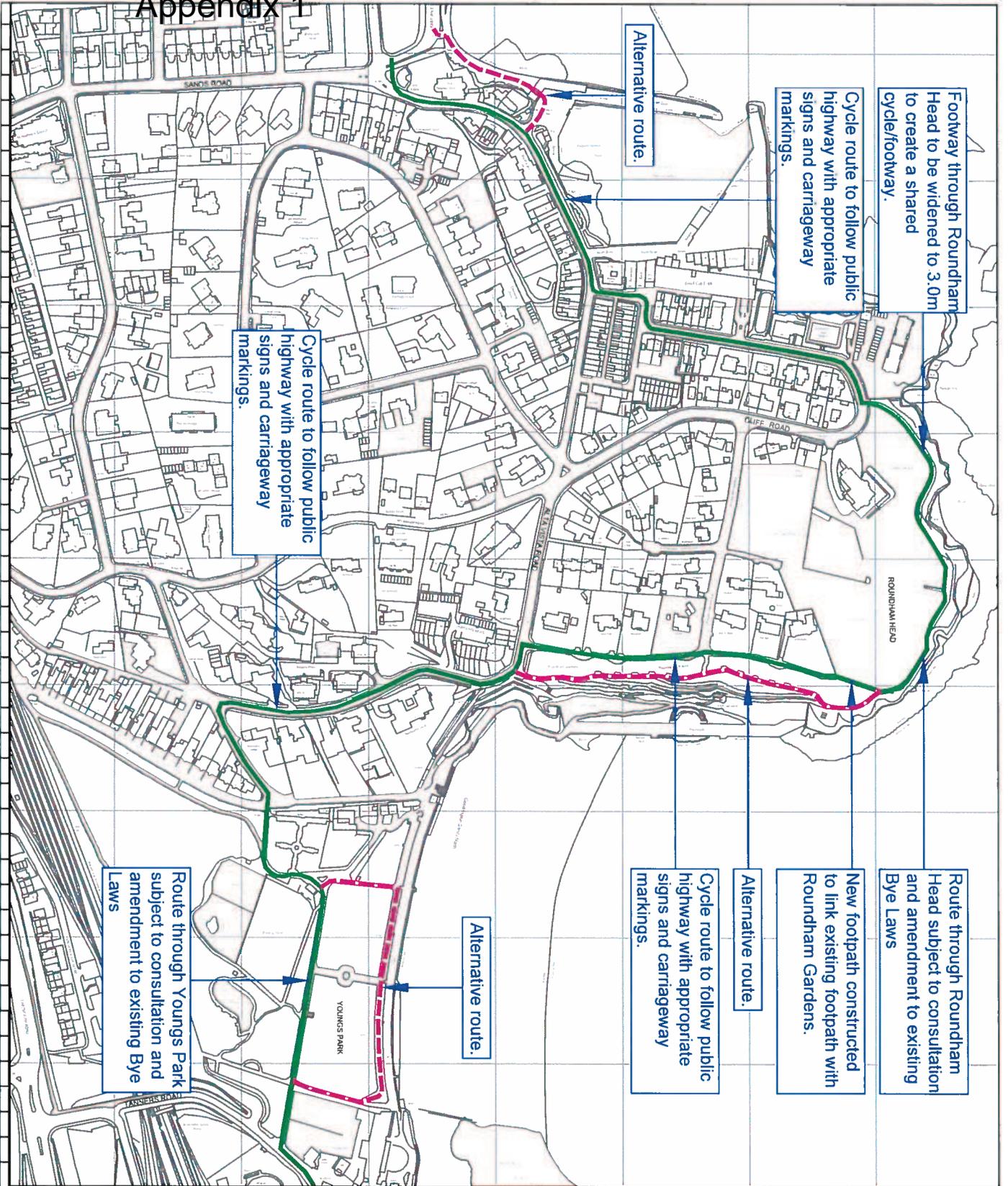
The following documents/files were used to compile this report:

The Local Transport Plan

Briefing Note to Transportation Working Party – 23rd April 2010

Agenda Item 6

Appendix 1



| NOTES | |
|-------|--|
| no. | |
| | |
| | |

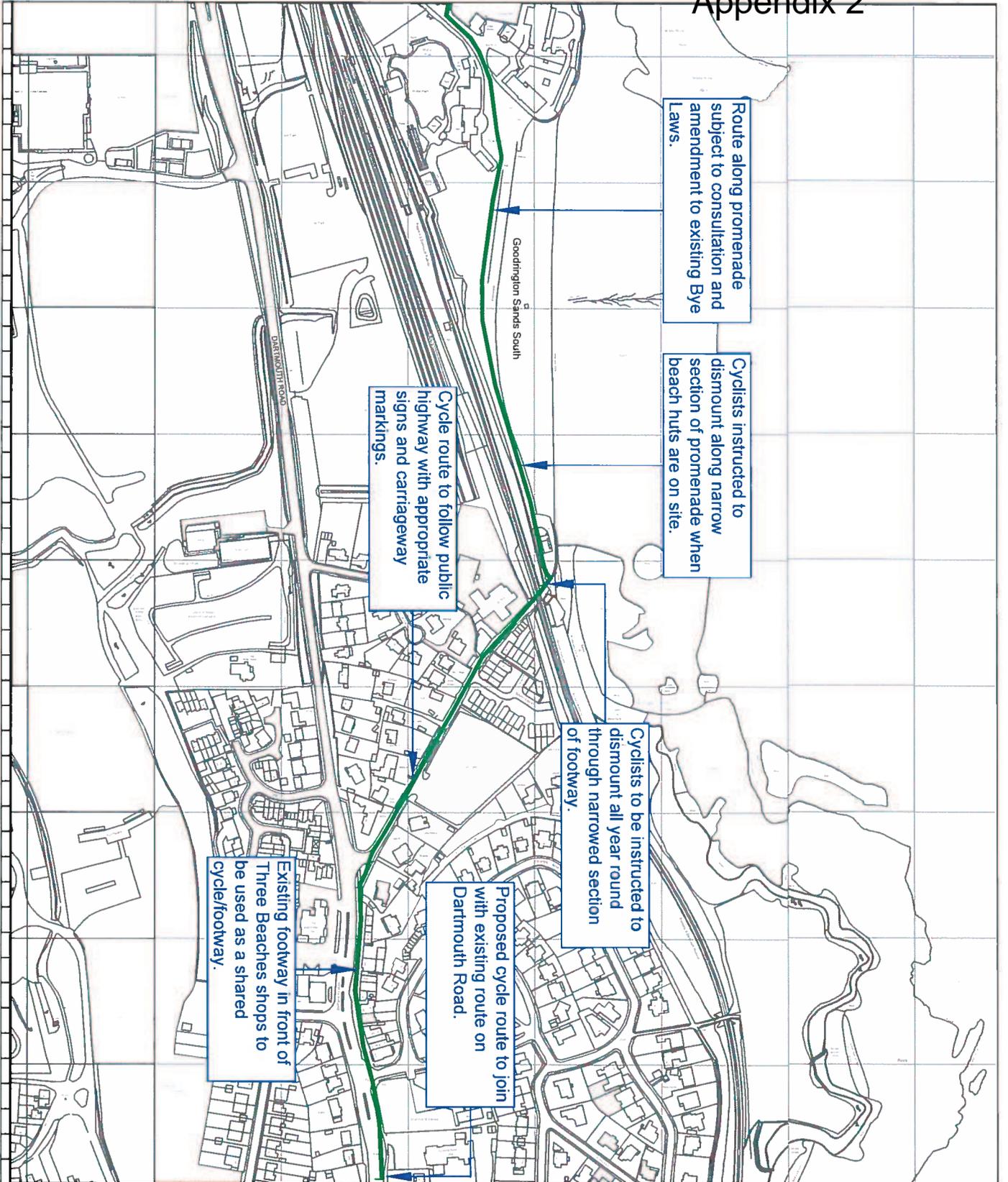
— Proposed Cycle Route
- - - Alternate Cycle Route

drawn by: KF
 checked by: MP
 date: Aug 2012
 scale: NO. 1 TO SCALE

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| | |
|--|--|
| SUZIE CHERITON EXECUTIVE HEAD, RESIDENTS & VISITOR SERVICES, ROBERTS HOUSE, ABBEY ROAD, TORQUAY, TQ2 5TF | SCHEME TITLE PAINGTON HARBOUR TO GOODRINGTON CYCLE LINK |
| DRAWING TITLE APPENDIX 1 PROPOSED CYCLE ROUTE PAINGTON HARBOUR TO TANNERS ROAD | drawing number 8/12/18 03/1 |



| NOTES | |
|-------|--|
| no. | |
| | |

KEY

Proposed Cycle Route

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drawn by: **KF** scale(s): **NOT TO SCALE**

checked by: **MP** date: **Aug 2012**



SUE CHERITON
EXECUTIVE HEAD,
RESIDENTS & VISITOR SERVICES,
ROBERTS HOUSE,
ABBAY ROAD,
TORQUAY,
TQ2 5TF

SCHEME TITLE
**PAIGNTON HARBOUR TO
GOODRINGTON
CYCLE LINK**

DRAWING TITLE
**APPENDIX 2
PROPOSED CYCLE ROUTE
TANNERS ROAD TO
DARTMOUTH ROAD**

drawing number: **8/12/13 03/2**

Title: **Cary Road, St Lukes Road, St Lukes Road North and St Lukes Road South, Torquay – Consideration of the objections regarding the provision of parking restrictions**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **13th September 2012**

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

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

Contact Officer: **John Clewer**

☎ Telephone: **7765**

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

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

1.1 Following a request from Chelston Leisure Services / Local Link, Residents and Visitor Services were asked to consider the implementation of parking restrictions in Cary Road, St Lukes Road, St Lukes Road North and St Lukes Road South.

The proposal was to implement sections of 'No waiting at any time' and 'No Waiting 8am – 6pm' restrictions as shown in **Appendix 1**. This will restrict on-street parking and help to maintain the free passage of bus traffic.

These restrictions were advertised on 9th February 2012 and came into force as an experimental Traffic Regulation Order on 17th February 2012. This order has now been in operation for over six months and the Council are now in a position to make it permanent. However an objection to one section of restrictions in St Lukes Road South has been received which requires consideration by Members.

2. Recommendation(s) for decision

- 2.1 It is recommended that the proposed Traffic Regulation Order for Cary Road, St Lukes Road, St Lukes Road North and St Lukes Road South (**Appendix 1**) is implemented as advertised, except for the section of St Lukes Road 'No Waiting 8am – 6pm' restrictions fronting property no. 7 as shown in **Appendix 1**
- 2.2 It is recommended that the proposed Traffic Regulation Order for St Lukes Road South (**Appendix 3**) is implemented as advertised.

3. Key points and reasons for recommendations

- 3.1 The proposal will enable the bus company, Chelston Leisure Services / Local Link, to operate their service safely and without disruption. The implementation of parking restrictions will prevent the presence of parked vehicles obstructing the free flow of traffic.

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 Chelston Leisure Services / Local Link began the operation of the No. 60/61 bus service on the 28th November 2011, servicing the properties (both residential and hotels) in the St Lukes area of Torquay.

Unfortunately the bus service was often disrupted due to the free passage of the bus being blocked due to inappropriate parking of vehicles. Therefore a request was made by Chelston Leisure Services / Local Link to Residents and Visitor Services to consider the implementation of parking restrictions in Cary Road, St Lukes Road, St Lukes Road North and St Lukes Road South.

The proposal was to implement sections of 'No waiting at any time' and 'No Waiting 8am – 6pm' restrictions as shown in **Appendix 1**. This will restrict on-street parking and help to maintain the free passage of bus traffic.

These restrictions were advertised on 9th February 2012 and came into force as an experimental Traffic Regulation Order on 17th February 2012. This order has now been in operation for over six months and we are now in a position to make it permanent. However an objection to one section of restrictions in St Lukes Road has been received and is attached as **Appendix 2** for consideration by members.

The objection is signed by the residents of five residences in the vicinity of the restrictions fronting property no. 7 St Lukes Road and states that 'the restricted area remains in use by disabled drivers for periods of up to three hours, so there are cars parked in exactly the same places that were unrestricted before the restriction was applied.'

Having consulted with the operator of the bus service regarding cars parked in this area, he feels that they are not causing his drivers a problem and therefore Highways are happy to uphold the objection and not make the restriction fronting property no. 7 St Lukes Road permanent.

Following feedback from the bus operator an additional section of 'No Waiting 8am – 6pm' restrictions (as shown in **Appendix 3**) was advertised between 2nd – 23rd August 2012. One objection was received and is attached as **Appendix 4** for consideration by members.

Option 1

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 1 (except the limited waiting bay fronting property no.7 St Lukes Road)**.
- Implement as advertised the amendments to the Traffic Regulation Order as detailed in **Appendix 3**.

Option 2

- Do not implement as advertised the proposed amendments to the Traffic Regulation Orders, as detailed in **Appendix 1 and 3**.

Option 3

- Implement as advertised a selection of the proposed amendments to the Traffic

Regulation Orders, as detailed in **Appendices 1 and 2.**

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 To not implement the change in restrictions on Cary Road, St Lukes Road, St Lukes Road North and St Lukes Road South would restrict the ability of the bus operator Chelston Leisure Services / Local Link to maintain a regular service due to the presence of parked vehicles obstructing the free flow of traffic.

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 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. Budget for these works will come from Public Transport (Capital) funds.

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 9th – 16th February 2012 and 2nd – 23rd August 2012. Correspondence 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 letter of objection.

Appendix 3 A plan showing the location of the proposed parking restrictions.

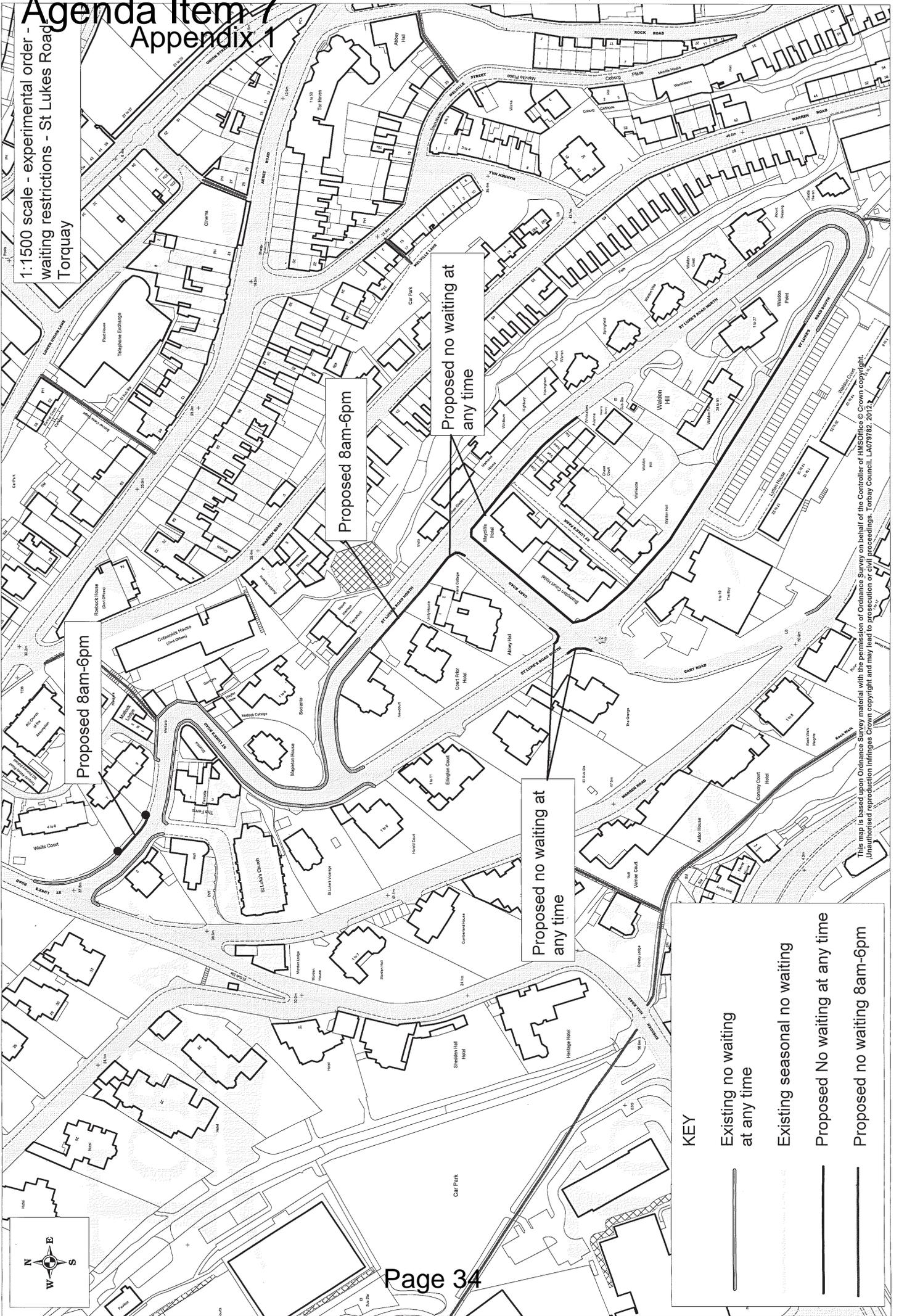
Appendix 4 A copy of the letter of objection.

Documents available in members' rooms

None.

Agenda Item 7 Appendix 1

1:1500 scale - experimental order -
waiting restrictions - St Lukes Road
Torquay



Proposed 8am-6pm

Proposed 8am-6pm

Proposed no waiting at any time

Proposed no waiting at any time

KEY

- Existing no waiting at any time
- Existing seasonal no waiting
- Proposed No waiting at any time
- Proposed no waiting 8am-6pm

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To – Resident & Visitor services,
Highways Management,
Torbay Council,
4th floor, Roebuck House, Abbey Road,
Torquay, TQ2 5TF

From – The residents of Lower St. Lukes Road,
Torquay TQ2.

22/7/12

Dear Sir/Madam

We, the residents of lower St. Lukes Road are writing to object to the recent changes to parking restrictions in the area where we live at the entrance to St. Lukes Road.

Our objection relates only to the area designated in the Public Notice as 'No Waiting 8am – 6pm' located on the North side of St. Lukes Road between the boundary of Nos. 6/7 and Nos. 7/8.

As a group of residents, most of us have limited or no off-road parking so the new restrictions, coupled with the reduced parking allocation in St. Lukes Road North and St. Lukes Road South have made it very difficult for us to park anywhere near our homes. The availability of this area as a restricted parking zone from 6pm to 8am is not particularly helpful to those of us who are retired or work from home and need to find local parking outside of these hours. Whilst we can appreciate the need for the new bus services to circulate easily, the loss of these few parking spaces has made a big difference to parking available to us.

In the days before the restrictions, buses, coaches and heavy goods vehicles regularly passed the single line of parked cars in lower St. Lukes Road, en-route to St. Lukes Road North and South with little issue as the road is generally very quiet during the day. The restricted area remains in use by disabled drivers for periods of up to three hours, so these cars are parked in exactly the same places that were unrestricted before the restriction was applied.

We are therefore asking for you to consider removing the restrictions at the entrance to St. Lukes Road before the end of the trial period. If this could be done it would almost double the parking spaces available to us to ease our problem and hopefully enable us to park within a reasonable range of our homes.

Please copy any correspondence about this matter to all of the undersigned.

Yours Sincerely

[Redacted]
[Redacted]
[Redacted]
Torquay TQ2 5

[Redacted]
[Redacted]
St. Lukes Road
Torquay TQ2 5NX

[Redacted]
[Redacted]
St. Lukes Road
Torquay TQ2 5NX

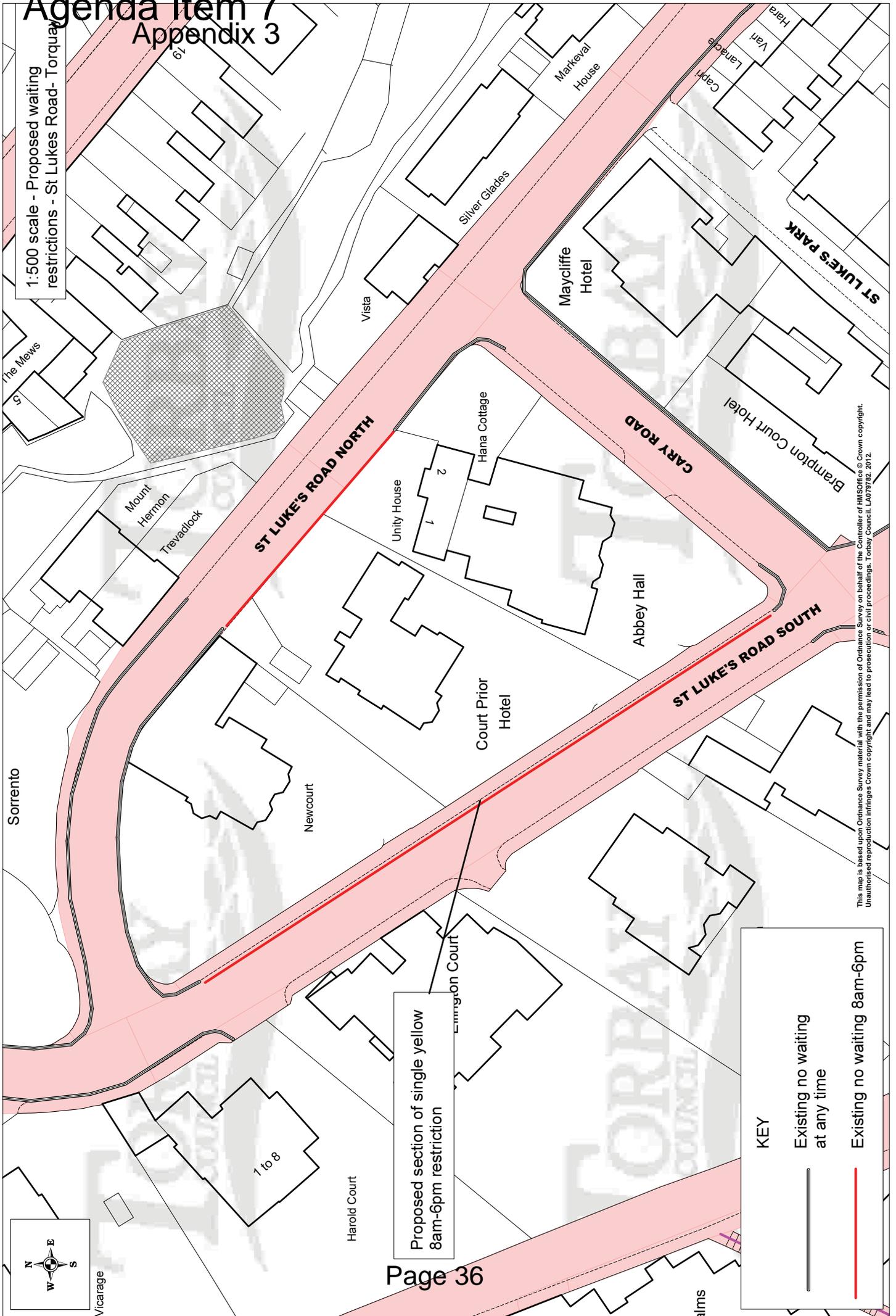
[Redacted]
[Redacted]
St. Lukes Road
Torquay

[Redacted]
[Redacted]
St. Lukes Road
Torquay TQ2 5NX

Agenda Item 7

Appendix 3

1:500 scale - Proposed waiting restrictions - St Lukes Road - Torquay



Proposed section of single yellow 8am-6pm restriction

KEY

- Existing no waiting at any time
- Existing no waiting 8am-6pm

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FLAT [REDACTED]
ST. LUKES ROAD SOUTH
TORQUAY

TQ2 [REDACTED]
[REDACTED]

21-8-2012

ORDER No 4. 2012

NO WAITING ZONE 8-6pm.

Dear sir / madam,

I would like to object to the proposed change of use to create a no waiting zone in St-Lukes Road South, my reasons being the following:

- 1) As a permanent resident and home owner in St-Lukes Road South, I constantly need to park my vehicle during these hours.
- 2) At present, there are very limited spaces available anyway due to the constant parking in the street by office workers from the Abbey Road region.
- 3) May I suggest that serious consideration

is given to making the remaining spaces a 'residents only' parking area.

Is there a real need to have these changes made ??

Yours faithfully

[REDACTED]