



Wednesday, 29 May 2013

TRANSPORT WORKING PARTY

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

Thursday, 6 June 2013

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 Addis

Councillor Cowell

Councillor Amil

Councillor Doggett

Councillor Brooksbank

Councillor Pountney

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 from last meeting 25th April 2013** (Pages 1 - 4)
3. **Teignmouth Road, Torquay - Presentation by Peter Rainbird (Resident)**
4. **Parking Restrictions - Oak Hill Road, Torquay** (Pages 5 - 12)
5. **Parking Restrictions - Roselands Drive, Paignton** (Pages 13 - 21)
6. **Road Casualty Reduction Report 2012** (Pages 22 - 33)
7. **Tweenaway Cross Junction Improvement - Scheme Review** (Pages 34 - 41)
8. **Paignton Harbour to Goodrington Cycle Route** (Pages 42 - 72)
9. **Torbay Road, Torquay - Consultation Review** (Pages 73 - 130)
10. **Local Transport Board - verbal update**
11. **Date of Next Meeting**
25th July 2013, 4.00pm



Minutes of the Transport Working Party

25 April 2013

-: Present :-

Councillor Ray Hill, Councillor Nicole Amil, Councillor Darren Cowell, Councillor Ian Doggett, Councillor Pete Addis, Councillor Stephen Brooksbank and Councillor Bobbie Davies

(Also in attendance: Patrick Carney, William Prendergast, Councillor Robert Excell, Dominic Acland, Richard Brown and David Whiteway)

78. Apologies for absence

Councillor M Pountney (Councillor B Davies Substitute)
Sue Cheriton
Sally Farley

79. Minutes from meeting held on 14th March 2013

Minutes agreed.
Cllr Addis proposed and Cllr Brooksbank seconded.

Richard Brown raised an issue that the report on 31 January 2013 outlined that monthly off-street permits would be only available to residents. RB asked if these permits could be available to non-residents.

Proposed:- Cllr Cowell Seconded:- Cllr Addis
All in favour.

80. Consideration of Petition relating to Coach Parking in St Annes Road, Babbacombe

- Mrs Williams presented a petition requesting that the restrictions implemented in St Annes Road be reversed. Cllr Excell suggested a site visit, it was agreed that a site visit will take place.
- Patrick Carney to make a decision in consultation with Cllr Excell within 28 days.

81. Consideration of Petition relating to Uncontrolled Pedestrian Crossing, Dartmouth Road, Paignton

- Mr Carroll presented a petition requesting that a tree is removed from the junction of Fisher Street and Dartmouth Road.

- Patrick Carney to make a decision in consultation with Cllr Excell within 28 days.

82. Cockington Cycle Route (Verbal Update - Dominic Acland)

- Dominic Acland presented a short presentation on the Cockington Cycle Route which has been funded by the Coastal Communities Fund. Dominic highlighted that the project had to be implemented by March 2014 including the opening of a cycle hire shop in Cockington.
- The Working Party gave their support to the project.

83. Regional Rail Update (Presentation)

- David Whiteway gave a presentation on local rail issues highlighting the recent flooding issues affecting services and proposed improvements including an increase in frequency for local trains serving Torbay.
- The Working Party thanked Cllr Doggett for his work on the Rail User Group and David Whiteway for the update.

84. Torbay Council Highways Design Guide for New Developments

- Patrick Carney outlined the reasoning for a design guide and suggested that the decision is deferred and Members feedback to officers any comments on this early draft.

Outcome:-

- That the decision is deferred allowing members to feedback any comments directly to officers.

Proposed:- Cllr Cowell; Seconded:- Cllr Doggett

All in favour.

85. Road Safety Strategy 2013 - 2020

- Patrick Carney outlined that the Road Safety Strategy had now been consulted on widely with stakeholders and changes had been made to reflect feedback.

Outcome :-

- That the Road Safety Strategy is approved and progressed to publication.

Proposed:- Cllr Doggett; Seconded:- Cllr Davies

86. LSTF - Bus Stop Provision to serve the Frequent Ferry Service

- Patrick Carney outlined the report highlighting that bus stop provision was required in order that an integrated public transport service can be provided. PC outlined the options for Torquay and Brixham Harbour.

Outcome:-

- That the location on Torquay be progressed and the location outlined in Appendix 3 for Brixham be advertised and if no objections received implemented.

Proposed:- Cllr Cowell; Seconded:- Cllr Davies

All in favour

87. Cockington - Residents Parking

- Patrick Carney outlined the background to the report recommending the proposals outlined in section 6.1 of the report.
- Mr Crawford spoke in favour of residents parking but asked for additional spaces to be provided closer to the village. Cllr Amil offered to ask the Community Partnership for funding.

Recommendation:-

- That the residents parking restrictions are advertised with an additional 4 spaces closer to the village and should no objections be received implemented. The costs will be funded through an increased permit charge.

Proposed:- Cllr Amil; Seconded:- Cllr Cowell

All in favour

88. Better Bus Area - verbal update

- David Whiteway gave an update on the Better Bus Area project outlining that the project is being delivered in partnership with Devon County Council. DW advised that the project is programmed to go live in September 2013.

89. On Street Pay & Display Tariffs - Report to be presented at the meeting

- Richard Brown presented the report and the objections and recommended that the restrictions and tariffs be implemented as advertised.

Outcome:-

- Members recommended that the restrictions and tariffs are implemented as advertised.

Proposed:- Cllr Cowell; Seconded:- Cllr Addis

All in favour

90. Planning Update - Verbal

- Bill Prendergast outlined a current proposal regarding development on Torwood Street and the potential need to have loading facilities which would lead to a loss of parking. Members expressed concerns that development had not taken place on this site already. Members felt that loading could be permitted but must be kept to a minimum.

91. Any Other Business

- Cllr Doggett asked if Ellacombe School could be considered for road safety improvements. Cllr Hill confirmed a report on road safety priorities would be considered shortly by the Working Party.
- Cllr Addis asked for a site visit to the Palm Court site. Patrick Carney to arrange.
- Cllr Hill recommended that a loading bay is provided on Meadfoot Sea Road as an early review of new restrictions introduced.

Outcome:-

The loading bay to be advertised.

Proposed:- Cllr Addis; Seconded:- Cllr Brooksbank

All in favour

92. Date of Next Meeting

6th June 2013, 4pm, Meadfoot Room (Provisional date)



Meeting: Transport Working Party

Date: 6th June 2013

Wards Affected: Tormohun

Report Title: Parking Restrictions – Oak Hill Road, Torquay

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer Senior Engineer – Highways Development & Traffic

1. Purpose

1.1 This report is in response to an objection received following the advertising of additional parking restrictions in Oak Hill Road, Torquay.

2. Proposed Decision

2.1 It is recommended that members approve the proposals outlined in **Appendix 1** and officers implement the advertised parking restrictions.

3. Action Needed

3.1 It is recommended that members approve for implementation the proposals outlined in **Appendix 1**.

4. Summary

4.1 Following completion of Phase One of the Torre Marine development, in Torquay, the parking restrictions, as per the existing traffic regulation order were reinstated.

4.2 Due to the changes in lay-out, the current restrictions do not reflect the requirements of the new estate roads. Residents have taken to parking their vehicles on the footway, obstructing the safe passage of pedestrians, especially parents with buggies and the mobility impaired.

4.3 There have been requests from a number of residents, including representatives of the Residents Association, for an increase in parking restrictions and comments have also been received from the local ward members and Devon & Cornwall Police.

4.4 Comments have also been made to the developer, Barratt Homes, who are happy to fund the implementation of the additional parking restrictions.

Supporting Information

5. Position

- 5.1 Following completion of Phase One of the Torre Marine development, in Torquay, the parking restrictions, as per the existing traffic regulation order were reinstated.
- 5.2 However there are sections of carriageway which have no parking restrictions and due to the narrow nature of the carriageway residents have taken to mounting the kerb and parking their vehicles with two wheels on the footway. Whilst this allows for a single lane of traffic to travel along Oak Hill Road, vehicles parked on the footway are obstructing the safe passage of pedestrians, especially parents with buggies and the mobility impaired. On occasions, vehicles have been noted fully parked on the footway and garage entrances have been obstructed.
- 5.3 There have been requests from a number of residents for an increase in parking restrictions and comments have also been received from the local ward members and Devon & Cornwall Police. Correspondence received is attached as **Appendix 2**.
- 5.4 Comments have also been made to the developer, Barratt Homes, who are happy to fund the implementation of the additional parking restrictions.
- 5.5 The proposal, as approved by the members of the Transport Working Party at their meeting of 14th March 2013 and advertised both on site and in the local media (Herald Express) during the period 18th April – 9th May 2013 as detailed in **Appendix 1**, is as follows:

Implement 107m of 'No Waiting At Any Time' restrictions and revoke 20m of existing 'No Waiting At Any Time' restrictions, to allow use of the parking bay, as detailed in **Appendix 2**.

6 Possibilities and Options

The members of the Transport Working Party are requested to review the objection, a copy of which is attached as **Appendix 2** and consider the following options:-

- 6.1 Reject the objection and implement the changes to the Traffic Regulation Orders as detailed in **Appendix 1**.
- 6.2 Members may wish uphold the objection and recommend that no changes are considered at the present time.

7 Preferred Solution/Option

Members are recommended that the option in 6.1 above would be the most appropriate option.

8 Consultation

No consultation has been undertaken; however local ward members have visited the development and been in conversation with local residents.

9 Risks

- 9.1 There is a risk that by not implementing the advertised amendments to the existing traffic regulation orders, vehicles which park on the footway will continue to obstruct the safe passage of pedestrians, especially parents with buggies and the mobility impaired.

Appendices:

Appendix 1 – Copy of revised restrictions as advertised.

Appendix 2 – Correspondence received both in favour of and against the proposal

Additional Information:

None

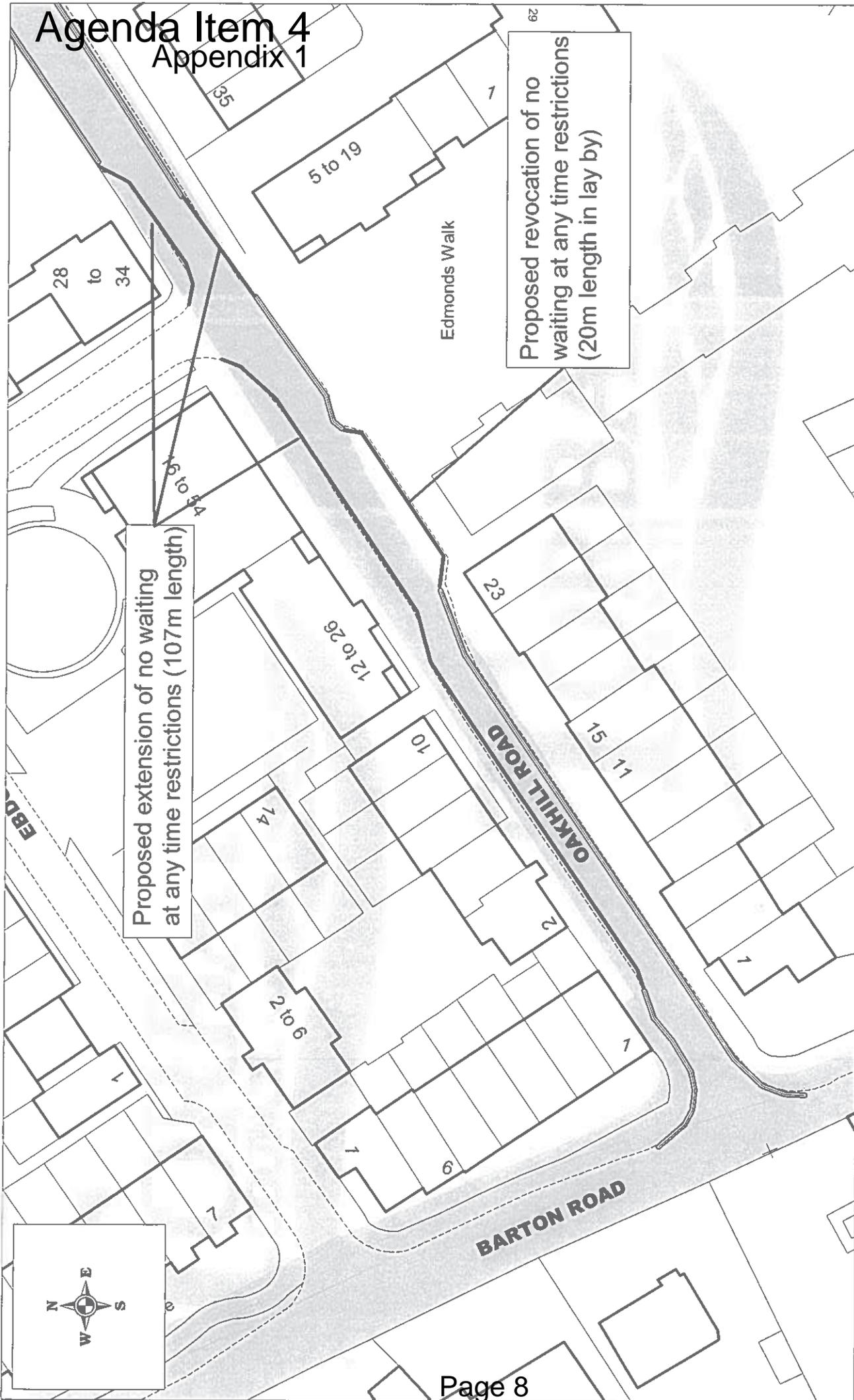
Documents available in Members' Rooms:

None

Background Papers:

None

Agenda Item 4 Appendix 1



Proposed restriction changes Oakhill Road - Torquay

1:500 scale

Oakhill Road,
Torquay,
Devon.

25/04/13

To Whom it may concern,

I have lived in Oakhill Road the Barton Road entrance for four years now and have had a constant battle with parking issues. My family of which are unable to visit as there are always vehicles parked on the pavement and my is unable to get his mobility scooter down the pavement. My has the same problem but he walks. The police refuse to do anything about this and their solution was to tell them to walk into the road and round the vehicles, This is very dangerous as the cars are driven quickly here and they would not be able to dodge oncoming traffic easily. One of the main culprits is and owner of a van which parks to the on the pavement on double yellow lines obscuring my view so it is also dangerous for me to leave: as I am unable to see what traffic is coming but if he was not there it would be other vehicles. Also I have issues with people parking outside making it impossible to for me to access and egress, I have spent one Boxing day and two New years eve blocked in my own house unable to leave and that is just three occasions. I am a worker and on too many occasions I have had to ring the police to move vehicles parked outside preventing me from going to work and on one occasion the police would not move the vehicle as the driver had been drinking. I have constant battles with neighbours parking outside which is unacceptable. The introduction of bollards and double yellow lines would be an absolute God send to me and my family allowing them to visit and walk down a council owned pavement unhindered and safely and allowing me to sleep knowing that I can go to work without having to move cars to do so which I can say since I have been here I have been unable to do. There is also the fact that in the evening you can't get a fire engine or ambulance down the road because of the poor parking. People on the estate have one parking space per property and the ones that bought properties here with two and three cars are just selfish thinking they can obstruct others and make the pavements unsafe. Unless there is action taken to resolve this issue it is an accident waiting to happen and I pray to God its not my parents or a mother pushing a pram. Please please put the lines and bollards in place even if you only extend the lines outside my house and put bollards on the Barton Road entrance up as far as the first underpass. If I can assist you in any way please don't hesitate to contact me as I can provide photographic evidence to prove my case. Thank you for your help

Yours sincerely

Oakhill Road

TORQUAY

Thursday 25th April 2013



Borough of Torbay Amendment Order No.2 2013

We both agree with this proposal and wish to thank the Council for making this proposal.

We also wish to advise your Committee about constant infringements of the one way system on Ebdon Way.

Drivers are coming from Ebdon Way against the one way system into Barton Road.

Please take whatever steps required to ensure that this practise is Stopped before any serious collision takes place.

Yours Aye,

Oakhill Road
Torquay
Devon

18/4/13

23 APR 2013

Dear Sir

I am a resident living in Oakhill Road and have seen a planning application regarding parking in my road.

Whilst I have no objection to making the road a no parking area I would like to highlight some issues.

When I purchased the property the deeds stated there would be $1\frac{1}{2}$ parking spaces for my address.

I would like to know where the spaces are allocated. The residents in the flats opposite my property cause most of the issues as they park outside the flats in Oakhill Road despite having allocated parking.

I would like to know what the council intend to do to provide adequate parking with the withdrawal of the street parking.

In my view and I know it is a shared view of other residents the developers should never have been allowed to build without consideration for residents parking, therefore I think the council need to provide parking facilities if they are to take away the existing street parking.

Also when we purchased the property the lay by was shown as a visitors parking area. so how is it this has now been double yellow lined.

In short I and many others think the council have made a planning decision error in granting the developer to build without parking provision. therefore ^{they} have a moral obligation to provide alternative parking arrangements if the street parking facility is withdrawn. Without alternative parking provision I object to the proposal.

I look forward to your comments.

Yours Sincerely



Meeting: Transport Working Party

Date: 6th June 2013

Wards Affected: Goodrington with Roselands

Report Title: Parking Restrictions – Roselands Drive, Paignton

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer Senior Engineer – Highways Development & Traffic

1. Purpose

1.1 This report is in response to objections received following the advertising of parking restrictions in Roselands Drive, Paignton.

2. Proposed Decision

2.1 It is recommended that members approve the proposals outlined in **Appendix 1** and officers implement as advertised.

3. Action Needed

3.1 It is recommended that members approve for implementation the proposals outlined in **Appendix 1**.

4. Summary

4.1 Following completion of the Brixham Road / Yannons Farm junction development, the parking restrictions as detailed in **Appendix 1** were advertised as per the requirements of the planning approval.

4.2 A number of objections have been received from residents of Roselands Drive, copies of which are attached as **Appendix 2**.

4.3 The restrictions are to prevent the parking of vehicles on the carriageway and associated detector loops which, if allowed to remain, will continue to trigger the traffic signals and delay the free flow of traffic on the A3022 Brixham Road.

Supporting Information

5. Position

- 5.1 The Brixham Road / Yannons Farm junction development has been constructed in accordance with the planning approval, which required the approaches to the signalised junction to be kept clear of parked vehicles in order that the junction can function correctly.
- 5.2 If allowed to remain, the parking of vehicles on the carriageway and associated detector loops in Roselands Drive will continue to trigger the traffic signals when no demand is present and delay the free flow of traffic on the A3022 Brixham Road.
- 5.3 The proposal, as advertised both on site and in the local media (Herald Express) during the period 25th April – 16th May 2013 as detailed in **Appendix 1**, is as follows:

Implement 62m of 'No Waiting At Any Time' restrictions on the North Western side of Roselands Drive and 94m of 'No Waiting At Any Time' restrictions on the South Eastern side of Roselands Drive, as detailed in **Appendix 2**.

- 5.4 A number of objections have been received from residents of Roselands Drive, copies of which are attached as **Appendix 2**, the objections relate to the loss of on-street parking.

5 Possibilities and Options

The members of the Transport Working Party are requested to review the objections, which are attached as **Appendix 2** and consider the following options:-

- 6.1 Reject the objections and implement the changes to the Traffic Regulation Orders as detailed in **Appendix 1**.
- 6.2 Members may wish uphold the objections and recommend that no changes are considered at the present time.

7 Preferred Solution/Option

Members are recommended that option 6.1 above would be the most appropriate option.

8 Consultation

No consultation has been undertaken outside of the original planning application.

9 Risks

- 9.1 There is a risk that by not implementing the advertised traffic regulation orders; vehicles which park on the carriageway and associated detector loops, will continue to trigger the traffic signals and obstruct the free flow of traffic on the A3022 Brixham Road.

Appendices:

Appendix 1 – Copy of restrictions as advertised.

Appendix 2 – Correspondence received against the proposal

Additional Information:

None

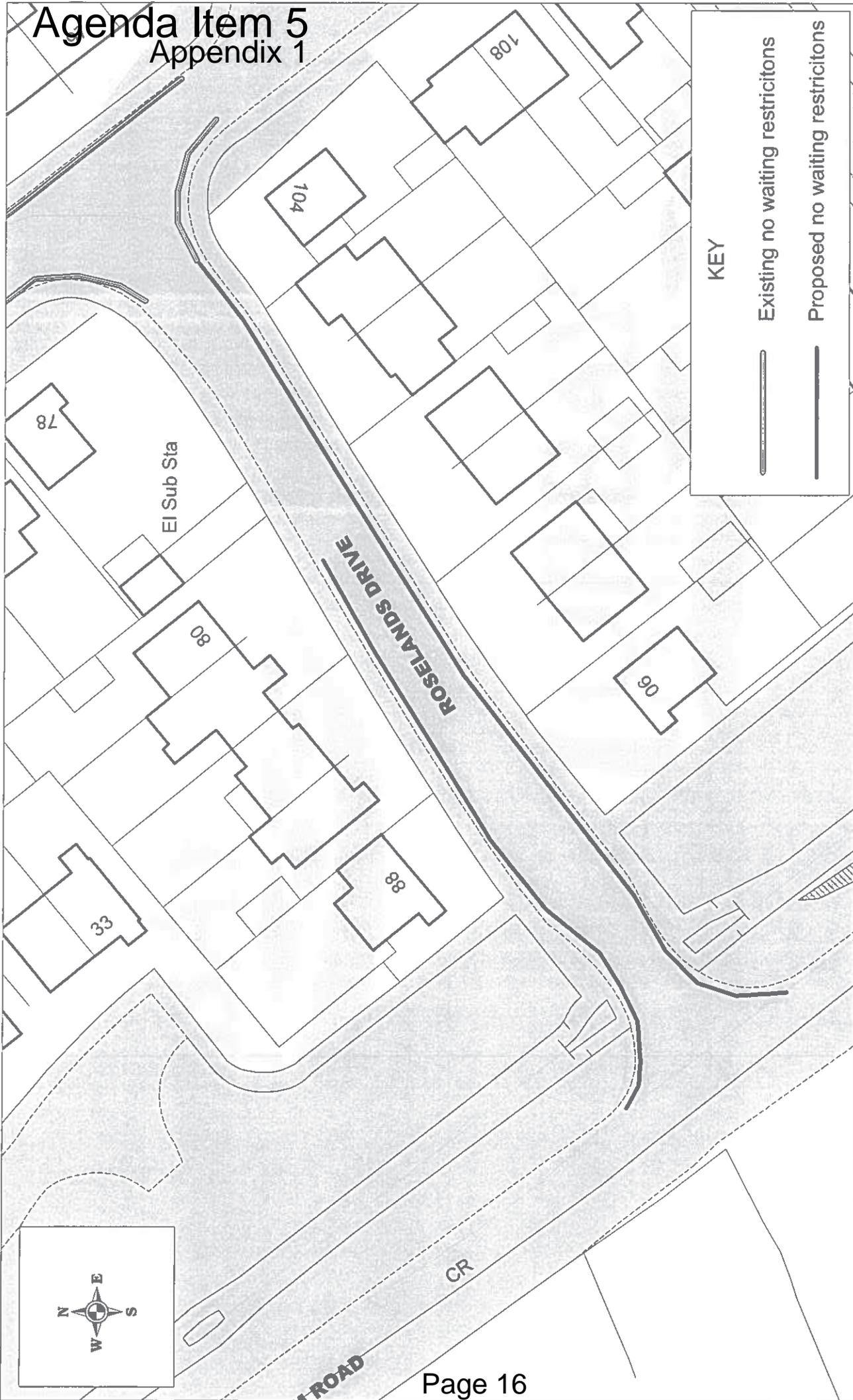
Documents available in Members' Rooms:

None

Background Papers:

None

Agenda Item 5 Appendix 1



Proposed parking restrictions
Roselands Drive - Paignton

1:500 scale

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Residents & Visitors Services
Highways Management
Torbay Council
Town Hall
Castle Circus
Torquay
TQ1 3DR

9th May 2013

14 MAY 2013

Objections to proposals to impose "No Waiting at any time" parking restrictions to Roselands Drive

I wish to state my total objection to Torbay Council's proposals to paint any double yellow lines in Roselands Drive leading up from the new traffic light junction with Brixham Road.

I am the owner of the above property, and have lived here for years, during which I have always enjoyed being able to park on the road outside my house.

In all those years to the present day, there has never been any problem with parking in this section of Roselands Drive which lies between Brixham Road and the main Roselands Drive. The road is very wide, and even if cars were parked opposite each other, which is rare, there is still plenty of room for even double-decker buses or emergency vehicles to drive through without any problem at any time of the day/ night.

There has never been any accident on this section of road.

There have never been any hold-ups or delays to traffic using the road.

The road is in a residential area, and only leads to the Roselands housing estate. It is not a major highway, nor a throughway to any other part of Paignton, so it is therefore not a short cut which ever gets busy.

The introduction of the new traffic lights have not made any changes to the volume of traffic using this section of Roselands Drive and there is clear line of sight from the top to the bottom junctions of this straight section of road, even with parked vehicles.

In my opinion, if the proposed parking restrictions are made, it will seriously affect the value of properties in this section of the Drive, as any house which is on a road where no parking is allowed will be far less desirable to prospective purchasers in the future. If these proposals come into effect, it means that I will have to park outside other people's houses several streets away, probably causing ill feeling to other residents, and in a position where I will have no direct supervision of my vehicle from my home.

I see absolutely NO SENSE in this, and I can only assume that the proposals have been made by someone who has no knowledge of the area.

We have had NO CONSULTATION WHATSOEVER on this matter, not even a letter from the Highways Management section of the Council, and if I hadn't noticed an A4 sized notice tied to a lamppost in the street, I would have been totally unaware of the issue.

Yours faithfully

P.S. Please note the opposition by the attached signatories who also wish to oppose this scheme

Letter of Objection: Paignton Amendment Order No4- Schedule 1 (Roselands Drive)

09.05.2013

13.05.13.

15 MAY 2013

Residents and Visitors Services
Highways Management
Torbay Council
Town Hall,
Castle Circus,
Torquay
TQ1 3DR

Dear Sir,

I write to oppose the proposal for the Control of Waiting, Loading and Unloading Ammendment Order No4 2013 (Roselands Drive) for the following reasons:

1. There has never been any problems resulting from parked vehicles in the stated area.
2. The road is very wide, and even when cars are parked opposite each other on either side of the road there is still ample room for cars, double decker busses and emergency vehicles to drive through 24 hours a day.
3. There has never been an accident which I am aware of in this section of the road.
4. There have never been any hold ups or delays to traffic using this section of the road.
5. This section of road is a residential road only leading to the Roselands housing estate. It is not a major highway, or a short cut to any other part of Paignton and it has a finite number of users who live in the estate.
6. The introduction of new traffic lights has not lead to any increase in the volume of traffic using this section of Roselands Drive, and parked cars are not restricting the flow of traffic.
7. There is a clear line of sight from top to bottom of this straight section - even with parked cars
8. The value of the properties will decrease as any house on a road without on street parking will be less desirable to prospective purchasers in the future.
9. No direct consultation has been made to any of the properties directly effected.
10. No needs identified to show this section of road needs a no waiting/no parking zone as history has proven in the above points.
11. A great inconvenience to residents parking in the stated area, may require residents to park further into the estate, causing possible ill feelings amongst residents. Also residents parking further into the estate may mean parking nearer to the primary school which will cause more congestion during school pick up and drop off times.
12. Parked cars could slow down potential drivers who could try to get through the lights at speed if there is an open Road.

I do hope you consider all these points, I do feel that this would not be an appropriate use of council funds as I find it hard to understand the need for this scheme.

Maybe funds would be better placed to put speed bumps near to the school to keep speed down and reduce the risk to school children, which other schools seem to have but this one doesn't.

Yours faithfully

13 MAY 2013

09 05 2013

Dear Sir or Madam

We would like to register our objections to the proposed parking restrictions at Roselands Drive, Schedules 1 (NO WAITING AT ANY TIME)

Our objections are__

(1)

We have lived here for years and have never had a problem with people parking on the road, and as there are no changes in building or industry going on within the estate we can see no justifiable reason to change this.

People living in the road who require an extra car parking space park on the road, and will just park on the main Roselands Drive, impacting on the buses etc which travel along there

(2)

The changes to restricted parking on this stretch of Roselands Drive will we feel devalue our property and make it difficult to sell in the future should we wish to do so!

The changes that have taken place at the junction could have already impacted on the saleability of our property

We do understand that people need housing and things do not stay the same, but we think that these parking restrictions are not necessary and we urge you to rethink these proposals.

matter,

Thanking you for your consideration of this

We are

Dear Sirs,

I am writing in objection to the proposed instatement of Double Yellow lines to Roselands Drive, as noted on Amendment Order No4 2013 (attached)

My reasons for objection are as follows:

- There has never been any direct consultation with the homeowners who would be affected by this, other than a small notice on a lamp post, that could of easily been missed due to all the works that are being carried out in the area.
- The Value of our properties will drop as parking is of a premium and the lack of parking will make the properties less desirable.
- There have not been any previous problems, resulting from parked cars on this stretch of road, even with cars on both sides. This section of road is wide enough to accommodate 'on road parking' while still allowing easy access to busses and emergency vehicles.
- There are never any hold-ups or delays due to parked cars.
- It is a residential road, only used for access to the Roselands Housing Estate. The only people using the road for parking are there because they live there or are visiting friends and family.
- The introduction of the new traffic lights at the bottom of the road has not lead to an increase in the volume of traffic or people using this section of road.
- Even with parked cars, there is a clear line of sight from top to bottom of this STRAIGHT section of road.
- This will cause GREAT INCONVENIENCE to all residents affected on this section of road, causing them to have to find alternative parking on other roads, outside other people's houses, causing potential bad feelings with neighbours.
- Potential cause for vandalism due to cars having to be parked out of sight and unsupervised.
- I have noticed on the odd occasion where there are no cars parked on this section of road, that cars travel much faster in an attempt to 'beat the lights' therefore, any parked cars appear to act as 'Traffic Calming' – which after all is what we all require.

In summery, I reiterate my first Statement by saying I strongly object to Double Yellow Lines being instated to this section of road and I hope that my objections be considered when making a final decision on this matter.

Yours faithfully

ROAD CASUALTY REDUCTION REPORT 2012



Streetscene & Place
Lower Ground Floor
Town Hall
Torquay
TQ1 3DR

1 INTRODUCTION

- 1.1 This report highlights the road casualty and collision data for the Torbay Area during the calendar year 2012. Torbay Council's proposals for improving road safety for the next year are identified in the Torbay Council Road Safety Strategy 2012 - 2020, however, this report highlights in more detail the activities for 2013.

2 TORBAY'S TARGETS

- 2.1 In March 2000 the Government announced new targets for reducing casualties nationally. The targets are the percentage reductions to be achieved by 2010 compared with the average results for the base years, 1994 – 1998. The targets set by the Government were as follows:

- *40% reduction in the number of people killed or seriously injured in road crashes/collisions;*
- *50% reduction in the number of children killed or seriously injured;*
- *10% reduction in the slight casualty rate, expressed as the number of people slightly injured.*

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

The development of a local road safety strategy is included within the new Local Transport Plan 3 (2012 – 2020), to ensure greater reductions in road casualties locally by:

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

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

An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Plan, which was approved by members of the Transport Working Party at their meeting on 25th April 2013. The new Road Safety Plan reflects local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

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

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

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

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

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

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

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'.

This will enable local authorities to consider their future priorities, whilst involving and informing the public of what action is taken.

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

- Fatal

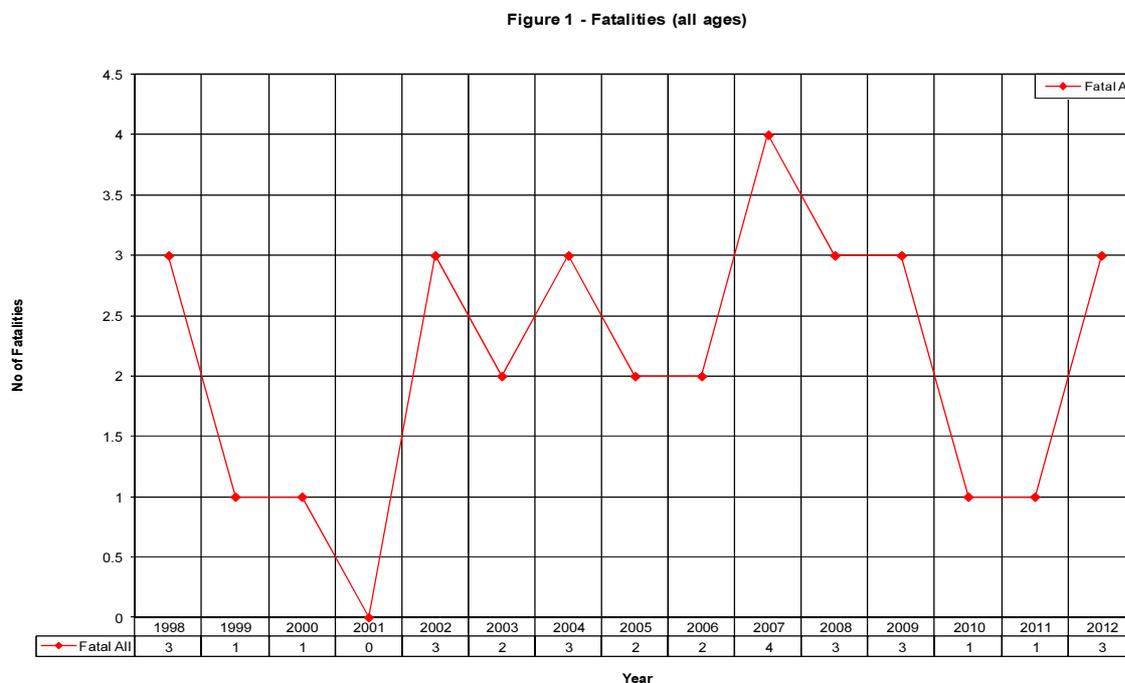
- Killed and seriously injured
- Killed and seriously injured (0 – 15 years-old)
- Slightly injured
- Slightly injured (0 – 15 years old)

3 CASUALTY AND COLLISION DATA

- 3.1 The graphs below outline the road casualty and collision data for the years 1998 to 2012 compared against the government targets (where applicable).

3.2 Fatalities

Fig 1 shows the number of fatalities that have occurred within Torbay



The results show 3 fatalities on Torbay roads in 2012, which is an increase on the previous year. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced.

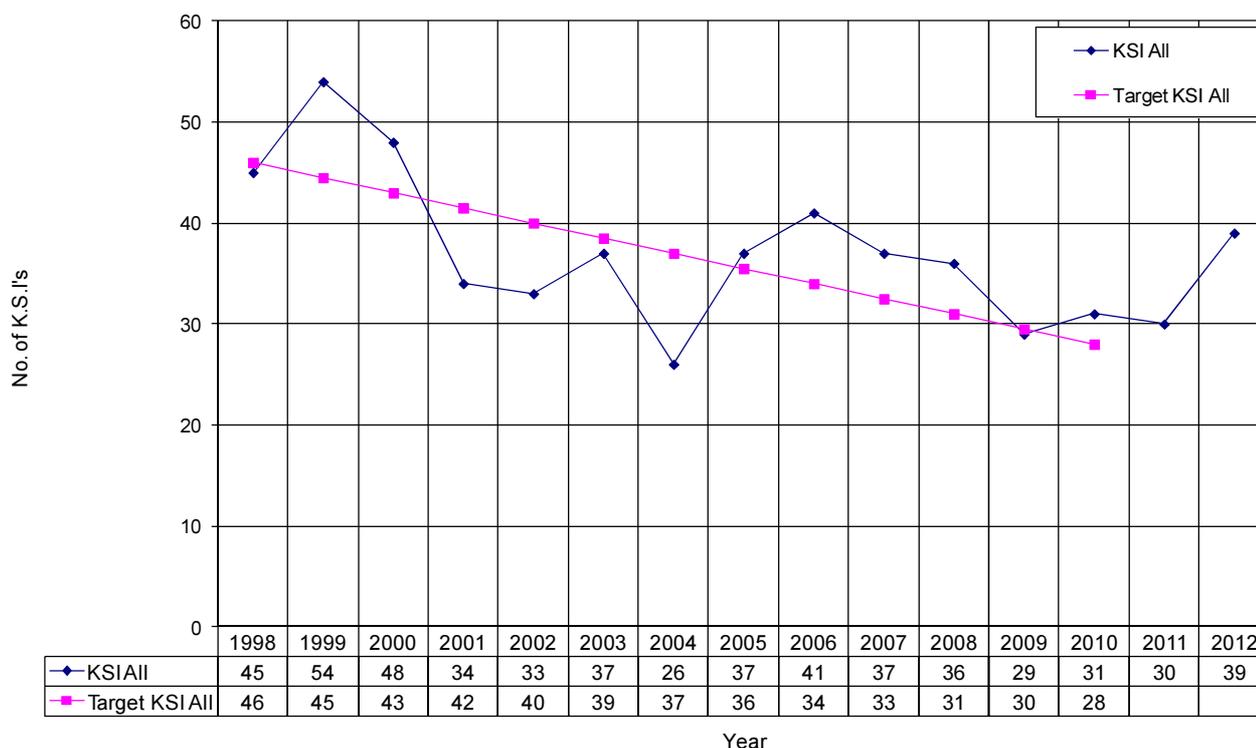
Torbay Council continues to work from very low base figures and this increase shows what effect one unfortunate and very tragic incident can have.

Torbay continues to have one of the safest road networks within the South West. Torbay Council benchmarks with other highway authorities and the number of road traffic casualties expressed as a percentage of the population is amongst the lowest in the south west.

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

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

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



The results show there has been an increase of 30% in the number of killed and seriously injured since last year.

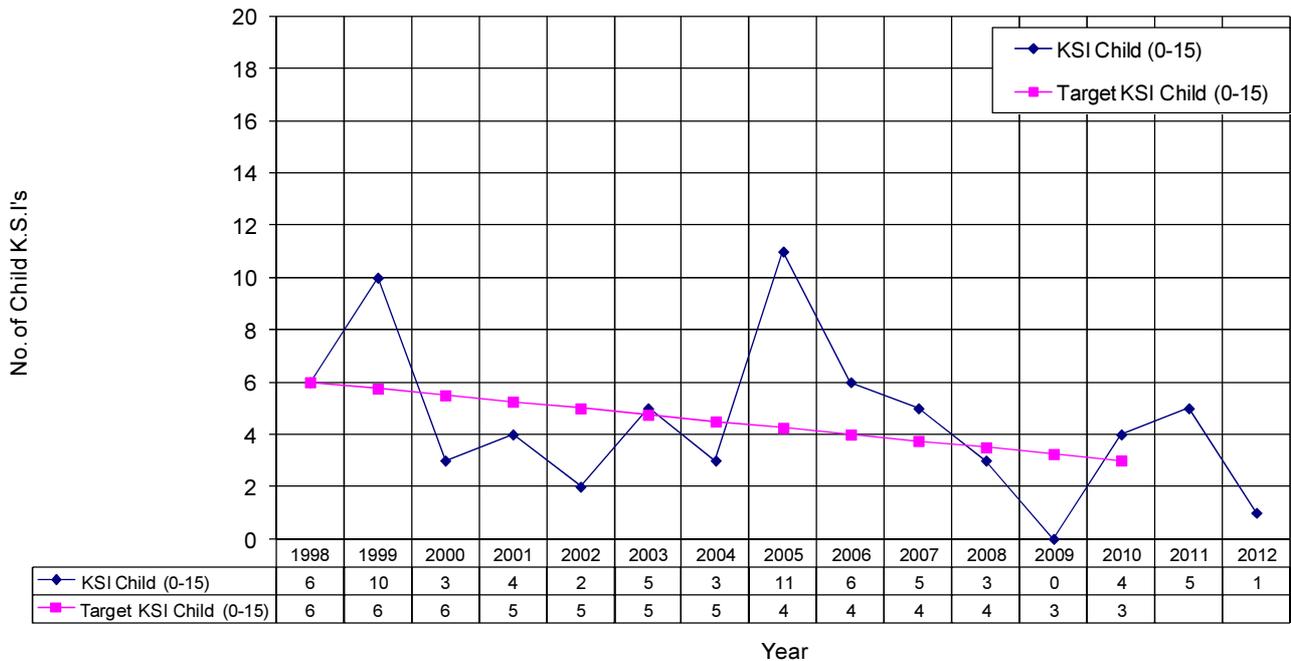
Torbay Council continues to work from very low base figures and this increase shows what effect one unfortunate and very tragic incident can have.

Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify, further details on reviewing collision cluster sites are included in section 5.3.

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

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

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



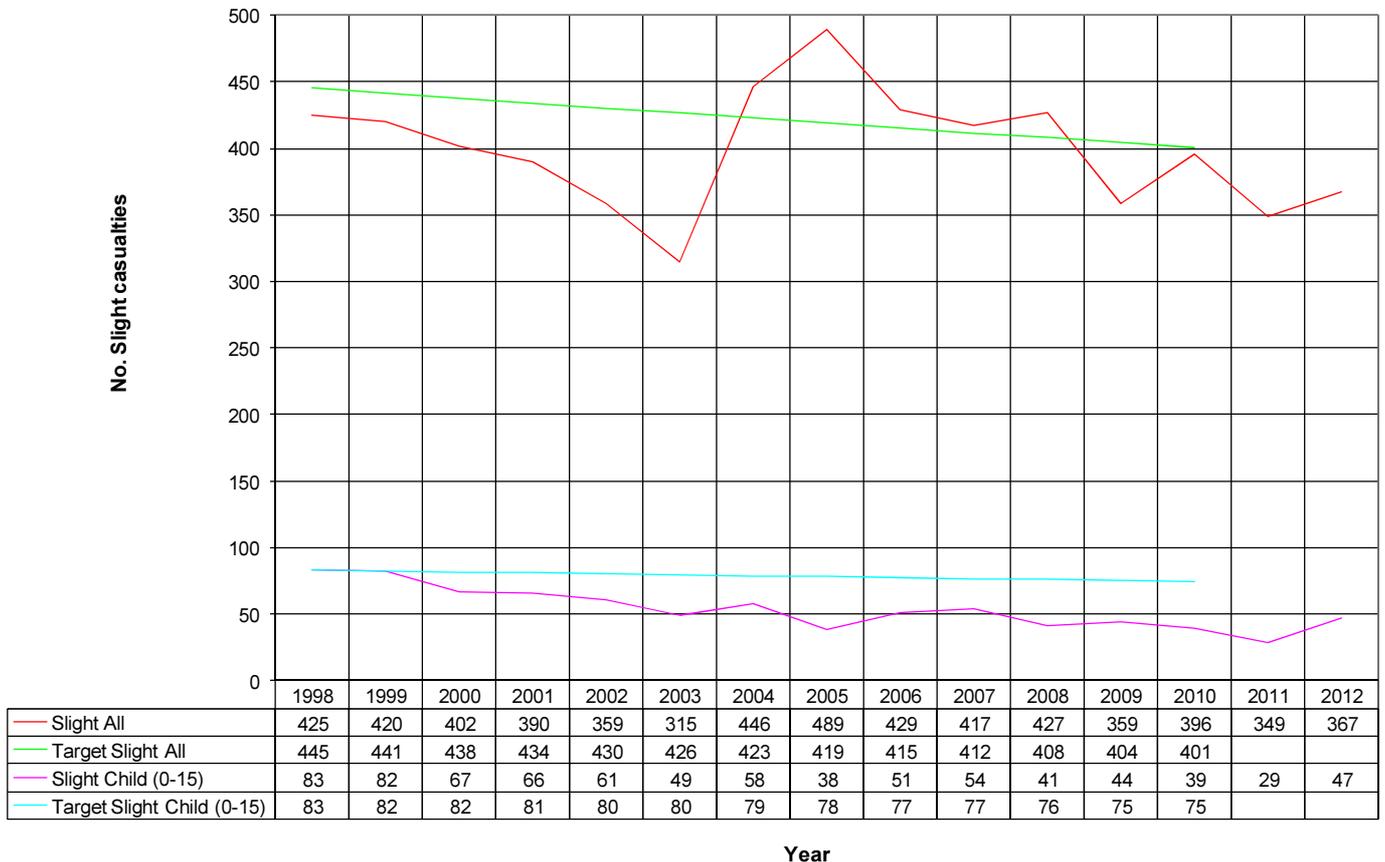
The results show there has been a decrease in the number of killed and seriously injured (0-15 age group) over the past year, from 5 to 1. Unfortunately this casualty was the first child fatal injury recorded in the Bay since Torbay became a Unitary Authority.

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

3.5 Slight Injuries

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

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



All ages

The results show a 5% increase in slight injury accidents during 2012, however we continue to show a general downward trend from the 1988 baseline, with a current reduction of 18%.

Children (0-15 age group)

Unfortunately there has been a 62% increase in child slights for 2012, which will require further analysis to identify if there are any underlying trends.

However, provisional analysis shows that 55% of these casualties were pedestrians, 36% front seat passengers, 6% rear seat passengers and 9% cyclists.

4 PLANNED ROAD SAFETY CAMPAIGNS 2012

- 4.1 Appendix 1 lists the road safety campaigns which will be undertaken by the Road Safety Team during 2013. Wherever possible, the local media (newspaper, radio and TV) will assist and are key to getting the message across to the target audience. The team continue to have a good working relationship with the media and enjoy a high profile, with positive stories being run and picked up by both local and national newspapers and television.

Road safety education will continue to be delivered in accordance with the Road Safety Strategy 2012/2020. However, collision data for the last three years is currently being analysed to establish the road users most at risk in relation to age and sex so that campaigns can be tailored to this priority. The budget for road safety education for 2013/14 is £15,500.

5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES

- 5.1 Contained within the Local Transport Plan 2011 – 2016 are the budgets for carrying out all Road Safety initiatives. This information is shown under the following headings:

Road safety initiatives (Safer routes)	£ 70,000
--	----------

5.2 TRAFFIC ACTION ZONE

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

The Coombe Pafford and Hele Traffic Action Zone was identified in a briefing note to the Transportation Working Party on 18th March 2011 for implementation during 2013/2014.

By consulting with the key stake holders, the Council hope to deliver the Coombe Pafford and Hele TAZ using a range of innovative ideas and treatments. These works will target improvements in highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.

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

5.3 ROAD SAFETY INITIATIVES

With the implementation of various road safety schemes over the thirteen years since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented. However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of accidents to identify any linear routes which have a higher than normal collision record. Further details of the engineering measures to be carried out in 2013/14 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

5.4 PENINSULAR ROAD SAFETY PARTNERSHIP

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

Once again there will be decreased funding for the operation of Safety Cameras in 2013/14, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

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

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

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

Appendix 1

Torbay Council Road Safety Team Calendar for 2013.

Month	Week Commencing	Campaign	Action
January	7th to 20th	Increased Recruitment of JRSO`s by 50%	Assistant Road Safety Officers. To target all primary schools, not currently taking part in the scheme.
February.	11 th to 17th	Learn 2 Live / For My Girlfriend - Young Drivers.	Road Safety Officers / Police / DSFR / Press office.
March	11 th to 17th	Speed	Road Safety Team / Safety Camera Partnership / Police / DSFR / Press Office.
April	22 nd to 28th	Motorcycles	Road Safety Officers / Police / DSFR / Press Office / Max Rider
May	3 rd to 5 th	BMAD Bike Festival	Road Safety Team
May	13 to 19th	Child car seat checks	Road Safety Team / Police / Press Office.
May	28 th	Halfords Bike Race.	TBA
June	5 th	BMAD Wednesday Bike Nights, Paignton (5 th June – 25 th Sept)	Road Safety Team.
June	17 th to 23rd	Seatbelts and mobile phones	Road Safety Team / Police / DSFR / Press Office.
July	15th – 20 th	Driver Fatigue	Road Safety Team / Police / Press Office / DSFR / Highways Agency

August	5 th to 11 th	Vehicle maintenance for long journeys	Road Safety Team / Press Office.
August	12 th to 18 th	Summer Drink Drive	Road Safety / Police / DSFR / Press Office
September	19 th to 25 th	Junior Life Skills	Road Safety Team / Schools / DSFR
September	23 rd to 29 th	Tyre Safety	Road Safety Team / Police / Press Office
October	7 th to 13 th	Older Drivers Week	Road Safety Team / Press Office / ADI / Police / Health / Trade
October	21 st to 27 th	Be Safe Be Seen campaign.	Road Safety Team / Press Office.
November	18 th – 24 rd	National Road Safety Week	Road Safety Team / Police / DSFR / Press Office.
December	9 th – 1 st Jan 2014	Drink Drive Campaign	Road Safety Team / Police / DSFR / Press Office.

Note:

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

Agenda Item 7



Meeting: Transport Working Party

Date: 6th June 2013

Wards Affected: Blatchcombe – Goodrington with Roselands

Report Title: Tweenaway Cross Junction Improvements – Scheme Review

Executive Lead Contact Details: Sue Cheriton, Executive Head, Residents & Visitor Services

Supporting Officer Contact Details: Ian Jones, Principal Engineer (Highways Development & Traffic)

1. Purpose

- 1.1. The major improvement to Tweenaway Cross was completed in November 2012. The junction now requires a review to measure the success of the scheme.

2. Proposed Decision

- 2.1 That Members continue to support further improvements to the Western Corridor which link to the improved capacity of Tweenaway Cross, and,
- 2.2 That members reconsider their previous recommendation regarding a section of on-street parking on Kings Ash Road and support the implementation of waiting restrictions, combined with the creation of resident off-street permit parking bays within the former Tile shop area, subject to consultation.

3. Action Needed

- 3.1 The support of the Working Party is requested to ensure that the benefits of the junction improvement can be fully realised.

4. Summary

- 4.1 The completion of the Tweenaway Cross requires a review to measure its success and to identify any additional measures, which may improve the junction further both in the short term and long term.
- 4.2 The scheme has significantly reduced journey times in the area, especially at peak times; however there are occasions when the additional capacity provided by the improvements is not being used to its full potential.
- 4.3 The current Local Transport Plan supports improvements of the Western Corridor as a priority.

Supporting Information

5. Position

- 5.1 The implementation of the major improvements to Tweenaway Cross in Paignton was identified as a priority in the previous Local Transport Plan and was commenced following a Department for Transport grant of £4.1million to fund the scheme.
- 5.2 With the addition of Growth Points Capital funding an improvement to the nearby junction at Claylands Cross was also implemented and linked to Tweenaway with some widening in between.
- 5.3 The project involved significant areas of land acquisition and accommodation works. This required the scheme to be managed by a project board which included officers from Streetscene and Place, Legal Services, Estates and external partner consultants within a very restricted timescale.
- 5.4. The main section of the scheme was delivered within the planned timescale and was operational for the main 2011 summer season. The remaining section, which was mainly in respect of the Totnes Road east arm of the junction involved a rebuild of a section of the adjacent public house and was carried out within a timescale to reflect their lowest trading period. This however led to the final stage not being fully operational until November 2012.
- 5.5. The widening of the Totnes Road East Arm of the junction was however reduced in length from the proposed full scheme due to financial constraints. Torbay Council has however acquired the necessary land in the remaining area and implemented utility service diversions in readiness for the additional widening, should funding be made available in the future. The reduced scheme does however appear to be working well at the present time.
- 5.6 As the completed junction has now been in place for more than 6 months officers have had the opportunity to assess the success of the junction to date. Journey time data has been compiled using Automatic Number Plate Recognition cameras, which were installed during the summer of 2010 and have been collecting journey time information before during and after completion of the scheme. No number plate information is stored in this system to comply with data protection.
- 5.7 The area of land at the junction where the former 'tile shop' previously stood has been included in the scheme and now incorporates a surface water attenuation tank which takes the additional rain water from the widened junction and discharges it at a controlled rate into the nearby stream, thus providing a sustainable drainage system. The land cannot therefore be redeveloped and will need to be retained in Torbay Council ownership. The Council will however need to develop a use for this area as they are still liable for the payment of business rates on this vacant site.

5.8 Journey Time Assessment

The Automatic Number Plate Recognition (ANPR) data has been analysed. The data measures journey times between two fixed camera points in all directions. Whilst journey times can always vary for a number of reasons, we are able to take average times for comparison.

Kings Ash Road – Brixham Road (southbound)

In 2010 prior to the scheme commencing mean average journey times between 7:00 am and 7:00pm between the fixed points ranged between 2 minutes and 6.5 minutes. For the same week in 2012 those times ranged from 2 minutes to 4 minutes. In a similar week since full completion the average journey times ranged between 1.5 minutes and 3 minutes. More importantly these times have become more consistent throughout the day.

On this approach however there are times when queuing traffic is apparent on Kings Ash Hill, although the queues do not appear at the junction itself. The problems appear to relate to periods of high demand for the signalised pedestrian crossing near to the Waterleat Road junction and obstruction of the start of the left hand approach lane by parked vehicles, reducing the flow of vehicles approaching the junction.

Brixham Road to Kings Ash Road (northbound)

In 2010 average journey times between the fixed points ranged between 1.5 minutes and 6 minutes. In 2012 for the same week these times were between 1.5 minutes and 3.5 minutes. In a similar week in 2013 the average times range did not change further but became more consistent.

It should be noted that additional right turn queuing capacity to this approach to the junction was increased following completion in November 2012, however it has appeared to have taken drivers a significant time to become familiar with the additional lane and start to use it.

Totnes Road – Collaton to Paignton (eastbound)

In 2010 average journey times between 2 fixed points ranged between 2 minutes and 6 minutes. In 2012 the same week saw journey times increase to between 2.5 minutes and 8 minutes. Following completion the 2013 average journey times reduced and ranged between 2 minutes and 4 minutes.

The 2012 figures are likely to have been affected by the fact that the signals were having to work on 'fixed time' due to the eastern arm of the junction being incomplete at that time. The 2013 figures again show more consistent journey times.

Totnes Road – Paignton to Collaton (westbound)

There were no available figures for 2010 for this arm of the junction and therefore the earliest figures are for 2011, which showed average journey times between the 2 fixed points as being between 2 minutes and 8.5 minutes. In 2012 following some

further improvements to this approach, the average times ranged between 3 minutes and 5.5 minutes and on completion in 2013 average journey times ranged between 1.5 minutes and 5.5 minutes. Again the overall journey times are more consistent.

5.9 **Kings Ash Road Pedestrian Crossing**

As stated, queuing on Kings Ash Road can become distorted by the effects of a high demand from the signalised pedestrian crossing near to the Waterleat Road Junction. This crossing is an important link to the nearby school, the convenience store and the nearby residential area. There are no engineering measures which could improve this situation in the immediate term, however this section of Kings Ash Road has been identified within the proposed future improvements to the 'Western Corridor' and this could include for providing a split 'staggered' crossing in any widening scheme and this would have the ability to have some linkage to the operation of the junction.

5.10 **Parked Vehicles on the Southbound Approach**

Members should note that additional parking restrictions on the southbound approach were recommended by officers in a report to the People (Communities) Policy Development Group in July 2011, where following a number of objections from affected residents in respect of the loss of parking, the members recommended not to implement the restrictions.

Highways Officers would request that the Working Party supports reconsideration of this recommendation as it is clear that the presence of a section of parked vehicles, equating to approximately 6 spaces would improve the flow of vehicles approaching the junction and their ability to fill the approach lanes. The location of the spaces in question is shown in **Appendix 1**.

As a mitigating proposal highways officers have identified that approximately 15 car parking spaces could be created within the former Tile Shop area, which could be offered on a permit controlled basis to residents. The estimated cost of constructing this area would be £17,000 and is detailed in **Appendix 2**.

5.11 **Former Tile Shop Area**

As indicated in A1.7 the residual area of the Former Tile Shop is currently vacant, however it remains a liability, which is subject to business rates until Torbay can prove an alternative use.

One possible use for the area as detailed in A1.10 is for a Torbay Council permit only car park for residents. It is likely that this will still be subject to some business rate payments.

The Community Partnership were contacted in 2011 and invited to propose an alternative use for this area. To date however no proposals have been received. The Council has also received a number of enquiries as to whether the area may be made available for lease for commercial purposes, such as a car sales area or

for advertising space. Any such use would have to take into consideration the fact that the underlying attenuation tank will require access for future maintenance.

The area could be adopted as public highway, although the surfacing would require investment to bring it up to adoptable highway standard. Officers have however received concerns from neighbouring residents that if the area is left as an open space it may attract anti-social behaviour. A permit controlled car park would be more difficult to implement if the area was adopted as public highway.

5.12 **Safety Audit**

An additional Stage 3 Road Safety Audit has now been carried out on the completed scheme. The Audit did not identify any major safety issues with the junction arrangement, however some very minor issues will be addressed as a result of the audit.

5.13 **Intelligent Traffic Control**

One of the main problems that has been experienced during the construction of the improved junction has been problems with using the installed intelligent control systems such as 'SCOOT' to give the junction full efficiency. The delay has been due to the implementation of traffic detection loops and associated communication links. As the physical works have now been completed these systems have recently been implemented and are already showing further improvements to the capacity of the junction.

6. **Possibilities and Options**

6.1 Proposed improvements to the Western Corridor will provide further benefits, however in the short term Members may reconsider the removal of a section of parking on Kings Ash Road to improve the queuing to the southbound approach to the junction and the creation of a permit controlled car park on the former tile site.

6.2 Members may consider that the parking on the approach remains in place and another use is recommended for the former Tile Shop Area.

7. **Preferred Solution/Option**

7.1 Member are recommended to support the option in 6.1.

8. **Consultation**

8.1 If the option to reconsider the removal of the parking and construction of a permit controlled car park is considered then this will be subject to further consultation with affected residents and the Community Partnership with the results being brought to a future Working Party. The removal of the parking did receive a significant number of objections previously.

9. **Risks**

9.1 If further improvements to the Western corridor are not progressed then the full benefits of this junction improvement will not be realised.

- 9.2 If the removal of the parking on the southbound approach are not supported then queuing prior to the junction will continue at peak times.
- 9.3 If the former Tile Shop area is converted to a permit car park, residents may choose to improve their rear access and use their own off street parking as an alternative, leaving the facility underused and without sufficient income to fund enforcement.

Appendices:

Appendix 1 Location plan of proposed area of additional parking restrictions..

Appendix 2 Draft plan of proposed conversion of Former tile Shop to parking Area.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

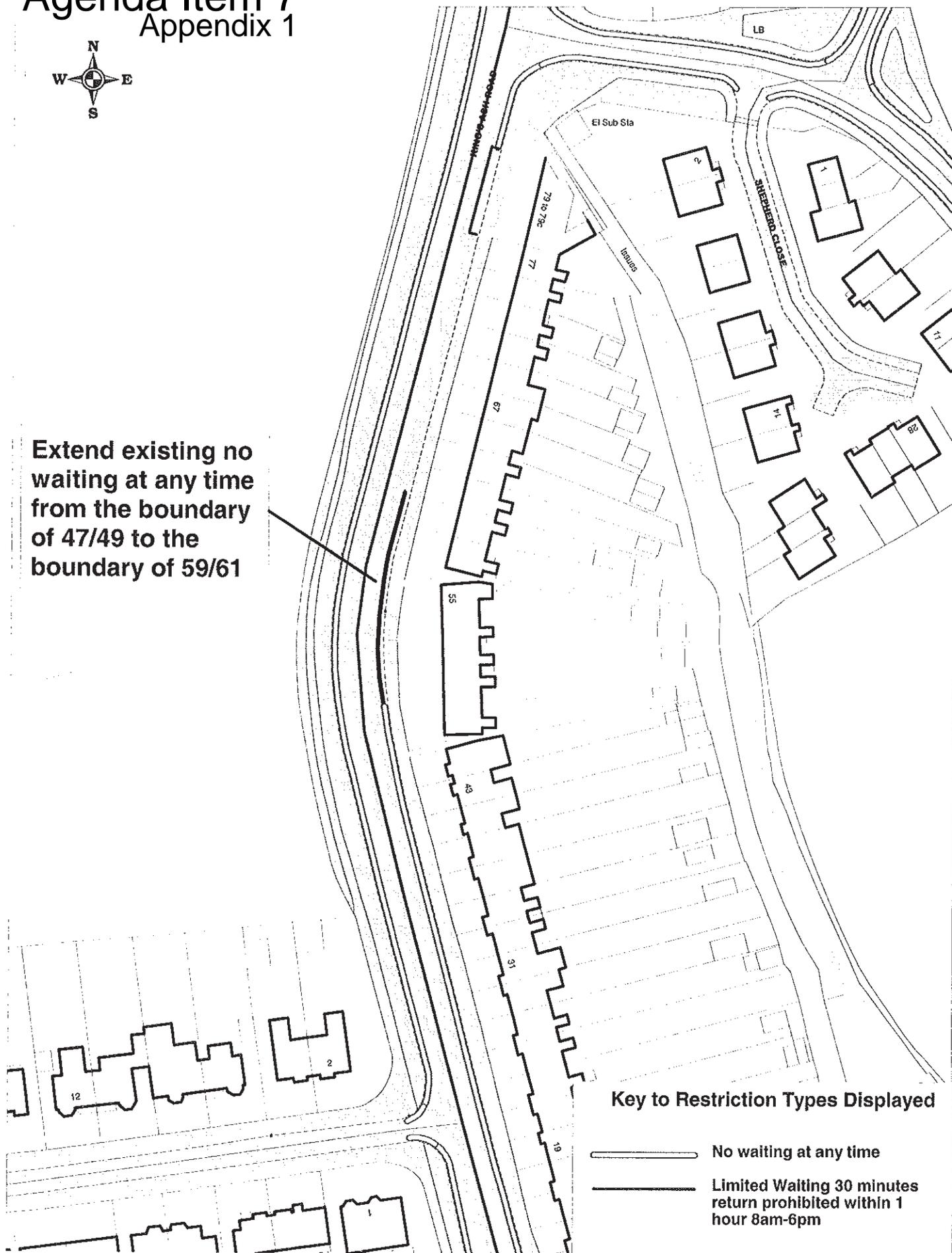
Local Transport Plan 2

Local Transport Plan 3

Agenda Item 7 Appendix 1



Extend existing no waiting at any time from the boundary of 47/49 to the boundary of 59/61



Key to Restriction Types Displayed

-  No waiting at any time
-  Limited Waiting 30 minutes return prohibited within 1 hour 8am-6pm



Extension of waiting restrictions Kings Ash Road Paignton

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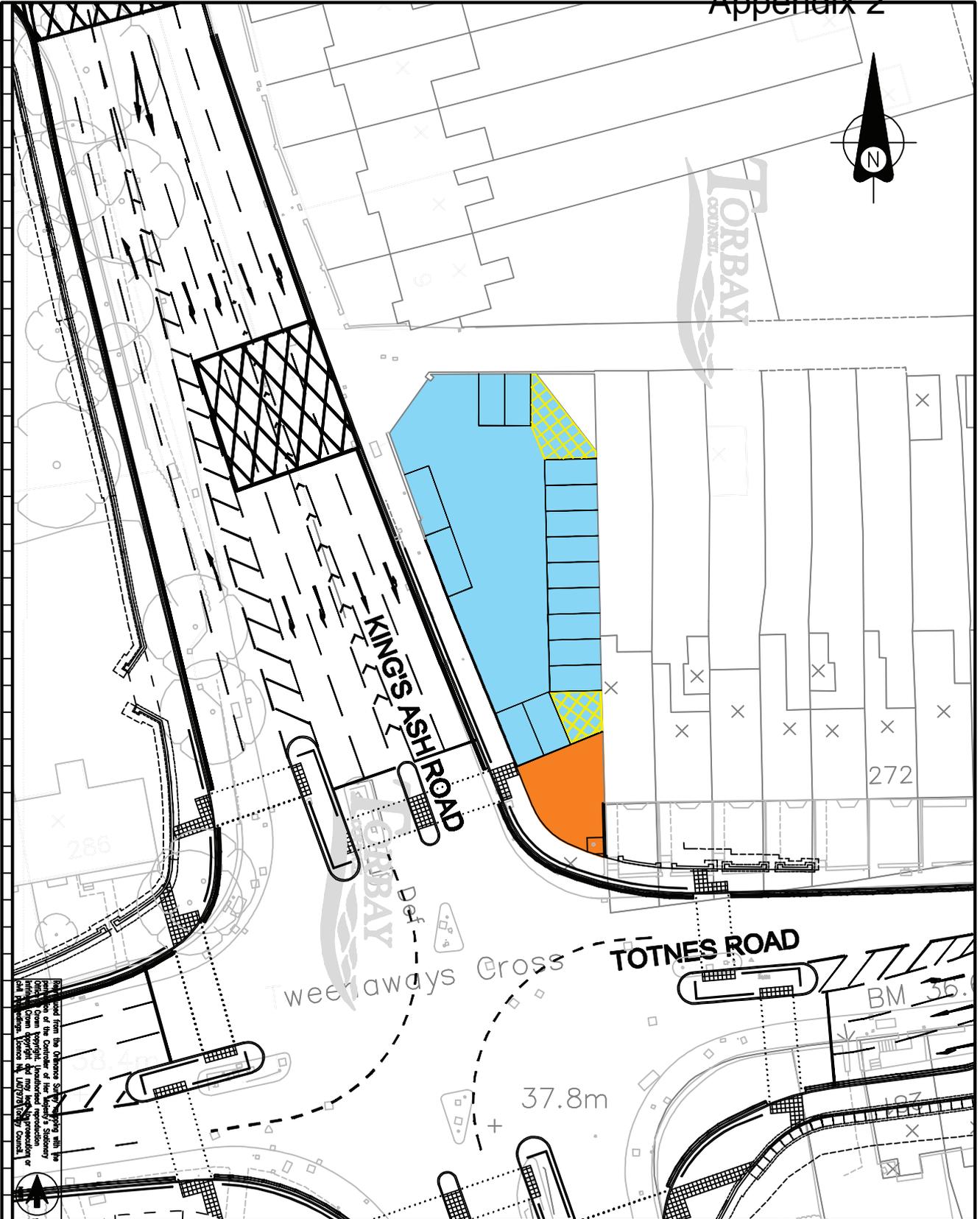
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<p>NOTES</p> <p>Proposed parking area for residents</p> <p>Area to retained as Public Highway</p>							
<p>drawing RDS</p>	<p>scale(s) 1:500</p>						
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<p>Page 41</p>							
<p>SCHEMATIC TITLE</p> <p>TWEENAWAYS CROSS JUNCTION IMPROVEMENT</p>							
<p>DRAWING TITLE</p> <p>Appendix 2</p>							
<p>Old Tile Centre Possible parking layout</p>							
<p>drawing number 8/9/14_07</p>							

Agenda Item 8



Meeting: Transport Working Party

Date: 6th June 2013

Wards Affected: Roundham with Hyde, Goodrington with Roselands

Report Title: Paignton Harbour to Goodrington Cycle Route

Executive Lead Contact Details: Sue Cheriton, Executive Head, Residents & Visitor Services

Supporting Officer Contact Details: Ian Jones, Principal Engineer (Highways Development & Traffic)

1. Purpose

- 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. Proposed Decision

- 2.1 Members are recommended to approve implementation of the cycle routes shown in '**Appendices 1 & 2**' in this report.

3. Action Needed

- 3.1 A recommendation from this Working Party is required to assist the appropriate Executive Lead Member and Director to grant a formal decision on implementation.

4. Summary

- 4.1 The principle of this route was recommended for implementation by the Working party in September 2012, subject to consultation.
- 4.2 A consultation exercise has been undertaken with affected stakeholders.
- 4.3 The approval of this Working Party is being sought to progress implementation of this route following consideration of the results of the consultation exercise.
- 4.4 The proposed works form links to existing cycling facilities in the location and also forms part of the National Cycle Network.

Supporting Information

5. Position

- 5.1 A report was presented to the Transport Working Party on 13th September 2012 outlining proposals for the Paignton Harbour to Goodrington Cycle Route. At that meeting members recommended that the proposed route be progressed subject to consultation with affected stakeholders.
- 5.2 A consultation exercise has now been undertaken using the Torbay Council Website and the Community Partnerships, The Parks Friends Group, Beach Hut Users Group, Ward Members and Sustrans were advised of the details as published and invited to distribute to their representatives for comment. The consultation period commenced in mid February 2013 and ended at the end of April 2013.
- 5.3 The consultation has resulted in a total of 25 responses of which 18 were in support, 6 objected and 1 was a 'comment only'. Copies of the correspondence in support are included in **Appendix 3** to this report and correspondence against and 'comment only' are included in **Appendix 4**.
- 5.4 In addition officers were invited to attend meetings with the Youngs Park Friends Group in order that the proposals affecting this area and Goodrington Sea Front could be discussed in more detail.

These meetings raised a number of concerns in respect of safety and officers were able to advise on these issues. The Group also stated that they did not support the 'alternative route' through Youngs Park as identified on the consultation drawing.

- 5.5 Following the consultation the scheme is proposed to remain as two phases, as detailed in **Appendices 1 & 2** to this report and as detailed below. Following consultation any routes shown as 'alternative routes' on the consultation plans have been removed following feedback from the consultation.
- 5.6 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/cyclepath 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/cyclepath.
 - 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/cyclepath through Goodrington/Youngs Park using the existing central pedestrian route to join Tanners Road.

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 cyclepath/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. This section to be considered in more detail prior to implementation due to the current changes to the pedestrian crossing and the layout of street furniture in this vicinity.

5.7 In addition to providing a high quality leisure cycle route along this section of sea front, the link along Goodrington South promenade 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.

5.8 As this scheme affects both highway and public amenity area, Members of both this Working Party and the Place Policy Development Group are now being requested for their recommendation to implement this scheme

5.9 It is anticipated that subject to approval, Phase 1 of this scheme could be implemented in Autumn 2013 with Phase 2 being implemented during the following Spring subject to available funding.

5.10 The scheme will be funded where possible from Developers Section 106 planning contributions for sustainable transport initiatives. Further funding from the Council's Integrated Transport Capital allocation may also be considered for this proposal.

6. Possibilities and Options

6.1 The Paignton Harbour to Goodrington Cycle Route may be implemented as detailed in **Appendices 1 & 2**.

6.2 Members may consider 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).

6.2 Members may consider that Phase 1 of the scheme is progressed only.

6.3 Members may choose to recommend that the route is not implemented.

7. Preferred Solution/Option

7.1 Due to the level of support and the amenity value of this section of the route the option shown in 6.1 is recommended as the preferred option.

8. Consultation

8.1 Consultation has been undertaken with interested parties regarding the preferred scheme. The organisations contacted regarding this proposal included the Roundham with Hyde and Goodrington with Roselands Community Partnerships, Ward Councillors, the Beach Hut Users Group, Youngs Park Friends Group, Coast and Countryside Trust and Sustrans. 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. Where any frontagers are directly affected by the scheme then they will be given advance notice of the works.

9. Risks

9.1 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.

9.2 If the route is progressed there is a risk 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.

Appendices:

Appendix 1 Indicative plan of Phase 1

Appendix 2 Indicative plan of Phase 2

Appendix 3 Copies of correspondence in support of the scheme

Appendix 4 Copies of correspondence objecting to the scheme and other comments.

Additional Information:

None.

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

Report to the Transport Working Party – 13th September 2012.

KEY	
	Proposed Cycle Route
	
	
	

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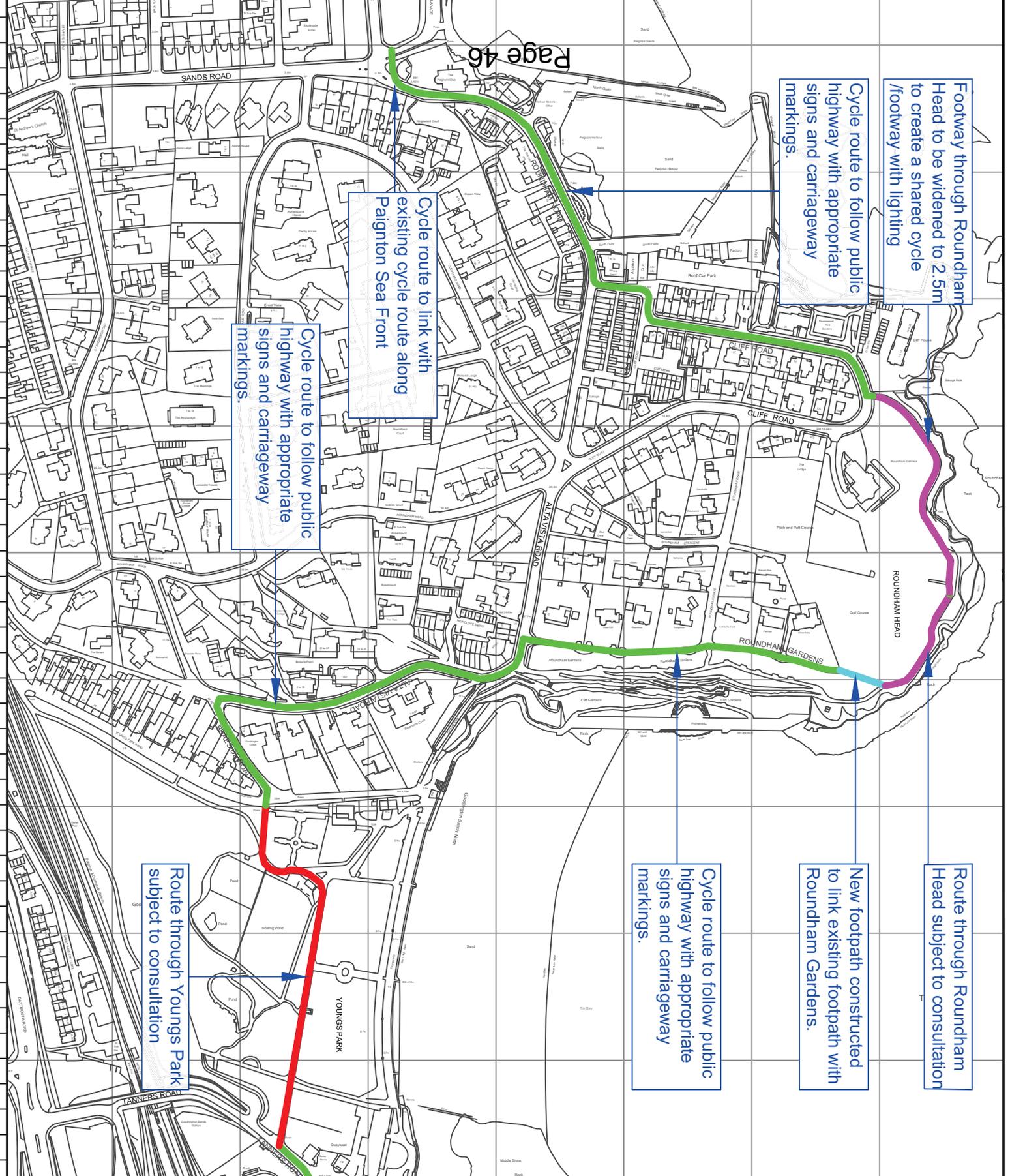
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SCHEME TITLE
PAIGNTON HARBOUR TO
GOODRINGTON
CYCLE LINK

DRAWING TITLE
APPENDIX 1
PROPOSED CYCLE ROUTE
PAIGNTON HARBOUR TO
TANNERS ROAD

drawing number 8/112/18 07/1

REV



Footway through Roundham Head to be widened to 2.5m to create a shared cycle /footway with lighting

Cycle route to follow public highway with appropriate signs and carriageway markings.

Cycle route to link with existing cycle route along Paignton Sea Front

Cycle route to follow public highway with appropriate signs and carriageway markings.

Cycle route to follow public highway with appropriate signs and carriageway markings.

New footpath constructed to link existing footpath with Roundham Gardens.

Route through Roundham Head subject to consultation

Route through Youngs Park subject to consultation

KEY

Proposed Cycle Route

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RESIDENTS & VISITOR SERVICES,
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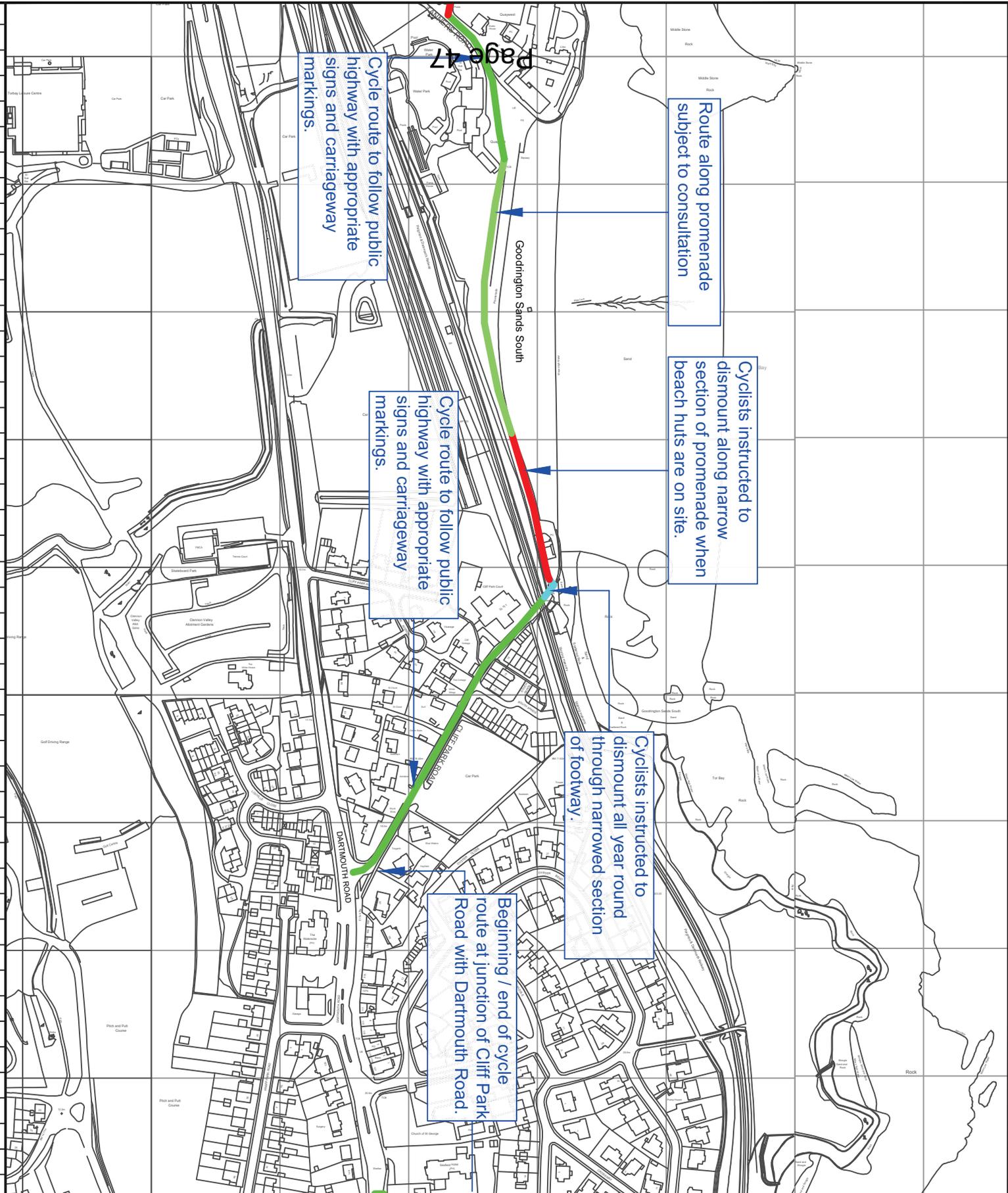
SCHEME TITLE
PAIGNTON HARBOR
GOODRINGTON
CYCLE LINKS

DRAWING TITLE

APPENDIX 2
PROPOSED CYCLE ROUTE
TANNERS ROAD TO
DARTMOUTH ROAD

drawing number 8/12/13 07/2

REV A



Agenda Item 8

Appendix 3

INCOMING EMAIL

From: [Redacted] >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 04/03/2013 14:07:04
Subject: Cycle routes in Torbay.

Dear sir .

My e mail is in support of the proposed cycle way from Paignton to Goodrington. Firstly as keen cyclist I would welcome this route as a means of safer cycling in this area. Secondly I have encouraged my children and now my grandchildren to ride bicycles and I know that they also would benefit from these proposed routes. Thirdly, these routes would be an attraction to tourists as an alternative means of transport during the summer season. Finally as obesity is such a major concern today, any initiative by a local council to encourage physical activity is to be highly commended .

p.

Sent from my iPad

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/03/2013 20:08:03
Subject: Cycle routes in Torbay

As a keen road cyclist I would welcome any and all cycle routes proposed for Torbay and the cycle velodrome proposal and would make use of both, I have had various close calls whilst out cycling the local area and have even been abused and knocked off. I welcome anything that promotes safer cycling routes in or around torbay as it would encourage more of my cycling friends to enjoy our local area. Please take this email as support for the proposed cycle routes.

Kind regards

Sent from iPhone

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 03/03/2013 21:24:03

Subject: Cycle routes

As a member of mid devon cycle club I am in favour of any cycle routes in an area. With Torbay being traditionally a holiday resort, traffic is a major problem for any users of the road especially cyclists. If more cycle routed are made available then more cyclists can keep safe.

Thanks

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 03/03/2013 22:27:03

Subject: Goodrington Paignton Cycleway

As a local resident and a father of a 6 year old girl, I am looking forward to the proposed cycle route between Paignton and Goodrington. It would make a safe way to take this journey with my daughter without the need to get in a car.

Any people worried that cyclists might go too fast and knock them down need not worry as this route is not a time saving way of getting from A to B; any cyclists wanting to do this journey quickly will use the main road way which, whilst more risky, is so much faster than the prettier coastal cycle route.

Of course, much care needs to be taken with the precise layout of the route. There are many cycle routes that make cycling a more hazardous journey than when sharing the road with cars. For example, where cycle routes encounter side roads, they need to be given priority over the side roads, in the same way as cars going down a road have the right of way over traffic joining from side roads.

Please add this to your consultation respondents.

Totnes
Devon

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/03/2013 22:35:03
Subject: Cycle routes

A great idea to have a route from paignton harbour and goodrington. Thumbs up from me and my family. More cycle routes the better. Keep us safe and active.

Sent from my Sony Ericsson Xperia arc

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/03/2013 22:54:03
Subject: Youngs Park/ Goodrington

Good day to you,

regarding the proposed cycle route through Youngs Park and Goodrington Sands, I believe, if you are serious in your efforts to get people cycling, this is a real necessity, the alternative busy road, past the YMCA is not overly wide, two way HGVs passing in opposite directions, as one is passing a cyclist, I'm sure you can see the potential danger.

I write as a regular cyclist, and this is a road I am very reluctant to cycle up, and I am sure that it is just the kind of thing to stop potential cyclist from even entertaining the idea of cycling, so, if you wish to make Torbay cycle friendly, this is exactly the kind of provision that is needed.

Yours sincerely,

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/03/2013 23:04:04

Subject: Proposed Cycle Routes from Holicome to Goodrington

I would like to add my pennies worth to the debate. I am very much for the route as I believe that this would be a great opportunity for the bay to promote cycling in the bay for all the family and to be save away from traffic as much as possible. With Sky ride and then new cycling facility @ Clennon valley and tour series all happening it is the right time for the bay to be a cycling friendly place..

I grew up on Paignton and now how bad the traffic can for cyclists

I believe it is only right to revoke the bylaws so that children friendly routes can be used safely away from traffic as much as possible.

I believe that route should be extended to Clennon Valley and the proposed velodrome

Yours sincerely

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/03/2013 18:10:04

Subject: Cycle Route - Paignton Sea Front to Goodrington.

I have studied the proposed routes and as a cyclist will be happy with either proposal. As far as I am concerned Torbay are to be congratulated on the initiatives taken to encourage cyclists. As a member of CTC, Torbay section, I am a regular cyclist and these routes are much needed. The roads are now very congested, especially in the summer which is potentially a particularly dangerous time as visitors are not always aware of their routes and it is all too easy to miss seeing a cyclist. Hence the urgent need for as many cycle paths as possible. Not only will this encourage people to cycle but it will make cycling safer for all.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 07/03/2013 13:14:07

Subject: Cycle Link between Paignton Harbour and Waterside Consultation

Dear Sir/Madam,

Please note I would like to give my full support for the for a cycle link between Paignton Harbour and the Waterside shops at Goodrington. The proposed route through a combination of quieter roads and some shared pedestrian/cycle routes in off road areas through Roundham Head, Goodrington Park and Goodrington South Promenade sound ideal.

At present it is not a pleasure cycling in a lot of areas within Torbay and I often drive out to Newton Abbot with my bike in the back of the car just to find a cycle friendly route. Therefore anything Torbay Council does to promote cycling within this area will receive my full support.

Regards

Paignton

Confidentiality Notice

Please note...

This email and any attachments are intended solely for the use of the intended recipient(s) and may contain confidential information and/or may be legally privileged.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 08/03/2013 12:11:08

Subject: Paignton Harbour to Goodrington cycle route

Dear Sirs

Could I please add my support to this cycle route, whichever option is finally agreed upon has got to be good from all sorts of angles:

Tourism

Congestion

Safety

Health and fitness

Younger community involvement

Cycling has to be promoted more broadly to the community.

Devon

J

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/03/2013 01:25:12

Subject: Hollicombe to Goodrington proposed cycle path route

Sir/Madam,

I support the proposal for a cycle path from Hollicombe to Goodrington, provided the needs and safety of pedestrians are also fully taken into account.

There are insufficient dedicated cycle paths within Torbay, and this will go some way towards addressing this, whilst making this route safer for cyclists by giving them an attractive [partial] off-road option.

Yours faithfully,

- - -
S,

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 12/03/2013 20:21:12
Subject: Re cycle route consultation Goodrington

Dear Sir

I would like to support the proposed cycle route from Paignton Harbour to Waterside using the path at Roundham Head.

I would support the use of a shared pathway which runs behind the seafront to the rear of the Seashore Centre. An additional alternative route along the seafront would be welcome, but there would have to be plenty of warning signs to walkers.

However past the Splashdown site, I do not believe that cyclists should be made to dismount. Provision for a cycle route at the back of the promenade should be made as part of the Clennon Valley redevelopment. It also needs to link in with the proposed Velodrome site.

At the end of the promenade provision could be made to request cyclists to dismount to go under the railway line in the peak summer months. But in the quieter winter months it should not be necessary.

I have concerns about how the junction with the Dartmouth Road will work, will there be a white line along Dartmouth Road at Waterside as an alternative to the shared pavement.

Is it also possible to include second or third sections of lowered pavement going further up the hill where the bus lane starts. If there are people walking down the pavement it is not always possible to join the pavement at the existing single point and currently you are unable to join the pavement any further up that hill.

There should also be an alternative lowered pavement at the exit at the top of the hill for use when traffic conditions allow.

Yours sincerely

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 13/03/2013 08:20:13
Subject: Cycle Route Consultation - Paignton Sea Front to Goodrington

I would like to confirm my support to the proposals for a cycle link between Paignton Harbour and Goodrington. Clearly there a couple of points on the route where care will be required by both pedestrians and cyclists but hopefully with the signage proposed both groups will be able to enjoy the shared routes.

In due course as the Velodrome progresses I hope you will consider linking that facility into this cycle route.

Kind regards

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 16/03/2013 22:35:16
Subject: Proposed Cycle Routes

Dear Sir

Ref. Proposed Cycles Routes Hollicombe Park to Goodrington via Paignton Sea Front.

I strongly support these proposals which are urgently needed if Torbay is really serious about promoting cycling and would really be a benefit to tourism. I am a cyclist myself and the wish to see better cycling facilities in the Bay obviously follows. However, I am not just supportive and then allow others to do all the work, but have taken SkyRide Leaders Courses in order to qualify to lead forthcoming Skyride events in the Bay this summer to get more people riding. These new riders will not be so confident in today's traffic and in order to get and keep these people on bikes, better routes are in demand. The proposed routes (except in Hollicombe Park because of the steps) are in fact already commonly used by cyclists to avoid the alternative roads which are extremely busy and can be quite daunting at times. Obviously some dog walkers in Young's Park will object as these critics are often verbal at the time despite riders being most courteous towards them and ensuring they are given a wide berth. These people are pedantic without reason seemingly they would prefer cyclists to be endangered on the roads rather than share the path through the park. Obviously you are aware the path in question is sufficiently wide enough for all.

Following the implementation of these improvements, I trust the Council will also look to extend the cycle route to Brixham opening up the access to Broadsands from Broadsands Park Road and then from Broadsands car park into Bascombe Road near Churston Ferrers to pick up North Boundary Road for Brixham Quay. This would be a real feather in the cap of Torbay which I am sure will attract cyclists to holiday in the Bay.

Yours faithfully

Planned cycle route from Paignton Harbour to Three Beaches.

Having looked at the drawings and then walked through the whole route with Ian Jones it is my opinion that the proposal will go a long way in providing a scenic cycle route that is, as far as possible, motorised traffic free. Where it does use roads open to all vehicles the hourly count is generally very low and with the planned signage sharing the road for short sections should not prove an issue for cyclists or other road users.

While the route has some hills to climb in most cases these offer the cyclist an opportunity to take in the views that at times spread all round Torbay. These are views that you will find hard to better in the UK.

Because of the hills and its winding nature the route it will appeal to the leisure cyclists more than the commuter. It will be a feature among Torbay's many other attractions that will help draw in family cyclists who wish to see more of Torbay and currently do not have the opportunity to do so on two wheels.

The walk through did show some places where thought has to be given to the signage and I am certain that these minor points can be addressed.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 25/03/2013 10:49:25

Subject: Cycle route consultation

In response to your request for comments regarding the proposed cycle route through Paignton Harbour and Roundham I would like to make the following observations :

1. I welcome this move to have a designated cycle path as cyclists currently cycle on the footpath on Roundham Head which is very narrow and you often can't hear them coming behind you.
2. I prefer the proposed route to the alternate route as the latter is too close to the pedestrian path and also would be closer to the beach huts in summer. There are often toddlers and children in this area who are not expecting any traffic.
3. My concerns about the scheme are:
 - i) for the cyclists on Roundham Road and Cliff Road in the winter months. Parking is allowed on one side of Roundham Road and both sides of Cliff Road which makes it very narrow for 2 lanes of traffic, particularly on the bends at the start of Cliff Road. Cyclists would be vulnerable here unless there was good signage to warn drivers of potential cyclists.
 - ii) Adams Gas and other business vehicles regularly park on the pavements so pedestrians have to walk in the road, on the bend, to get past. Cyclists would again be at risk here.

As a regular daily walker on Roundham Head I have been concerned about cyclists in the gardens and wondered why Roundham Avenue could not be used as a way into the gardens, avoiding the narrow route at the entrance to the park. Using this route would avoid the clash of cyclists with pedestrians altogether. I have nearly been knocked over more than once by cyclists riding on the pavement as I have gone onto the pavement from my entrance . Families particularly seem to favour this over the road, for obvious reasons.

Tel : 01803 212121

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 25/03/2013 15:41:25

Subject: harbour to three beaches

Planned cycle route from Paignton Harbour to Three Beaches

This planned signposted cycle route from Paignton Harbour to Three Beaches is ideal for young family groups to enjoy exercise to-gether away from major roads at a leisurely pace.

The route enjoys outstanding views of Torbay from good vantage points. The challenging hills also provide an opportunity to enhance the views.

By walking the route, careful consideration of the signage was undertaken.

INCOMING EMAIL

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 02/04/2013 10:43:02
Subject: Paignton Harbour to Goodrington cycle route proposals

Sustrans welcomes and fully supports the proposals by Torbay Council to develop the cycle route from Paignton Harbour to Goodrington as detailed on your website at
<http://www.torbay.gov.uk/index/yourservices/transportandstreets/cycling/proposedcyclerroutes.htm>

This will provide a vital next section of the National Cycle Network route 28 around Torbay, which will be linked into Devon via Newton Abbot and Totnes in due course. It will encourage local residents and visitors to use more sustainable means of travel around the area and have beneficial effects on traffic congestion, air quality, health and economy.

Best wishes

Normal working days Mon-Thurs

Agenda Item 8

Appendix 4

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/03/2013 11:03:04

Subject: Cycle path

I have looked at the plans for the new cycle path and object most strongly to the proposed route through Youngs park. To let cyclist go right across the grass where children run freely at the moment is a ridiculous idea and stymies the whole concept of the Park. People occupying the beach huts facing the boating lake have no worries at the moment about letting their little ones play on the grass but that would not be the case once a cycle path was implemented .Please think again .

INCOMING EMAIL

From: [Redacted]
 To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
 SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
 CC: [Redacted]
 Date: 26/02/2013 16:32:26
 Subject: cycleway; Paignton to Goodrington

Re; the proposed cycle route.

I work on [Redacted] from April till October and have done so for the last twelve years. This is the quieter end of Goodrington promenade. I have during that time seen many confrontations between pedestrians and cyclist and several accidents involving dogs, children and the elderly. Youngs Park and South Sands promenade are considerably busier due to the higher volume of bathers, customers from Red Rock Cafe and Splash Down, drinkers and diners from the Premier Inn and of course the arcades.

I am all in favour of encouraging outdoor activities, but to give NO PRIORITY to either Pedestrians or Cyclists can only cause confusion for both sets of users of this proposed facility.

May I suggest you contact people who have worked and use the area, practical experience counts for a lot more than lines on a map.

]

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 28/02/2013 11:19:28

Subject: cycle route via youngs park

Dear Sirs ,

I think it is dangerous to have people cycling through Youngs Park.I have had occasion to be startled by a cyclist coming up from behind me,and i can foresee accidents occurring.This is a Park & should remain so.

Yours sincerely

INCOMING EMAIL

From:
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 05/03/2013 17:05:05
Subject: FW: Cycle path

I would like to add I agree with the enclosed letter, Yours Sincerely,
s,
No relation to the other .but a fellow member of Youngs Park Association

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

From:
To: Highways@torbay.gov.uk
Sent: Monday, March 04, 2013 11:03 AM
Subject: Cycle path

I have looked at the plans for the new cycle path
and object most strongly to the proposed route through Youngs park. To let
cyclist go right across the grass where children run freely at the moment is a
ridiculous idea and stymies the whole concept of the Park. People occupying the
beach huts facing the boating lake have no worries at the moment about letting
their little ones play on the grass but that would not be the case once a cycle
path was implemented .Please think again .

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 29/04/2013 15:58:29

Subject: Cycle route through Youngs Park

Dear Sir/Madam

I am writing to express my concern for and disapproval of the proposed cycle route through Youngs Park.

As a local resident who often walks my dog in this park and takes my niece to play there, I feel it would be unwise to route the cycle path through it. There are many small children who play in this area and dogs have a rare opportunity to spend some time off of the lead, it is also popular with the elderly who are often hard of hearing and would be unaware of a pushbike approaching.

The possibility of a collision between a cyclist and a child, elderly person or a dog is not a risk worth taking. If you persist in the idea of a cycle route through the park then cyclist should have to dismount at the park entrance and walk through the park. This would have little impact on the cyclist but would prevent the possibility of any harm coming to them or the other park users.

I would like my strong objection to this proposal noted.

Regards

INCOMING EMAIL**From:****To:** Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>**Date:** 29/04/2013 16:44:29**Subject:** proposed cycle route through Young's Park

Dear Sir/Madam

I am opposed to the proposed cycle route through Young's Park. "In the park the cycle route will be a shared route with neither pedestrians nor cyclists having priority" This will be dangerous for pedestrians and will lead to injuries for pedestrians, especially for the elderly and young children due the aggressive or inconsiderate behaviour of some cyclists. "From Tanners Road the route will continue on to South Sands promenade where, at the far end cyclists will be required to dismount during the summer months. This is because when the beach huts are in position the pathway is not wide enough to accommodate pedestrians and cyclists"

INCOMING EMAIL

From: :

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 26/02/2013 20:04:26

Subject: propped cycle path between Paignton Harbour & Goodrington

Good Morning I would have no objection but I cannot remember ever seeing any cyclists in the Roundham area, anyone who can cycle from the bottom of Braeside Road to the top of Roundham has more energy & stamina than I ever will and I am a keen cyclist!! :



Meeting: Transport Working Party

Date: 6th June 2013

Wards Affected: Tormohun

Report Title: Torbay Road, Torquay – Consultation Review

Executive Lead Contact Details: Sue Cheriton, Executive Head – Resident & Visitor Services

Supporting Officer Contact Details: Ian Jones, Principal Engineer (Highways Development & Traffic)

1. Purpose

- 1.1 This report is to review the results of a public consultation regarding the layout on Torbay Road, Torquay, adjacent to Rock Walk and consider whether the scheme should remain in place or be reverted back to its original 'dual carriageway' arrangement.

2. Proposed Decision

- 2.1 That in view of the preference identified from the consultation that Torbay Road is reverted to a 'dual carriageway, arrangement and that revised traffic regulation orders are advertised and implemented if no objections are received.

3. Action Needed

- 3.1 A recommendation from this Working Party is required to determine whether the trial traffic arrangement at this location should remain and be funded to provide a permanent layout or whether funding is directed to reinstating the previous dual carriageway arrangement.

4. Summary

- 4.1 The current traffic arrangements on this section of Torbay Road were implemented as a semi-permanent scheme prior to the summer of 2011 following a full consultation with stakeholders and the public, which was the subject of a report to the Transportation Working Party on 6th November 2009.
- 4.2 Following a recent review the Working Party recommended that a further public consultation was carried out prior to considering the layout further.

Supporting Information

5. Position

- 5.1 A report was presented to this Working Party on 31st January 2013. The report reviewed the success of the trial scheme adjacent to Rock Walk as approved by the Transportation Working Party on 6th November 2009 and gave options on continuation of the current two-way traffic arrangement or consideration of reverting the arrangement to the previous dual carriageway traffic arrangement.
- 5.2 The Working Party recommended that a consultation be progressed to consider ending the current arrangement for the A379 Torbay Road, Torquay, adjacent to Rock Walk with a view to reinstating the previous dual carriageway arrangement and increasing the on-street parking provision.
- 5.3 A consultation exercise has now been carried out with stakeholders and the public using the Torbay Council website during April/May 2013 and a public exhibition at the Princess Theatre for three days in April 2013, both. The response results of the consultation are included in **Appendices 1-3** to this report.
- 5.4 The current scheme was fully implemented in June 2011 using the minimum amount of engineering works to provide a layout, which would effectively work on a semi-permanent basis. The scheme has been deemed to have improved traffic flow through this section of the A379 as there is no delaying effect by vehicles maneuvering in and out of parking spaces, however the layout has reduced the number of available on-street parking spaces and has raised safety concerns in respect of pedestrians not fully understanding the layout when crossing.
- 5.5 Since implementation there have been 4 reported slight injury collisions involving pedestrians and 1 slight injury collision involving a cyclist. Warning signage is in place however there is evidence that visitors to the area have been confused by the layout. It should however be noted that the original layout did also have some reported collisions and as such reverting back to this layout does not necessarily constitute a reduction of risk to the public.
- 5.6 It is however likely that the safety concerns within the current layout would be overcome if additional investment was provided to make the layout into a permanent scheme and to change the appearance of the seaward carriageway, with some widening to provide echelon parking and surfacing the area in a different material to make the parking area substantially different from the two way carriageway. The level of investment required is likely to be between £150 - 200,000, depending on the level of improvements considered.
- 5.7 The investment required to revert the road layout back to its original dual carriageway arrangement is likely to be in the region of £45,000 if no additional engineering improvements or facilities are provided.
- 5.8 The results of the consultation are summarized as follows:

For responses sent directly to Highways a total of 39 letters were received of which 37 gave a yes/no response and 2 were comment only copies are attached in **Appendices 1 & 2**.

Total In favour of Current layout – 16 (43%)

Total in favour of reverting to dual carriageway – 21 (57%)

For responses sent through the corporate on line survey a total of 90 responses were received and the report on the survey is attached in **Appendix 3**.

Total in favour of current layout – 33 (39%)

Total in favour of reverting to dual carriageway – 57 (61%)

The results therefore show a slight preference towards reverting the traffic arrangement back to a dual carriageway, however there were a number of additional comments regarding the area and these are summarised within the Appendices.

- 5.9 Members will be aware that this review also coincides with current negotiations in respect of the proposed highway layout to the frontage of the current redevelopment of the former Palm Court hotel. The physical works to the development are now under way and the developer is proposing commencement of the adjacent highway works in the forthcoming autumn. In order that officers can agree the revised layout to coincide with this timescale a recommendation from this Working Party on the preferred layout is required.
- 5.10 Whilst this report includes an officer recommendation, based on the results of the consultation, members should be mindful that officers would also advise that both the current and original layouts are workable in highways terms. It is also worth noting that at the time of the original approval it was proposed that the seaward carriageway could be further utilised to host events, which to date has not materialised.

6. **Possibilities and Options**

- 6.1 Members may recommend that the traffic arrangement of Torbay Road, Torquay should be reinstated as the original dual carriageway arrangement.
- 6.2 Members may consider that the current traffic arrangement should remain in its present form and be progressed to a permanent layout when funding allows.
- 6.3 Members may consider that the trial period for the current arrangement should continue for a further summer season following which the scheme can be reviewed again. This would however mean that the highway works in front of the former Palm Court development would have to reflect the current layout and would incur additional expense to alter if the layout is then reverted to a dual carriageway.

7. **Preferred Solution/Option**

- 7.1 Highways officers do not have a technical preference between the options in 6.1 and 6.2 as both layouts are workable, however as the consultation shows a general preference for 6.1, officers are recommending this as the preferred option.

8. **Consultation**

- 8.1 The consultation as recommended by the working Party has now been completed.

Any traffic regulation orders that require amendment following this review will need to be formally advertised and any resulting objections will be presented to a future meeting of this Working Party.

9. Risks

- 9.1 The additional parking provision from reverting the layout to a dual carriageway has the potential to provide additional parking income from this section of highway. There is a risk however that the additional on street provision will cause some displacement of vehicles from car parks, especially in the evenings when the on street parking is free and this may result in the additional income not fully materializing and not covering the costs of the changes in the short term.
- 9.2 There is a risk that the return of the traffic arrangement to 'dual carriageway' will adversely affect traffic flow in this area and increase traffic congestion in the area.
- 9.3 There is a risk that if a decision on the future of this section of road is delayed then this may result in the developers improvements to the frontage of the former Palm Court Hotel requiring alteration in the future at public expense.

Appendices:

Appendix 1 – Copies of correspondence to highways in favour of current arrangement.

Appendix 2 – Copies of correspondence to highways in favour of previous dual carriageway arrangement and other comments.

Appendix 3 – Copy of report for the corporate on line consultation.

Additional Information:

Members may wish to view the on line consultation using the following link:

www.torbay.gov.uk/torbayroad.htm

Documents available in Members' Rooms:

None.

Background Papers:

Report to Transportation Working Party 6th November 2009

Report to Transport Working Party 31st January 2013

INCOMING EMAIL

From: >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
CC:
Date: 03/05/2013 18:44:03
Subject: Torbay Road adjacent to Rock Walk

Traffic scheme CONSULTATION ON Torbay Road adjacent to Rock Walk.

I strongly support the single carriage way scheme on this piece of road, with the parking provision along the carriageway on the Princess Theater side. This scheme appears to have worked well since it was introduced after the Rock Walk cliff face was completed.

. The traffic flow is not interrupted by vehicles stopping to park as happened frequently when the dual carriageway system was introduced,

. Pedestrians were faced with crossing two lanes of traffic when leaving their cars on the cliff side whereas with the single lane system without parking in the traffic lane, this risk is eliminated.

. Under the single carriageway system, the numbers of pedestrians using the crossings at both the Torbay and the Palm Court end is reduced since the parking is eliminated as drivers and passengers are already on the seaward side when alighting - improving the flow of traffic.

. Safety could be improved without significantly affecting traffic flow if a strictly enforced 20mph speed limit was introduced at least along the section of carriageway in question, but at best from the Clock Tower on the Strand along the whole length of the Strand and Torbay Road to the Grand Hotel(taxis, to and from the station are currently amongst the worst speed offenders)

I believe that the section of carriageway used for parking could be improved and surfaced in such a way to eliminate speed bumps , controlling speed and blending the area into the regenerated seafront as and when funds permit.

Having lived in Torquay and been involved in the Tourist Industry locally since 1970, I am firmly of the opinion that reverting the road system back to dual carriageway would be a retrograde step.



CHELSTON LEISURE SERVICES
UNIT 1 GPNL ESTATE
LONG ROAD
PAIGNTON
TQ4 7BL

TEL: 01803 666736
FAX: 01803 666736
Email: info@dialabus.info
Website: www.dialabus.info



local
link

CPT
member

22nd April, 2013

23 APR 2013

John Clewer,
Resident & Visitor Services
Highways & Engineering
Lower Ground Floor, Town Hall.
Torquay TQ1 3DR.

Dear Mr. Clewer

Re: Traffic Flow Torbay Road

Further to our recent telephone conversation I would like to point out in the strongest possible terms that we feel the existing traffic arrangements which were instigated in June 2011 have been a great success with reference to the following points

1. As the existing carriageway has no parking on the outside lane the traffic flow is constant and without holdup enabling the bus services to run as per timetable. Reverting to the old system would cause major holdups while cars park, and exit the new parking bays which you intend to create causing havoc and long tailbacks of traffic.
2. With regard to the existing inside lane the arrangement is far safer and convenient as this allows slow moving traffic which includes coaches, landtrain and motorists looking to park to exit from the main traffic flow as I have stated in point 1 speeding up traffic etc. and causing minimum holdups.
3. The only modification I feel is necessary is the creation of a filter exit at the Palm Court end onto the main traffic flow which I understand is now being addressed.
4. With regard to safety we have had no incidents as a result of the new arrangements and I feel the area is far safer with regard to pedestrian access etc.

In all I feel the designers of the existing scheme have done an extremely good job by side tracking slow moving and parking vehicles and providing extremely good access for tourist attractions within the area.

Yours sincerely,

VAT Reg No. 818021456 Company Reg. No. 4803305

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 22/04/2013 18:56:22

Subject: Seafront road

Proposed change to sea front Layout

I am concerned that the present layout of the seafront road is going to be spoilt, can we not remember the delays to a busy though fare while waiting for a car to be parked and then further frustration when they missed the gap and had to have a second attempt to be followed by passengers discharging from the driver's side, only to be repeated further along the highway with another car. Also Coaches blocking the highway waiting to discharge passengers to the Princess theatre

The present system is not perfect but is a better alternative than mixing parking and travelling ways on the same narrow highway, the present system should be extended further along the seafront towards the Grand Hotel.

A possible solution to prevent endangering pedestrians is to reduce the speed limit to 20 mph.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 22/04/2013 12:11:22

Subject: Torbay Road - next to Rock Walk

I should like to add my voice to those who feel that the Council should not reverting this road to its previous format. In my view the road works perfectly well. Yes, there could be better signage and it would help if this was at eye-level. Perhaps there could be some small bollards in the centre of the road but the general layout is, in my view, an improvement on what we had before.

There is no point in spending money on this scheme as it is not necessary and would simply cause more disruption.

INCOMING EMAIL

From:

<EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=RECIPIENTS/CN=COMMUNICATIONS>; Highways
<EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 19/04/2013 12:11:19
Subject: RE: Torbay road

Dear Highways dept. Please find below consultation comment from a local resident.

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

From:
Sent: 18 April 2013 20:00
To: Communications
Subject: Torbay road

I would like to make a simple suggestion re access from the Rock Walk pavement to the seaward pavement (in the area of the Princess Theatre)I think a pedestrian crossing in this area, half way between the Palm Court end & the Tobay Hotel end would stop people trying to cross the road, which is very dangerous.

I live on & use Rock Walk frequently & have seen many near accidents, as people try to cross the road.

I would like the road to stay as it is NOW not reversed back to the previous arrangement .

Sent from

1.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 15/04/2013 18:34:15

Subject: Torbay Road Consultation

I "voted" in favour of the current arrangement when it was suggested two years ago. As a driver, and sometimes I walk along there, I think it works well. There are no cars parked or trying to park or leave, so giving good visibility; and if pedestrians are confused perhaps Torbay Council should paint direction arrows in the road and put signage at the crossing. Unfortunately no mention has been made of the number of accidents over a similar period when the road was a dual carriageway so we cannot compare.

If the existing arrangement does continue perhaps the Council should consider a central reservation barrier between the parking lane and the carriageway. I was driving past the Princess Theatre last week when a delivery van was driven from the parking lane onto the carriageway doing a U turn over the central reservation.

I expect Torbay Council will change the road back, regardless of anyone's opinion, because of the prospect of the potential income an additional 56 paying parking spaces will bring.

While writing, perhaps someone might consider a review of that road from The Torbay Hotel to Torwood Street Traffic lights. I have driven along that stretch for many years, not so much now, thank goodness. It started to go wrong at busy times when the Torwood St/Meadfoot Rd/Terrace traffic lights were replaced a few years ago. The new lights have a pedestrian sequence which is a total waste of time; Pedestrians come along, press the buttons and cross the road when it is clear before the sequence starts, so when it does all the motorists are sitting at the lights not moving (CARBON FOOTPRINT) and nobody is there to cross the road. Traffic rarely backed up along The Strand, at the times I travelled, before the new lights were installed. The backing-up causes impatience by some of our poorer drivers, the number of which continues to grow, they drive down the Harbour-bound lane to the Clock Tower and barge in by the crossing to go up Torwood Street. This could be avoided by introducing a bus lane from the Torbay Hotel through to the Clock Tower, so making that stretch single lane for traffic which would have to wait its turn.

Another problem with same stretch of road, this time the Paignton bound side, is the number of pedestrian controlled crossings in a short stretch of road and their "recycling" times. In particular the combination of Torwood Street lights (again) and the crossing by the Queens Hotel. The problem arises from around Spring Bank Holiday for the "season", the crossing stops cars too often, I've seen it change

twice in a minute. Traffic comes out of Meadfoot Road, stopped by the crossing and backs up to Torwood Street, Traffic coming down Torwood Street above the lights is stuck at those lights because of the tailback caused by the Queens Hotel crossing and by the time it's clear the lights have turned-back in favour of Meadfoot Road again and the process starts again.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 11/04/2013 12:03:11

Subject: Comments re Torbay Road (Rock Walk)

I consider that the current layout (as in operation since June 2011) should be maintained, subject to:

- resurfacing and improved road marking (why on earth is there not a double white continuous middle line - the single non continuous one can easily confuse and assume that overtaking is safe (which it is not).

Also, consideration could be given to installing some roadside barriers on the pavement on the Rock Walk side and, where spaces are left to permit crossing the road, appropriate safety signs installed.

Perhaps, even the installation of a pedestrian crossing with lights by the entrance to Rock Walk at the Princess Theatre end could be considered.

Finally, why not a 20 mph speed limit - with some enforcement?

Kind regards,

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/04/2013 12:08:12

Subject: Torquay seafront traffic layout

Dear Sirs

I feel the existing layout works well with two exceptions, detailed below:

- 1) Cyclists are a major issue as passing them can be dangerous for all involved. A cycle lane should be described along the seafront itself, where the pavement is easily wide enough.
- 2) Bus drivers should be warned that the speed and arrogance with which they currently drive along this stretch is dangerous. Buses regularly come out of their lane, threatening on-coming traffic. While driving professionally must have its frustrations, some of Torbay's bus drivers are amongst the most aggressive I have come across and their driving standards leave much to be desired.

I trust this will prove of value.

Regards

INCOMING EMAIL

From [redacted] <[redacted]>
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 16/04/2013 10:52:16
Subject: Torbay Road traffic schem review

Traffic Scheme Review for Torbay Road in Torquay

The current traffic system should remain and I set out my reasons.

A few years ago when the traffic flow on Torquays seafront was changed from dual-carriageway we were told it was to improve the flow of traffic. Whenever a vehicle was being parked it invariably needed to reverse into the traffic flow causing traffic congestion. This being true for both the Royal Gardens side and the theatre side. Two years ago the layout was reorganised to provide vehicle parking on the theatre side as the original change had overlooked that the majority of people, having parked, wanted to be on the sea side of the carriageways.

Could it be that by reverting to dual-carriageway more parking spaces could be introduced and hence additional revenue. (The press release tells that changes could be made for 45000 but additional parking meters will take a fair portion of the monies.)

When insufficient care has been taken by drivers and/or pedestrians there have been a few accidents since the changes were introduced. This should not be the sole justification for a return to a dual carriageway arrangement that will once again cause major traffic congestion for vehicles when entering and leaving Torquays sea front.

Any alteration will cost money, so perhaps it is best to leave as is. However, perhaps any funding could be used to make a clearer distinction between the traffic carriageway and the parking lane

One of the following suggestions may help alleviate potential accidents:

An additional crossing point near the theatre / rock garden steps.

A distinct barrier between the traffic lane and the car park lane in the form of say, flower boxes, with access available only at the proper crossing points.

Make a clear distinction between the colour of the car park road and the two-way traffic tarmac.

There are already signs to inform of two-way traffic and the last thing that many residents would want is an excess of signs informing road users to take care when crossing the road or reminding drivers to look out for pedestrians.

As both a driver and a pedestrian I use that particular

piece of road several times a week.

I believe that it will be a backward step to revert to a dual carriageway system and I support the view that the current layout should remain.

INCOMING EMAIL

From: .
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 16/04/2013 16:08:16
Subject: Torbay Road Consultation

Dear Sirs,

I have looked at the existing layout and the proposed changes.

The current layout allows for traffic to flow freely. Reverting to the proposed (original) scheme will cause considerable congestion at peak times, as was seen regularly in the past prior to the introduction of the current scheme. I acknowledge that additional parking spaces could be achieved by the proposed scheme, however, there always appears to be spaces available in the car park behind Fleet Walk. Therefore additional metered parking is not necessary and priority should be given to maintaining a reasonable traffic flow. Accepting that different parking rates MAY be charged on roadside meters as opposed to car parks the increase in potential revenue will be marginal compared to the disruption caused.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 11/04/2013 11:41:11

Subject: Torquay's seafront traffic layout.

Dear Highways

As a Torbay resident who has seen many changes over the years in traffic layouts in Torbay I find the present seafront traffic layout the ideal solution.

The traffic flow is much better than under the previous layout and we have a safe area for parking which also gives easy access to the Princess Theatre.

My vote goes to keeping the present layout and using the money not spent (apparently 45000.00) to provide another pedestrian crossing next to the Princess Theatre.

Regards

!

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 11/04/2013 12:03:11

Subject: Comments re Torbay Road (Rock Walk)

I consider that the current layout (as in operation since June 2011) should be maintained, subject to:

- resurfacing and improved road marking (why on earth is there not a double white continuous middle line - the single non continuous one can easily confuse and assume that overtaking is safe (which it is not).

Also, consideration could be given to installing some roadside barriers on the pavement on the Rock Walk side and, where spaces are left to permit crossing the road, appropriate safety signs installed.

Perhaps, even the installation of a pedestrian crossing with lights by the entrance to Rock Walk at the Princess Theatre end could be considered.

Finally, why not a 20 mph speed limit - with some enforcement?

Kind regards,

INCOMING EMAIL

From: 1
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 10/04/2013 14:28:10
Subject: Torbay Road Torquay

The present layout works apart from the clumsy lead into two lane from the cafes beyond the old Palm Court towards the theatre. Better signing would help. There is far less congestion now when the theatre empties out as vehicles can pull in to pick up disabled patrons without holding up all traffic. The anticipated cost of reverting to the former layout would be better spent on improving the road surface broken up when the parking bays and bus stop were put opposite theatre.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 10/04/2013 14:11:10

Subject: Torbay road, Torquay.

I travel down Torbay road most days and have witnessed a couple of near misses. I do think it should be left the same but adding double white lines down the middle to stop people trying to overtake and reinforce the importance of staying in their lane. Also better markings from the pavilion end of the road to take drivers into the correct lane as they hesitate thinking they should go to the left and often end up in the parking area by mistake. Hope this feedback helps.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 10/04/2013 12:29:10

Subject: Torbay Road - Traffic Flow

Leave the traffic flow as it is as it makes the area less of a race track and more of sea front leisure area.

Analyse the accident stats and put some of the money into increasing safety based on this analysis.

Agenda Item 9

Appendix 2

13th May 2013

The Highways Dept
Torbay Road Consultation
Torbay Council

Dear Sirs,

As a long time resident who used the Torbay Road very regularly under its two way guise before the central reservation, since that and obviously since the recent two changes I do have views over the best solution which I think it to return it to single traffic on either side of the reservation.

1. Safety – which must be the most important aspect of a key road in a tourist area.

The present road alignment leads to a sense of insecurity in crossing from the sea in slower traffic travelling one way and then the shock of finding that is not the case when one gets to the reservation. I do not know that the accident figures are and I have not seen any actual incidents but I do often see surprise and fear on faces when they realise what the actual position is. The Terrace walkway encourages many more people to cross over the road than before the works so this aspect is of key importance.

2. Parking – extra parking spaces in such a convenient location are gold dust for holiday makers and so to reinstate all the spaces on both carriage ways would be a benefit both to users and to create greater income. A reduction from 90 to 35 places really will have impacted on tourists badly.

3. Traffic flows – it is clearly an important requirement to keep traffic moving on this road but the speed is not key as low speeds are required in the town anyway so the occasional short delay while someone parks really is not material. To my knowledge there was no thought of the current arrangement for the benefit of traffic flows before the Terrace works so to return it, would be going back to a satisfactory solution which would not have been changed had it not been for the longterm Terrace works.

In conclusion I can think of no reason at all to retain the present arrangements which in addition to all the reasons above looks such a

mess with all the paint on the road. This is a very important area for the town and the impression of this stretch of road both to pedestrians and vehicle users is very important for the town and to return to the single carriageway and parking would to my mind benefit everybody and be a much more pleasant entrance to Torquay.

Yours sincerely,

INCOMING EMAIL

From: . >
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 14/05/2013 20:02:14
Subject: Seafront Road

I feel that the road should revert to one lane of traffic and one lane of parking on each side of the carriageway

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 17/05/2013 15:11:17

Subject: Torbay Road by Rock Walk

Regarding whether the current lay-out of Torbay Road adjacent to Rock Walk should stay as it is or be reverted to how it was originally, I definitely think that it should be reverted to its original lay-out. I was under the impression that, after the maintenance project at Rock Walk, that was what was going to happen anyway.

- 1) The current lay-out is confusing, especially with all the bright road markings on the road surface, all over the place.
- 2) The need, especially at the Princess Theatre end, to suddenly have to swerve onto the right hand road underneath Rock Walk is very confusing and must be even more so for visitors to the area who do not know anything about the crazy lay-out of the road. Besides, as British citizens, we drive on the left hand side not the right so this causes further distraction when driving.
- 3) To have one road as the active 'driving' road as opposed to the other one being predominantly a 'parking' road, means that drivers then have to deal with 2-way traffic on quite a narrow road. There is no leeway when a great big juggernaut or double-decker is careering towards you as you are driving. This does not make for a comfortable or safe driving experience.
- 4) This is the main artery road for Torquay along the sea-front. Surely it is obvious that it needs to be one where you don't have to feel that you are squeezing through all the time. Artery roads need space and this would be achieved by reverting the road to the separate roads for each direction lay-out that it was originally.

regards,

INCOMING EMAIL

From: I
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 03/05/2013 17:07:03
Subject: Crossing close to Palm Court Hotel site.

Dear Sir/Madam,

My name is . . . , I live at :

Yesterday 2nd May I was proceeding along Torbay Rd in the direction of Torquay Station when I was approaching the Palm Court Hotel site I observed a man about to cross the road, he looked right and crossed the first section and reach the centre island he then looked left and without stoppoing stepped out into the road, ny car virtually grazed his jacket. If I had not swerved there would have been a serious accident. The idiotic street layout in this position has made pedestrians more vulnerable than before. My brother in law contacted you by e-mail about two years ago with an almost exact incident. He had to swerve and nearly mounted the pavement to avoid a couple crossing. He contacted your department at that time, received an acknowledgement but no comment was forthcoming.

I am using his e-mail address to contact you as we both agree that if there is a further incident at this point and someone is injured a copy of this e-mail and Mr previous, will be brought to attention of the relevant authorities.

I look forward to receiving your comments,by post, at the address above.

Yours faithfully.

John Clewer
Resident and Visitor Services
Highways & Engineering
Lower Ground Floor
Town Hall
Torquay
TQ1 3DR

29th April 2013

Dear Mr Clewer,

I write in response to your letter dated 22nd March which was recently forwarded to me.

Although I appreciate that you requested responses to be sent before 12th April, I hope that you will add this to any other views that have been expressed already.

Whilst I do agree that the current traffic arrangement on the section of Torbay Road in question allows for easy and uninterrupted traffic flow, I have major concerns over the safety of the road layout for pedestrians.

In the last two years, there have been at least four accidents involving a Stagecoach bus and pedestrians. In each case, the pedestrians involved have mistakenly assumed that the stretch of road adjacent to Rock Walk is a dual carriageway for traffic flowing in one direction, rather than two single lanes for two directional traffic flow. As a result these pedestrians have walked into the road without looking for oncoming traffic in both directions and have consequently stepped out in front of a moving bus.

Please be assured that in each instance the bus driver involved has been cleared of any wrongdoing and the pedestrians were all considered to be at fault. Thankfully none of these accidents have caused anything more than minor injuries to any parties and I put this down to the quick reactions of the drivers.

The current layout provides an area for events and theatre parking, as well as an excellent area for coach parking. However, the carriageway is clearly confusing to many pedestrians and I am in strong support of this being reviewed on safety grounds. As a city which attracts many tourists each year, especially to the seafront area, I have serious concerns that the number of collisions and accidents will continue to increase if measures are not taken to address the issue. Financial constraints will undoubtedly hinder any proposals for drastic reconstruction of the carriageway, but I would argue that surely the risk of a fatal accident far outweighs any costs associated with this.

I would also argue that in improving traffic flow, the current layout also allows the opportunity for vehicles to travel at an inappropriately fast speed. If a new layout was to restrict the flow to some degree, whilst it may cause some inconvenience to road users, it would surely further improve the safety of the area for pedestrians.

On behalf of Stagecoach South West I would like to offer our full support for the proposal to change the layout back to the original dual carriageway arrangement purely on health and safety grounds for the reasons already stated. We certainly welcome and appreciate Torbay Councils plan to review the situation and look forward to the results of the review and any action that will be taken.

I have provided details of the collisions mentioned above to Lesley Dransfield of the Transport Department, however if further information would be beneficial please do not hesitate to contact me directly in this regard.

Thank you for your time.

Yours sincerely,

Stagecoach South West

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 19/04/2013 00:18:19

Subject: proposals to change part of torquays sea front road

Dear Sir/Madam

As a very keen cyclist, born & bred Torquinian, I am asking you to put the road back to a dual carriage way. As the road is at the moment, it is one of the most dangerous roads in the borough for cycling along as there is not enough room for buses/cars to overtake cyclists. When the road was changed to its present layout it was a retrograde step for cyclists.

It seems that Torquay has no people on the council that cycle because if there were we would certainly have better roads for cycling.

I know its a very difficult problem to get more space on the roads for us but please try.

IF YOU NEED ANY FREE ADVICE ON WHERE TORQUAYS ROADS NEED IMPROVING FOR

CYCLISTS I WILL BE ONLY TO PLEASED TO GTVE ADVICE.

P.S. I have been cycling since 1984 & have now retired after running my own business in Torquay since 1975 so I think I have some experience of life & common sense.

yours sincerely

P.p.s. It is great that you are putting in more cycle ways in the Paignton area.

INCOMING EMAIL

From:
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
CC:
Date: 16/04/2013 10:23:16
Subject: Torbay Road consultation

As one of the very few people that sit looking out over Torbay Road all week I and my staff have seen

the effects of the current road layout.

I have reported to the council several times that members of the public/theatre audience have been in collision with cars

as they only look one way when crossing the three lanes of traffic.

Parking is of course much reduced only on one side of the road. This causes our patrons much angst in the evenings

when attending shows which of course is our fault!

Having worked all my life in Torquay () the original road layout worked well.

I appreciate that there are many more cars on the roads now but having to wait a minute or so whilst someone reverses into a parking space would not be a bad thing to improve the parking and safety.

I would make a plea for the road to be resurfaced! The far side is very badly damaged. I would imagine as there will be meters on both sides that there will be marked bays, essential for considerate parking!

On the plan for the proposed new layout there is a loading bay outside of the box office.

We get many complaints from our patrons that they cannot stop for 5 minutes to pop in to book tickets.

The loading bay needs to be between the theatre and the gift shop for deliveries and emergency vehicles.

Directly outside the box office needs to be a 5 minute stopping zone during the day for ticket booking and a drop off/pick up

zone for customers and taxis in the evenings so that when the road is full of parked cars they do not have to stop in the middle of the road.

This zone needs to be clearly boxed off and marked i.e. not just the 2 yellow curb lines for no loading. Even disabled drivers come and ask

if they can park there with the blue badge even though 'no loading' means no stopping, no waiting, no parking for everyone.

Best Wishes

1

INCOMING EMAIL

From: :

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

CC: Clewer, John <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=RECIPIENTS/CN=ENTR150>

Date: 15/04/2013 09:12:15

Subject: FW: Torbay Council News Release: Public's views sought in Torbay Road
traffic scheme review

Hi. Please find below feedback sent to me in error by in response to the
Torbay Road consultation.

Thanks.

(er

Tel: 0

From:

Sent: 12 April 2013 11:55

To:

Subject: RE: Torbay Council News Release: Public's views sought in Torbay Road
traffic scheme review

I think for Safety's sake we should revert back to how it was

Kind Regards

From:
Sent: Wed 10/04/2013 12:26
Subject: FW: Torbay Council News Release: Public's views sought in Torbay Road traffic scheme review

Torbay Council PR 3798 10/04/2013 [For Immediate Release]

Public's views sought in Torbay Road traffic scheme review

Nearly two years after traffic flows were altered along part of Torbay Road in Torquay, the scheme is being reviewed to decide whether it should remain in place or whether it should revert to its original layout.

Torbay Council's Transport Working Party decided in January to seek the public's views on the scheme along Torbay Road adjacent to Rock Walk.

The current traffic arrangements were implemented in June 2011, and are now up for review, following a request from Mayor Gordon Oliver because of concerns over the number of accidents that had occurred.

The council is considering whether they should continue as they are, have any further alterations or go back to the original layout.

The scheme resulted in a reduction in on street parking spaces, but created a space that could be used for events.

Working party members were told that the scheme had improved traffic flows, but some safety issues had been raised.

Councillors were told it would cost about 45,000 to revert to the original layout if no additional engineering improvements or facilities were introduced as a result.

Officers recommended consultation should be held to consider reinstating the original road layout, but they advised that both the current and original layouts are workable in highways terms.

However, they said there was a risk that the return to a dual carriageway arrangement would adversely affect traffic flows and increase traffic congestion.

Cllr Robert Excell, Executive Lead for Safer Communities and Transport, said: "This is an extremely busy section of road in Torquay.

"It is important that we make the correct decision on this issue, and we are very keen to get the views of key stakeholders and local residents.

"We want to get as much feedback as we can. The comments we receive will be used in the preparation of a report to a future meeting of the Transport Working Party."

An on-line survey, including plans of both the current and previous road lay-outs, can be accessed at www.torbay.gov.uk/torbayroad

An exhibition will go on display upstairs in Breezes cafe next to the Princess Theatre on Monday to Wednesday 15-17 April, from 10am each day. Visitors will be able to leave their comments on the cards provided.

Comments will also be accepted either by email at highways@torbay.gov.uk or by letter to Residents & Visitors Services, Torbay Council, Lower Ground Floor, Town Hall, Torquay TQ1 3DR.

The closing date for comments is Friday 17 May.

Attachments:
(1) image000.jpg(8 B)

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/04/2013 07:16:12

Subject: Consultation - Traffic Flow - Torbay Road,

Consultation - Traffic Flow - Torbay Road, Torquay change it back to a safer dual
carriageway

when the cliff was repaired it should have been changed then

yours

of chelston

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 12/04/2013 22:24:12

Subject: Torbay Road Layout

Dear Sir/Madam,

In

regard to the new lay out which has been in force for 2 years now. I must say i have found the 2 way

traffic lay out on the Rock

Walk Side is waiting for a very serious accident regarding the closeness of the vechicles passing

each other, The speed of particually large lorrys,buses,etc. is quite frightening. I myself pass this road on a regular basis,

and really have to keep alert on the very narrowness between vechicles. The previous lay out where we had parking on the

Rock Walk Side allowed a larger gap between parked cars and the flowing one way traffic. With the previous lay out the

traffic was not going so fast with cars parked both sides.Surely allowing the wider gap is a far safer option.

I understand one reason for not parking on the Rock Walk Side because of the fear of people crossing

the road to the sea side of the pavement. I have been living down in Torbay for over 50 years and i can not remember a serious

accident on the Rock Walk Side of the road (when vechiles were parked their) involving pedestrians. Please correct me if i am

wrong.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/04/2013 15:16:13

Subject: Torbay road scheme

To whom it may concern, my family and I feel that torbay road should be returned to original layout. The road as exists now is confusing ,has increased accidents in the area , non parking friendly and costing local businesses money . spend the money put it back .the cost is imertireal as the councillors voted changes in without any thought for local business or the holiday season .

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 13/04/2013 10:14:13

Subject: torbay road

Please,please revert this area to the original layout.Right now it has the look of a
service area at a Grand Prix circuit.

†

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 15/04/2013 09:47:15

Subject: Comments on Torbay Road

Good Morning,

Further to your request in last weekd Herald Express for comments on the proposed return to the original road system from the Palm Court Hotel site along the road to the Torbay Hotel.

I use this stretch of road daily and have seen near misses myself. I wrote to your department shortly after the present layout was installed when whilst returning my granddaughter from school we had to swerve violently to avoid two pedestrians who only looked left when on the centre reservation thinking that the road was a dual carriageway, a car had just passed heading towards the Grand Hotel they did not look right and immediately stepped into the carriageway even though the lights were green. Luckily nothing else was coming from the Paignton direction and I swerved violently to the right glancing the pedestrian's sleeve with my wing mirror. My granddaughter was very frightened and said that she knew something was going to happen the moment the pedestrians arrived on the central reservation. We were then so close to the crossing to stop.

I did e-mail your department at the time, received an acknowledgement but no further comment.

I have seen similar, though not so near a miss on subsequent occasions, strangers think that this road is a dual carriageway and on reaching the reservation forget to look right.

The original two way system worked well for over fifty years, the amount of traffic on that section is now much less than in the peak holiday years on the fifty and sixties when cars hardly moved along Torbay Road and all locals avoided the sea-front like the plague.

The authority would also benefit from having the additional income from meters on both sides of the road rather than just one.

Yours faithfully,

INCOMING EMAIL

From: [REDACTED] et
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 11/04/2013 15:09:11
Subject: Torbay Road

With reference to the council's deliberations concerning the possibility of changing the traffic flows back to what they were before the extended work was carried out on Rock Walk. I and my family think you should do this without delay, the current layout encourages most vehicles to travel too fast, and to revert to the old layout would provide more parking and more income for the council, and most important of all it would be safer for all users.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 10/04/2013 23:27:10

Subject: Torbay Road, Torquay

I would prefer to return to the previous road lay-outs as I consider the present arrangement quite dangerous.

=====
=====
=====

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INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 10/04/2013 22:40:10

Subject: Torquay sea front traffic

Dear Sir,

Please revert the traffic layout to what it was before.

Far too dangerous crossing the road from Rock Walk to Theatre & vice versa
now. Take your life in your hands!

Failing a reversal, please insert a couple of zebra crossings, Rock Walk side, between
Palm Court & Torbay Hotel.

I have lived & worked in the Bay all my life & the current road layout should go, for
the reasons just given.

Yours faithfully,

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 10/04/2013 16:35:10

Subject:

As per the news in the paper about the new road layout. I think it should revert back to the normal layout, as it would allow for more parking.

--

Thanks

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 11/04/2013 14:19:11

Subject: Torbay Road consultation

To Whom it may concern, I understand that there is a consultaion into the traffic layout of Torbay Road in front of Rock Walk. I am a 26 year old woman who was born and raised in Torquay and I would like to take this opportunity to express my opinion on this matter. I feel that the original layout would be better and that the road should be reverted back to this. I have several reasons for this opinion;1: The number of parking spaces available will be increased, perfect for the summer tourist season.2: The increase in spaces would also provide the council the opportunity to install parking meters on both sides of the carriageway which would increase the councils revenue along that section of Torbay Road.3: As a local resident and a driver I prefer the original layout. I find the current layout a little bit dangerous where the seaward side of the road meets the Rock Walk side of the road. 4: Even though traffic flow can become congested while people park using the original layout, in the summer season most roads in the bay are congested anyway. This is something that us residents of a tourist community must accept. Well most of the ones I know do, as this is a small price to pay for the ammenities and money that tourism brings to the area. I appreciate the opportunity to have my say in this issue as it affects all of us. Thank you for your time. Yours Sincerely

INCOMING EMAIL

From: Surcombe, Peter <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=STRATEGIC/CN=M&TS/CN=PETER.SURCOMBE>
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 10/04/2013 14:33:10
Subject: feedback on Torbay Road consultation

Hi. Please find below an email I received from Cllr Mark Kingscote after I sent out the Torbay Road consultation PR earlier today (Wednesday). I have replied to him to let him know I would forward his feedback to you.

Peter Surcombe
Communications Officer
Torbay Council
Tor Hill House
Torquay
TQ2 5QW

Tel: 01803 208860

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

From: Kingscote, Mark
Sent: 10 April 2013 14:21
To: Surcombe, Peter
Cc:
Subject: RE: Torbay Council News Release: Public's views sought in Torbay Road traffic scheme review

Dear Peter

A large number of residents in Torquay and people working in the tourist industry have complained that they do Not like the lay out over the last 2 years of the traffic flow along Torquay seafront and want it returned to how it use to be, also local people have mentioned about the large number of parking spaces that have been lost since the traffic flows changed...

Many of these people are not online and or do not have time to reply to the huge number of public consultation that Torbay council do. People voted for their local councillors to make decisions on their behalf.

Yours
Cllr Mark Kingscote

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

From: Surcombe, Peter

Sent: 10 April 2013 12:27

Subject: FW: Torbay Council News Release: Public's views sought in Torbay Road traffic scheme review

Torbay Council PR 3798 10/04/2013 [For Immediate Release]

Public's views sought in Torbay Road traffic scheme review

Nearly two years after traffic flows were altered along part of Torbay Road in Torquay, the scheme is being reviewed to decide whether it should remain in place or whether it should revert to its original layout.

Torbay Council's Transport Working Party decided in January to seek the public's views on the scheme along Torbay Road adjacent to Rock Walk.

The current traffic arrangements were implemented in June 2011, and are now up for review, following a request from Mayor Gordon Oliveir because of concerns over the number of accidents that had occurred.

The council is considering whether they should continue as they are, have any further alterations or go back to the original layout.

The scheme resulted in a reduction in on street parking spaces, but created a space that could be used for events.

Working party members were told that the scheme had improved traffic flows, but some safety issues had been raised.

Councillors were told it would cost about 45,000 to revert to the original layout if no additional engineering improvements or facilities were introduced as a result.

Officers recommended consultation should be held to consider reinstating the original road layout, but they advised that both the current and original layouts are workable in highways terms.

However, they said there was a risk that the return to a dual carriageway arrangement would adversely affect traffic flows and increase traffic congestion.

Cllr Robert Excell, Executive Lead for Safer Communities and Transport, said: "This is an extremely busy section of road in Torquay.

"It is important that we make the correct decision on this issue, and we are very keen to get the views of key stakeholders and local residents.

"We want to get as much feedback as we can. The comments we receive will be used in the preparation of a report to a future meeting of the Transport Working Party."

An on-line survey, including plans of both the current and previous road lay-outs, can

be accessed at www.torbay.gov.uk/torbayroad

An exhibition will go on display upstairs in Breezes cafe next to the Princess Theatre on Monday to Wednesday 15-17 April, from 10am each day. Visitors will be able to leave their comments on the cards provided.

Comments will also be accepted either by email at highways@torbay.gov.uk or by letter to Residents & Visitors Services, Torbay Council, Lower Ground Floor, Town Hall, Torquay TQ1 3DR.

The closing date for comments is Friday 17 May.

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 04/04/2013 14:00:04

Subject: Traffic Flow - Torbay Road, Torquay

Dear Sir/Madam,

On the subject of the traffic flow in Torbay Road, Torquay, we are in
_ *complete agreement* _ with the proposed changes, and feel very angry
that the present arrangement was introduced in the first place.

My Wife and I currently own

, and when we were informed of
the proposal to change to the present arrangement, we complained by
email which allegedly even though it was sent within the timescale was
not delivered, and when your department did eventually receive our
representation it was too late, and the proposals went ahead regardless.

Over the last few years since the present arrangement has been in place,
we have witnessed many many near misses where people crossing the
carriageway from the seaward side, have not looked right and vehicles
approaching from the harbour direction have narrowly missed them.

We are pleased to see that more parking spaces are proposed as the
current arrangement is certainly not acceptable.

We would also like to point out that we have had issues with deliveries
to our premises as there is currently no loading facility nearby and as
we have perishable goods delivered on a daily basis, a loading bay close
to our buildings would be a welcome addition.

Yours Faithfully

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 02/04/2013 16:58:02

Subject: Traffic Flow - Torbay Road, Torquay

For the attention of John Clewer

John

Thank you for your letter of 22nd March 2013

With regard to the proposal to revert to the original two way traffic flow along Torbay Road (adjacent to Rock Walk), I fully support the proposal to revert to the original dual carriageway arrangement.

Kind Regards

- Stagecoach South West
Belgrave Road , Exeter EX1 2LB
Tel:
Mobile:
Fax:

The Stagecoach Code of Practice is available to view on line at:
<http://www.stagecoachbus.com/codeofpractice.aspx>

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Registered Number: 100764 in Scotland

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INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 18/04/2013 14:45:18

Subject: Torquay seafront

After reading the latest plans for Torquay seafront, I ask myself how much more money is this council going to waste!! You change the road twice already now planning changing it back. Reminds me of the council's great idea of changing the road layout at Paris road Preston, and guess what 6 months later changed it back again!! I think you should be concentrating on jobs and regeneration, not on more parking bays for money!! Rant over. Kind regards.

Sent from my iPhone

INCOMING EMAIL

From:

To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>

Date: 10/04/2013 14:15:10

Subject: Torbay Road Consultation

Re the proposed changes to Torbay Rd adjacent to Rock Walk:-

An item in the Herald Express regarding these proposed changes mentioned they were being considered because there had been accidents along this stretch of road but gave no information concerning the number or nature of these accidents. Before I state my preference for or against the changes I would like to know how many accidents there have been and what type of accidents (if any) there have been. I believe this information is needed before anyone can state their preference.

Also in the council web site it states that only safety issues have been raised concerning pedestrians crossing from the seaward side and not anticipating two-way traffic when crossing the landward carriageway. Could this problem be not more easily be solved by installing railings along the central reservation with staggered gaps at suitable points along the road?

Best wishes

- - - - -

Torquay.

INCOMING EMAIL

From: SERVER/CN=RECIPIENTS/CN=COUN123>
To: Highways <EX:/O=TORBAY COUNCIL/OU=CIVIC OFFICES
SERVER/CN=ENVIRONMENT/CN=HIGHWAYS/CN=HIGHWAYS.>
Date: 10/04/2013 12:55:10
Subject: consultation on traffic by Rock Walk

Something is clearly wrong with the current arrangement, and I believe it is the central reservation. It gives the feeling of an 'urban motorway' which it clearly is not. I feel it should be removed. Is there a need for an additional pedestrian crossing opposite the entrance to Princess Pier? I feel this would help to reduce speeds along this road.

Clearly there is space and need for car parking. This could be better arranged by angling the parking slots - probably on the sea-ward side as at present. This would give more usable spaces.

Best regards,



Torbay Road Torquay

Survey Results May 2013

Data was collected between 5th April and 17th May 2013

Method	Number of questionnaires returned
Paper	56
Online	35
Total	91

Contents

Introduction	3
Section 1 : Responses	4
Section 2 : Respondent Profile.....	6

Introduction

At their meeting of the 31st January 2013 the members of the Transportation Working Party made a decision to conduct a full consultation with stakeholders and members of the public with regard to the flow of traffic along Torbay Road, Torquay, adjacent to Rock Walk and consider whether the scheme should remain in place or be reverted back to its original 'dual carriageway' arrangement.

The current traffic arrangements on this section of Torbay Road were implemented prior to the summer of 2011 following a full consultation with stakeholders and the public, which was the subject of a report to the Transportation Working Party on 6th November 2009.

The current layout has been in operation since June 2011.

Methodology and Respondent Profile

Members of the public were invited to give their views on the proposal; any recommendations to councillors regarding changes to the existing road layout will be based on the level of support or otherwise, resulting from this consultation. The survey took the form of both an online survey and paper copies and received a total of 91 responses.

Of the 91 responses, 56 were received via paper copies and 35 people used the online survey. 35.2% were female and 57.1% were male; the largest age range group was 65 - 74 years old (27.5%) and the most common ethnic origin of respondents was White British (90.0%).

Quality Assurance

To ensure the quality of data provided, all information received through both the online and paper surveys were verified and moderated. This provides reassurance that the results presented overleaf are a true representation of respondent's views.

Section 1: Responses

Q1. Are you a resident, business owner or visitor to the area?

Table 1:

Resident	65	71.4%
Business Owner	5	5.5%
Both Resident and Business Owner	16	17.6%
Visitor	4	4.4%
No response	1	1.1%
Total	91	100%

- 71.4% of respondents were a resident of Torbay with 89% being either a resident or business owner (71.4% and 17.6%)

Q2. Do you like the current road layout?

Table 2:

	Number	Percent
Yes	31	34.1%
No	58	63.7%
No response	2	2.2%
Total	91	100%

Q3. Would you like the road to revert to its previous layout?

Table 3:

	Number	Percent
Yes	57	62.6%
No	33	36.3%
No response	1	1.1%
Total	91	100%

- From tables 2 and 3 above it is evident that 63.7% of respondents do not like the current road layout with 62.6% responding they would like the road to revert to its previous layout.

Q4. Do you have any comments?

For those respondents who answered this question, please see below reoccurring themes.

Key themes which emerged from the free text comments:

Opinion	Reasons
<p>For reverting back to the old layout of a dual carriageway:</p> <p>62.6%</p>	<p>Current layout is dangerous, road is too narrow, reverting will make it safer Confusing for pedestrians It will increase parking spaces and revenue There has been an increase in accidents The new layout would make it clearer for drivers</p>
<p>Against reverting back to the old layout of a dual carriageway:</p> <p>36.3%</p>	<p>Problems could be addressed with other traffic measures e.g. improved signing, markings or physical separation if required The extra parking spaces would cause congestion with drivers looking for a place to park, the road moves much more freely this way A reversion of the road would be too costly and inconvenient Current layout is an improvement from the previous layout</p>

Section 2: Respondent Profile

91 surveys were returned. The respondent profile was as follows (further detail can be found in the tables below)

- More than half of respondents were male (57.1%)
- Just under half of respondents (49.5%) were aged between 55-74 years
- 90.1% of respondents were white British
- The majority (83.5%) of respondents declared they did not have a disability
- Of those who said they had a disability (13.2%), 8.8% said it affected their mobility

Gender

Table 4:

	Number	Percent
Male	52	57.1%
Female	32	35.2%
No response	7	7.7%
Total	91	100%

Age

Table 5:

	Number	Percent
0-15	0	0.0%
16-24	3	3.3%
25-34	9	9.9%
35-44	10	11.0%
45-54	15	16.5%
55-64	20	22.0%
65-74	25	27.5%
75+	5	5.5%
No response	4	4.4%
Total	91	100%

Ethnic Origin

Table 6:

	Number	Percent
White: British	82	90.1%
Prefer not to say	4	4.4%
No response	5	5.5%
Total	91	100%

Disability

Table 7:

	Number	Percent
Yes	12	13.2%
No	76	83.5%
No response	3	3.3%
Total	91	100%

Type of Disability

Table 8:

	Number	Percent
Hearing	2	2.2%
Mobility	8	8.8%
Vision	3	3.3%
Other	1	1.1%
Total	14	15.4%

**Please note that the number of respondents for the above table may exceed the 12 people who answered yes for having a disability, this is because there was an opportunity to tick more than one box for this question.*