



Title: **Torre Traffic Review**

Public Agenda Item: **Yes/No**

Wards Affected: **Tormohun**

To: **Transport Working Party** On: **6th October 2011**

Key Decision: **N/A** How soon does the decision need to be implemented **N/A**

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

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

1.1 To review access to the Torquay Town Centre and more specifically to consider if the traffic flow in Torre should be reversed in order to give a more direct route.

2. Recommendation(s) for decision

2.1 That the traffic flow in Torre should not be reversed at this time unless the Abbey Road/Tor Hill junction can be improved.

2.2 That additional signing to Town Centre car parks be improved.

3. Key points and reasons for recommendations

3.1 A study of the traffic flow in the Torre area was carried out in 2004, which identified that whilst reversing traffic flows in Torre would provide a more direct access to the town centre the effects caused significant congestion. The changes would significantly increase the volume of traffic on Tor Hill Road exiting the town centre causing queue lengths at the Abbey Road/Tor Hill Road junction to be unacceptable.

3.2 As Members and businesses have expressed concern with regard to access to the Town Centre, it is proposed that the signing to car parks should be improved.

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

Patrick Carney
Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

- A1.1 Officers from Streetscene Services have been asked to consider if reversing the flow of traffic on Union Street in the area of Torre would improve access to the town centre. Currently traffic on this section of Union Street travels in a north easterly direction exiting the town centre.
- A1.2 Currently there are a number of routes to enter and leave Torquay town centre and these are shown in Appendix 1. The perception is that access to the town centre is indirect and confusing to visitors.
- A1.3 A study on the same proposals were carried out by Parsons Brinkerhoff in March 2004. Computerised modelling indicated a three fold increase in traffic on Union Street with this being the preferred route into town. The modelling showed the preferred route to exit the town would be via Tor Hill Road with the level of traffic doubling. The junction would need to be amended to allow a right turn.
- A1.4 Analysis of the junction using the Linsig junction modelling software indicates significant capacity problems with a 41% saturation at the peak hour and queue lengths of over 40 car units on each arm of the junction. This is mainly because the junction will have to have an additional phase increasing the cycle time from 96 seconds to 120 seconds.
- A1.5 Union Street is approximately 6m wide, which is just wide enough to allow this volume of traffic with parking, however, alterations would be required to the junctions at Trematon Avenue and Brunswick Terrace.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.1.1 If the alterations were implemented, the junction of Abbey Road/Tor Church Road is likely to suffer significant congestion.

A2.2 Remaining risks

- A2.2.1 If the road remains the same, there are still concerns that the route to the town centre and the car parks is not always clear.

A3. Other Options

- A3.1 The two options considered are to reverse the flows within the Torre area of Union Street and to improve the signing to the Town Centre.

A4. Summary of resource implications

- A4.1 To improve the signing would cost approximately £10,000.
- A4.2 To reverse the direction of flow in Union Street would cost approximately £60,000. The costs are associated with changes to junctions and signage.

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

A5.1 The options have no significant effect on equalities, environmental sustainability and crime and disorder.

A6. Consultation and Customer Focus

A6.1 The proposals have not been subject to any recent consultation. As part of the study carried out in 2004, views from stakeholders were invited. At this time traders in the Torre area felt that increased traffic flow would boost business. Representatives from the Emergency Services were in the main neutral on the proposals.

A7. Are there any implications for other Business Units?

A7.1 The changing of the direction of traffic flow would require legal orders and the support of Legal Services.

A7.2 If flows were reversed there a number of bus routes would be affected. This will need the support of Strategic Transportation to consider the effects.

Appendices

Appendix 1 – Access to the Torquay Town Centre

Background Papers:

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

Torre Traffic Management – Report HEX43520A/1 – March 2004