

**Issues identified by the Transport group:**

**Signage:** Torre & Castle Circus signs need to be made clearer for entry into and exit from Torquay.

Existing signposting is confusing, new clearer signposting is required at:

- the junction of Torre and Newton Road for traffic approaching Torquay from Newton Abbot  
**at Torre Station:**
  - Town Centre (straight on)
  - Seafront, Harbour & Torquay Railway (right)
  - Paignton & Brixham (right)
  - Babbacombe, Teignmouth (left)
- approach to Castle Circus  
**at Castle Circus:**
  - Harbour area (straight on)
  - Babbacombe, Teignmouth (straight on)
  - Seafront & Railway (right)
  - Paignton & Brixham (right)

The Prince's Foundation identified that '*the best view of Torquay was seen as you leave*'. They felt that the current traffic route does not make the best impression when entering the town centre. The best views of Torquay are seen on the way out of town as people leave.

The existing route requires traffic to divert left through Upton, and then left at Castle Circus into Union Street. Traffic leaving Torquay travels from Castle Circus through Torre. The Prince's Foundation recommended reversing the flow of traffic.

- **Entry into Torquay** - One way traffic to flow through Torre (past Post Office) straight down to Castle Circus.
- **Exit from Torquay** - One way traffic to flow via Abbey Road, Tor Hill Road and East Street to Newton Road. Two way traffic around Town Hall in Castle Circus, Lymington Road and Trematon Avenue.
- **Traffic light system on Newton Road** needs to be looked at. Along Newton Road the traffic light system needs to be looked at with better interconnection between the trading estates.
- **Coach Station** to be relocated to the area around Torquay Rail Station or Shedden Hill.
- **Union Street through to GPO island** to become a multi-user area. Market Street, Pimlico, Lower Union Street and Temperance Street to be included.
- **Fleet Street**
  - pedestrian access across Cary Parade and Palk St needs to be improved.
  - On the question of - *whether Fleet Street should be bus free* - this needs to be the subject of a major consultation with the public.
- **Harbour area to become semi-pedestrian** with the exclusion of buses from harbour side and seafront. The development of the area could then be based on a Cafe culture style and used for recreation.
- **Amusement Arcade** Cary Parade could possibly be the site for a new Casino (not to be higher than 2 levels) *Possibly remove*
- **Bus terminus/taxi ranks** to be moved to other areas.

**The harbour-side and the Strand** to be developed as Torquay's main tourist area and also a recreational area for residents. Currently this area is used as a terminus/stopping place for 15 buses. We need to relocate buses to other areas. Proposed alternatives to bus stops on Harbour area is on Torbay Road which already has bus stops and shelters which are part of the current bus routes to harbour area. Proposed changes will mean buses will turn around at Pavilion island on Cary Parade

### **The Strand/Harbour side**

To be semi-pedestrian with the exclusion of buses and taxi/car parking from the area.

- **Through flow of all traffic** (except buses) from seafront/town centre to Babbacombe/Victoria Parade along the Strand/Harbour side. The development of this area could then be based on a Café culture style and used as a recreational space.
- **The bus terminus** to be moved to other areas (suggestion: Torbay Road or Pimlico).
- **taxi ranks** to be moved to other areas (suggestion: Lower Union Street or Pimlico).

### **Traffic route out of 'town centre'**

- Cars coming into Torquay along Torbay Rd will still be able to travel through Cary Parade to the Strand to access Babbacombe Rd, etc.
- Buses from Paignton/Brixham will travel along Torbay Rd as far as Pavilion island then return down Torbay Road to Belgrave Road.
- To access the proposed new supermarket, when travelling north, buses will then travel via Lucius St and Tor Hill Rd, across Castle Circus junction into two-way traffic flow around Town Hall and Lymington Rd.
- Buses will then continue to Newton Abbot along the Upton Rd route (the reverse of current route in to Torquay)

### **Sponsored Bus Routes**

It is essential that the routes of buses that service secondary routes, mostly in hilly terrain are maintained. These are bus services on less profitable routes that are vital in the prevention of isolation for vulnerable older and less able residents who live in areas of Torquay where the local terrain can be difficult or far away from a main route.

### **Highway and Transport Considerations for Gateway Area at Edginswell (Extract from Shiphay)**

- Site principles should include pedestrian, cycle, and vehicular connections to adjoining sites. A big issue for the Gateway is the fact that the A380 Riviera Way and Newton Road acts as the main connection to the Willows, Edginswell Business Park, Broomhill Way, Wren Park, Woodlands, Torre Station area and the Asda Store. This therefore means a vehicle journey is required to move from one to another creating increased traffic on the main route into Torquay.
- There is concern that with the new Link Road there will be greater traffic congestion on Riviera Way and Newton Road from the Link Road junction right through to Torre Station.
- The traffic light junctions at Scotts Bridge and Shiphay Lane being heavily congested and the issue of too many traffic light junctions in close proximity between Laws Bridge and Shiphay Lane needs to be addressed in a **1 to 5 year timescale**. \*
- **The Rail Halt** that is proposed is supported but its exact location at Edginswell is not known, it is understood that track gradient is the key factor in the decision. It is imperative that car parking is provided otherwise there will be further impact in an area that lacks sufficient parking for employees at the Edginswell Business Park and Hospital. It was suggested that the area of land on the town side of Orchard Way in front of Edginswell Close might be suitable for 40+ cars.

- Pricing of parking is key otherwise rail users will resort to residential areas. Consideration for parking needs to be included in the development plan for the Rail Halt.

There is support for a **Park and Ride** and this is considered to be essential in the **1 to 5 year timescale\*** of the Local Plan. In fact the sooner the better.

- Locations mentioned are at Gallows Gate where the Monday Market is located. Entrance could be from the dual carriage way with exit onto Marldon Road from Stantor Lane.

- Another possibility is the former Tip area in the Willows although much of this area has been earmarked for sports pitches. This facility would provide parking for workers in the Gateway area, the Town Centre as well as for visitors to Torquay and Paignton. There is a requirement for Torbay Council to urgently consider all potential locations that can meet the requirements for a Park and Ride.

\* possibly remove

**Additional item to be discussed by TNF**

Torbay Council's have a focus on healthier lifestyles including the promotion of cycling and walking, and promoting strategies that encourage this.

However I think it is essential that with an ever ageing community it absolutely necessary that sight is not lost of how fundamental good access to public transport will remain to this section of the population who may through health/mobility reasons are not be able to cycle or walk long distances.

Some areas of Torquay (off main bus routes) are better served by public transport than others - these are the areas that tourists are encouraged to go to or travel through, and travelling to these areas is more convenient. Currently, buses on less profitable routes are only available at peak times - daytimes Mon-Sat, and not Bank Holidays. If the Council is truly interested in supporting/encouraging people/individuals to better integrate within the community and to improve social mobility for health reasons then the **means** that will facilitate them being able to do this can not be ignored. *The continued running of smaller local bus routes on less profitable routes of Torquay is paramount if we are to prevent this group of people from becoming isolated.* Extending these bus service to mid-evening, full weekend and bank holidays should be on the agenda.

Space for car parking is becoming limited in Torquay and many of the NEW building developments DO NOT include sufficient parking spaces and include a policy of storage of bicycle areas instead, for example, the Snotty Fox development has 12 car parking spaces for 29 units. If this 'planning' trend is the way forward, and is encouraged by Councils/planners it can only be successful if there is a supporting public transport system in place, and a system that is guaranteed to be in place from one year to the next.

There is little, or no point, in the Council being proactive in encouraging 'a better life style' and to *use cars less* if there is no increase in public transport provision. If the Council really wants this policy to be effective then it has to be prepared to underwrite a public transport system that serves the community **properly**.