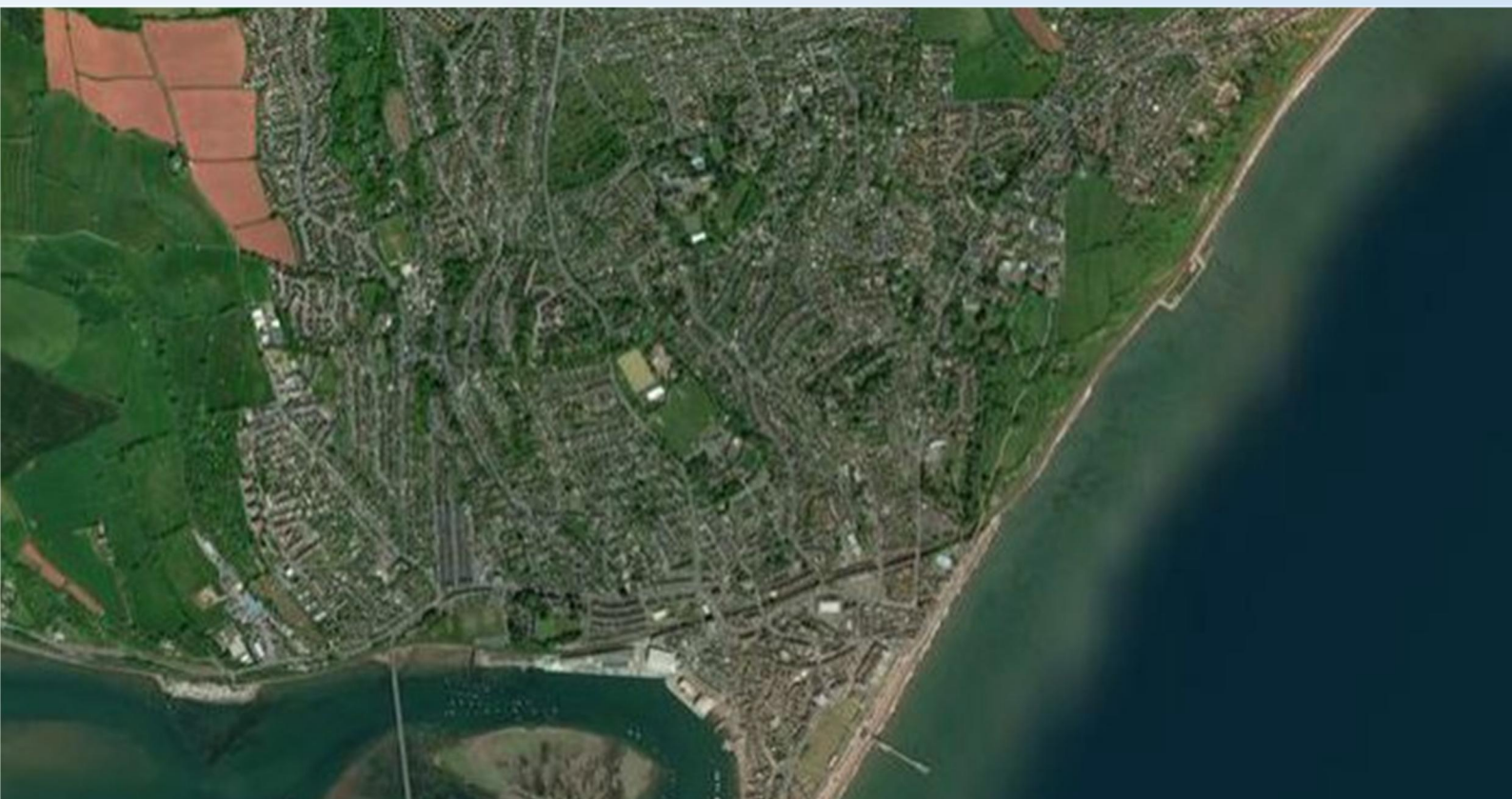




Torbay and South Devon NHS

TEIGNMOUTH HEALTH CENTRE OPTIONS





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TEIGNMOUTH HEALTH CENTRE OPTIONS

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1 INTRODUCTION

- 1.1.1. WSP has been commissioned by the Torbay and South Devon NHS to undertake a desktop assessment of the transport conditions at four potential redevelopment sites for a new Health Centre in Teignmouth, Devon.
- 1.1.2. The Torbay Development Agency (TDA) and the Torbay and South Devon NHS identified the following four sites which are:
- § Site 1: Broadmeadow Lane
 - § Site 2: Eastcliffe Car Park
 - § Site 3: Brunswick Street
 - § Site 4: Mill Lane (existing Teignmouth Hospital site)
- 1.1.3. In this report each site has been individually assessed based on criteria set out in detail in **Chapter 2**.

1.2 ASSESSMENT CRITERIA

- 1.2.1. Correspondence between WSP and the TDA agreed that the desktop assessment shall review the following items:
- § Access: Review of existing pedestrian, cycle and vehicular access arrangements and scope for providing new access if existing access does not exist.
 - § Parking: Consider the potential for any off-site parking to accommodate residual parking that cannot be provided on site.
 - § Traffic Impact (including peak summer period): based on local understanding of the local highway identify any key junctions that would be affected by the proposal and the likelihood that this would affect any future planning application.
 - § Public Transport: Review current public transport provision serving each site and access routes to and from the site.

1.3 PREVIOUS WORK

- 1.3.1. WSP have previously produced a Scoping Note for TDA that outlined the potential traffic and transport issues associated with the redevelopment of the existing Teignmouth Hospital site on Mill Lane. The development proposals within the scoping note assumed that the site would be redeveloped for residential (50% of the site) and health centre land uses. The scoping note identified the following key findings and transport issues:
- § The quality of existing highway and pedestrian access to the site, particularly on Mill Lane, would require improvements to support the redevelopment of the site.
 - § The need to provide adequate car parking within the site to minimise on-street parking pressure.

1.4 STRUCTURE OF REPORT

- 1.4.1. Following this introduction, this desktop assessment report is structured as follows:
- § **Chapter 2:** Assessment Criteria;
 - § **Chapter 3:** Site 1 Broadmeadow Lane Assessment
 - § **Chapter 4:** Site 2 Eastcliffe Car Park Assessment
 - § **Chapter 5:** Site 3 Brunswick Street Assessment
 - § **Chapter 6:** Site 4 Mill Lane Assessment
 - § **Chapter 7:** Summary and Recommendations

2 METHODOLOGY

- 2.1.1. WSP and TDA have agreed that the desktop assessment for each site will be based on five key elements that identify their transport issues and impacts.
- 2.1.2. For each of the five key elements the assessed site has been scored 1-5, whereby 1 is a very low risk / very high level of transport provision and 5 is a very high risk / very low level of transport provision. This is displayed in **Table 2.1**.

Table 2.1 Scoring Marks

1	2	3	4	5
Very High Provision / Very Low Risk	High Provision / Low Risk	Adequate Provision	Low Provision / High Risk	Very Low Provision / Very High Risk

- 2.1.3. Other notes that have been considered pertinent to each site from a highways perspective have been documented (for example a site of large size with no off-site parking in close vicinity would score poorly in this assessment, however, because of the large size of the site this parking could be accommodated on-site).

2.2 ASSESSMENT CRITERIA

- 2.2.1. The five key transport elements that each of the sites have been assessed against have been detailed below.

(1). VEHICLE ACCESS & (2). PEDESTRIAN AND CYCLE ACCESS

- 2.2.2. The vehicular, pedestrian and cycle access to each site has been assessed.
- 2.2.3. If applicable, the existing accesses has been assessed using Google Maps / Google Street View. If there is a requirement for providing a new access then WSP have used their local highway knowledge and experience as well as design guidance to put forward any proposals.
- 2.2.4. Elements that have been assessed include:
- § Visibility from the site access junction for vehicles, pedestrians, and cyclists;
 - § The provision of footways or cycleways leading into the site;
 - § Personal Injury Accident data at the access junction between 2011-2015;
 - § The suitability of footways surrounding the site, including tactile paving and dropped kerbs at the site access, the provision of pedestrian crossing points (e.g. zebra crossings, pelican crossings), street lighting, and hand rails if hills/steep land; and
 - § The suitability of cycle facilities surrounding the site, including segregated cycleways and highways subject to low speed limits.

(3). PARKING

- 2.2.5. The potential for off-site parking to accommodate residual parking that cannot be provided on site has been assessed.
- 2.2.6. Google Maps / Google Street View has been used to review the highways that surround the site. Elements that have been assessed include:
- § Traffic Regulation Orders such as double yellow lines, permit parking, and one-way streets;
 - § Distance to residual off-site parking spaces;
 - § Amount of residual off-site parking spaces; and
 - § Provision of car parks nearby.

(4). TRAFFIC IMPACT

- 2.2.7. The consideration of the impact is based on WSP's understanding of the local highway network, any key junctions that would be affected by the proposals will be highlighted. This has included the operation of the highway network during the summer peak period.
- 2.2.8. The identification of the traffic impact on the operation of the highway network assists the understanding of the likelihood that this would affect the success of any future planning application.

(5). PUBLIC TRANSPORT

- 2.2.9. The provision of public transport serving each site has been reviewed.
- 2.2.10. A research based method of online maps and timetables has been used. Elements that have been assessed include:
- § Distance to Bus Stops;
 - § Distance to Teignmouth Railway Station (if applicable);
 - § Quality of Bus stops. e.g. Sheltered, Flag;
 - § Route from site to transport provision (e.g. high quality footways, crossings, street lighting); and
 - § Public Transport services available and their frequency.

3 SITE 1: BROADMEADOW LANE

3.1 SITE BACKGROUND

- 3.1.1. Site 1 is located on the western side of Teignmouth, approximately 1.3km from the town centre. The site is bound to the north by Broadmeadow Lane and industrial land, to the east by Broadmeadow Lane public footpath, to the south by an electrical substation and the A381 Bishopsteignton Road, and to the west by industrial land. The site is shown on **Figure 3.1**.

Figure 3.1 – Site 1 Location Plan



3.2 ACCESS ASSESSMENT

Vehicular Access

- 3.2.1. Vehicular access to the site would be taken from Broadmeadow Lane, located to the north of the site.
- 3.2.2. Broadmeadow Lane is a narrow single carriageway with on-street parking on the western side of the carriageway. It appears unofficial 'No Parking' signs have been installed in sections of the highway that are opposite the vehicle accesses for industrial land that is located on the east of the carriageway.
- 3.2.3. There are no signs displaying the speed limit on Broadmeadow Lane but it aligns within the 30mph limit for the town. However, due to the on-street parking, narrow carriageway, highway alignment, and industrial units bounding the east of the carriageway, vehicles would need to travel at low speeds.
- 3.2.4. Broadmeadow Lane forms the minor-arm of a junction with the A381 Bishopsteignton. The junction has a right-turn lane suitable to accommodate approximately four standard size cars queuing to manoeuvre into Broadmeadow Lane.
- 3.2.5. Review of collisions between 2011-2015 at the junction and along Broadmeadow Lane has shown there have been no collisions.

- 3.2.6. There is little potential to provide a new vehicle access junction from the south of the site to the A381 Bishopsteignton as there is an electrical substation on its southern boundary. There is also a large change in levels from the A381 to the site.

1	2	3	4	5
		X		

Pedestrian and Cycle Access

- 3.2.7. There are no footways present along the section of Broadmeadow Lane to the north of the site. There are sporadic sections of footway along the section of Broadmeadow Lane leading from the footways of the A381 Bishopsteignton.
- 3.2.8. There is a continuous footway along the A381 to the south, and a DDA compliant access could be provided. However, this would require a significant length of ramps and landings, which would impact upon the area of the site available for development.
- 3.2.9. The Broadmeadow Lane public footpath borders the eastern boundary of the site, routing from the footway located on the northern side of the A381 (to the south of the site) to the section of Broadmeadow Lane near the site access at the north of the site.
- 3.2.10. There are no segregated cycle lanes or provisions for cyclists on the local highway surrounding the site. The A381 is a busy road and would be unsuitable for use by many cyclists.

1	2	3	4	5
			X	

3.3 PARKING ASSESSMENT

- 3.3.1. To the north of the site access, there is on-street parking located on the western side of the Broadmeadow Lane. A small section on the western side of the carriageway opposite the access to the industrial unit on the eastern side of the carriageway has a single yellow line Traffic Regulation Order (TRO) restriction. However, there are no highway compliant signs enforcing this restriction, and consequently it may not be a formal Order.
- 3.3.2. Along the section of Broadmeadow Lane leading north from the junction with the A381 Bishopsteignton, there are sections of the road subject to double-yellow line restrictions and a number of wide vehicular accesses to industrial units. This has resulted in there being only a limited number of on-street parking spaces which is most likely to be used by employees / visitors to the industrial units.
- 3.3.3. The section of the A381 to the south of the site is not subject to any TROs however would be unsuitable for vehicles to park as the highway is a strategically important route through Teignmouth. There are no public car parks in close vicinity to the site.

1	2	3	4	5
			X	

3.4 TRAFFIC IMPACT ASSESSMENT

- 3.4.1. All vehicular development traffic generated from Site 1 would be required to travel through the A381 Bishopsteignton / Broadmeadow Lane priority junction. This junction has a right-turn lane suitable for approximately four cars.
- 3.4.2. It is difficult to accurately predict the level of operation of the junction. A traffic turning count survey of the A381 Bishopsteignton Road / Broadmeadow Lane priority junction would be required to provide a baseline indication of how the junction currently operates. However, the proximity of the traffic signal junctions to the east and west of Broadmeadow Lane will result in gaps in the traffic flow which will aid the operation of the Broadmeadow Lane junction.
- 3.4.3. The A381 Bishopsteignton Road is a strategically important corridor in Teignmouth, and it is predicted that traffic flows are much higher in the summer tourist season. Therefore, the traffic turning count would most

likely need to be undertaken in the summer tourist period, which may affect the timing of a planning application.

1	2	3	4	5
		X		

3.5 PUBLIC TRANSPORT ASSESSMENT

- 3.5.1. Site 1 is approximately 1.6km (20 minute walk) from Teignmouth Railway Station. This would serve for access to the site, although most people would travel from the site to the Rail station by bus, taxi, car share or bicycle.
- 3.5.2. Eastbound and Westbound bus stops are located to the south of the site along the A381 Bishopsteignton Road, approximately 170m from the site via the footpath bounding the east of the site. The eastbound bus stop is located on the northern side of the A381 that the public footpath joins. It is in the form of a sheltered bus stop however there are no raised 'bus boarder' kerbs.
- 3.5.3. The westbound bus stop is located on a section of the footway on the southern side of the A381, opposite the eastbound bus stop. Dropped kerbs, tactile paving, and a pedestrian refuge island facilitate pedestrian movement across the carriageway. This bus stop is unflagged and borders a site access for a residential unit, which indicates that it is seen as a 'set down' request stop and not a stop from where bus journeys typically start.
- 3.5.4. Six bus services serve both bus stops, including the Stagecoach number 2 which operates on a 20 minute frequency from Exeter to Newton Abbot and the Country Bus number 81 Teignmouth Town Centre service that operates on an hourly frequency.

1	2	3	4	5
			X	

3.6 SUMMARY

- 3.6.1. Site 1 has received a total score of 18. This is because the site access via Broadmeadow Lane although capable of serving the site, is unsuitable for the trips generated of the proposed land use due to the on-street parking and narrowness of the carriageway on approach to the site. There are also limited places for on-street parking along Broadmeadow Lane, and if the site is incapable of providing sufficient parking, the overspill could result in significant issues.
- 3.6.2. Footway provision is sporadic throughout the Broadmeadow Industrial Estate, however, the site does benefit from the public footpath that runs from the footway along the A381 to the site access on the north of the site. Providing a DDA compliant access into the site could be inefficient in land use terms.
- 3.6.3. The public footpath does provide a direct route to bus stops along the A381 serving both directions, however the westbound bus stop is 'informal and has no provision typical of a good quality bus stop. In spite of this, as the facility currently operates this is not a particular disbenefit, however, it would be an issue for a healthcare facility serving a wider area.

4 SITE 2: EASTCLIFFE CAR PARK

4.1 SITE BACKGROUND

- 4.1.1. Site 2 is located on the east of Teignmouth, approximately 500m from the town centre. The site is bordered to the north by a residential unit and Eastcliffe Park, to the east and south by the railway line linking Plymouth to Exeter, and to the west by Dawlish Road. The site currently consists of a long stay car park of 157 spaces and the Eastcliffe Centre building. The site is shown on **Figure 4.1**.

Figure 4.1 – Site 2 Location Plan



4.2 ACCESS ASSESSMENT

Vehicular Access

- 4.2.1. The site is currently accessed from a junction with Dawlish Road. The junction mouth is wide (approx. 12m) and development proposals for the site would include reducing the width. Street lights are present along the section of Dawlish Road that borders the site and the carriageway is of a straight alignment, therefore providing good visibility.
- 4.2.2. Based on the 30mph speed limit in place on Dawlish Road, junction visibility of 2.4m x 43m should be required for any site access junctions. Based on aerial mapping, it appears this visibility is available from the existing access.
- 4.2.3. Review of collision data over the period 2011-2015 has shown there have been no collisions at the Eastcliffe Car Park / Dawlish Road junction.

1	2	3	4	5
X				

Pedestrian and Cycle Access

- 4.2.4. Footways extend from within the site onto the footway on the eastern side of Dawlish Road. The Dawlish Road footway leads southwards towards the town centre and joins the rest of the local footway network within the town centre. Approximately 25m to the south of the site, footway is present on both sides of Dawlish Road however there is no provision of pedestrian crossing facilities.
- 4.2.5. There is a pedestrian access point on the eastern side of the site that joins the shared footway/cycleway which bounds the eastern side of the site linking Eastcliffe Park (to the north of the site) to the South West Coastal Path and Teignmouth Beach (to the south of the site).

1	2	3	4	5
	X			

4.3 PARKING ASSESSMENT

- 4.3.1. As the site is located near the town centre and bound to the north and east by Eastcliffe Park and to the south by a railway line, there is very limited off-site parking. The section of Dawlish Road in vicinity to the site is subject to double-yellow line TROs on both sides of the carriageway. Approximately 180m to the north of the site along Woodway Road (accessed from a junction with Dawlish Road) there is on-street parking on both sides of the carriageway.
- 4.3.2. Glendaragh Road is located 50m to the south of the site and there is approximately 60m of on-street parking on the southern side of the carriageway.
- 4.3.3. It is worth considering that if the site is selected for the development then a number of existing car park users would be displaced and therefore may look to park on the streets surrounding the site.
- 4.3.4. Due to the large size of the site it is expected that the development proposals would be able to provide a sufficient number of on-site parking spaces to accommodate the development. The site may even retain a reduced public parking provision. The assessed score is based on there not being any parking issues resulting from the loss of the public car parking, and it is assumed that this would be assessed prior to making the site available for redevelopment.

1	2	3	4	5
X				

4.4 TRAFFIC IMPACT ASSESSMENT

- 4.4.1. Dawlish Road is a strategically important route leading northwards to Dawlish and Exeter. It is particularly impacted by summer seasonal traffic.
- 4.4.2. A junction model of the proposed site access with Dawlish Road would need to be produced to review the level of operation. Vehicles from the site waiting to manoeuvre onto Dawlish Road benefit from good visibility due to the alignment of Dawlish Road. As part of the development proposals it would be difficult to provide a right-turn bay as the section of Dawlish Road is constrained to the west by residential dwellings and therefore the section of the road would need to be realigned (approximately 3-5m) into the site to provide a wider carriageway if an improved access was required.
- 4.4.3. The Eastcliffe Car Park is the only long stay car park on the east of Teignmouth and is one of the largest in the town. There will need to be a study of the impact, displacement, and re-allocation of existing car park users and also consideration of seasonal tourist users that park in the car park due to its close proximity to Teignmouth Beach, Lido, the South West Coastal Path, and town centre.

1	2	3	4	5
			X	

4.5 PUBLIC TRANSPORT ASSESSMENT

- 4.5.1. The site benefits from a good provision of public transport. Teignmouth Railway station is located 350m to the southwest of the site, from where hourly rail services provide access to Newton Abbot, Dawlish, Starcross and Exeter.
- 4.5.2. A sheltered bus stop is located at the site access junction, on the site boundary with the footway on the eastern side of Dawlish Road. Southbound services at this bus stop come from the north of Teignmouth, Dawlish, Starcross and Exeter and continue to Teignmouth town centre, Newton Abbot and Torbay.
- 4.5.3. There does not appear to be a northbound bus stop opposite the site and the closest northbound bus stops are located at Teignmouth railway station (350m from site) and to the north of the site along Dawlish Road (210m from site). There is shelter at the Rail Station, but not at the stop to the north.
- 4.5.4. The bus stop is served by Stagecoach bus number 2 which operates on a 20 minutes frequency, and bus numbers 112 & X84 which operate a less frequent service.

1	2	3	4	5
	X			

4.6 SUMMARY

- 4.6.1. Site 2 has scored a total of 10. The existing site benefits from good vehicle access provision, as the visibility from the site access meets requirements set out in Manual for Streets. The pedestrian provision is of a good standard, as the pedestrian link to the east of the site provides access to Teignmouth Beach and footway leads out of the vehicular site access junction on the west of the site to join the footway on the eastern side of Dawlish Road. However, to the south of Dawlish Road, along the route from the site to the town centre, there is no provision of pedestrian crossing facilities to the footway on the western side of Dawlish Road.
- 4.6.2. The site benefits from a bus shelter located on its western boundary that serves southbound buses. However there does not appear to be a northbound bus stop in close proximity and the potential to provide a bus stop on the western side of Dawlish Road is limited as there is no footway and is bound by residential units.
- 4.6.3. The provision of off-site parking has been scored low due to the potential to provide sufficient spaces on site. A parking survey is recommended in order to identify the impact of any potential closure of the long stay car park and possible increased pressure for on-street parking.

5 SITE 3: BRUNSWICK STREET

5.1 SITE BACKGROUND

- 5.1.1. Site 3 is located in Teignmouth town centre and consists of the Brunswick Street Car Park and the vacant land to the south. The site is bordered to the north by public toilets, to the east by Brunswick Street, to the south by residential units, and to the west by residential units and shops. The site is shown on **Figure 5.1**.

Figure 5.1 – Site 3 Location Plan



5.2 ACCESS ASSESSMENT

Vehicular Access

- 5.2.1. The existing site access is from Brunswick Street. Brunswick Street is subject to one-way TROs and is aligned as a 'loop' from the section of Den Crescent at the south of the site to the section of Den Road to the northeast of the site.
- 5.2.2. The site consists of two vehicle site accesses, one provides vehicular access to Brunswick Street Car Park and the other provides vehicular access to the vacant land.
- 5.2.3. Double yellow lines are located opposite the car park access junction and to its south, providing good visibility for vehicles manoeuvring out of the car park. Directly opposite the Vacant Land site access there is an 85m section of on-street parking on the eastern side of Brunswick Street.
- 5.2.4. A section of Brunswick Street, from its south to 5m north of the car park vehicle access, is subject to Double yellow-line TRO on its western side. Street lighting is present along the length of the carriageway and the highway is subject to a 30mph speed limit.
- 5.2.5. A review of collisions in the period 2011-2015 has shown there have been no collisions along Brunswick Street.

1	2	3	4	5
X				

Pedestrian and Cycle Access

- 5.2.6. Site 3 benefits from a high level of pedestrian facilities due to its location within the town centre. Footways are present along both sides of Brunswick Street, leading directly into each of the areas of the site. Footways along Brunswick Street lead northwards to the shops and facilities along Den Road, and to the south the footways lead to 'The Den' seafront area. Street lighting is prominent throughout the local highway network.
- 5.2.7. A public footpath runs between the two areas of the site, linking the footway on the western side of Brunswick Street to the footway on the eastern side of Northumberland Place.
- 5.2.8. A pedestrian and cycle access is located on the west of the car park, linking to Northumberland Place. A further pedestrian access point is located on the north east of the site linking to the footway along Brunswick Street.
- 5.2.9. Pedestrian and cycle access to the Vacant Land is via the vehicle access point.

1	2	3	4	5
	X			

5.3 PARKING ASSESSMENT

- 5.3.1. As noted in the section above, there is an 85m section of the on-street parking on the eastern side of the Brunswick Street which is subject to TROs of 'maximum stay two hours' and 'no return within two hours' between 08:00-18:00 from the 1st May to 30th September.
- 5.3.2. Bounding the east of the car park, there are approximately seven car parking spaces along Brunswick Street which are subject to one hour maximum stay between 08:00-18:00 and no return within one hour.
- 5.3.3. Den Crescent is located approximately 100m to the south of the site, where there are a number of pay and display spaces.
- 5.3.4. Quay Road car park is located 130m to the northwest of the site. Footway, street lighting and dropped kerbs are present for the length of the route from the site to Quay Road car park. The car park is long stay and consist of 171 spaces including 6 disabled.
- 5.3.5. The northern area of Site 3 consists of Brunswick Street car park which is short stay and consists of 56 car parking spaces which are subject to a maximum stay of four hours. If Site 3 is selected for the development, then a number of existing car park users would be displaced and therefore may look to park on the streets surrounding the site.

1	2	3	4	5
	X			

5.4 TRAFFIC IMPACT ASSESSMENT

- 5.4.1. Due to the size of the site there would be potential to provide on-site parking, but at the expense of public parking. Therefore, the on-street parking along Brunswick Street and Dens Crescent as well as the Quay Road car park would need to accommodate the displaced demand generated by the development. Utilisation surveys of the Quay Road and Brunswick Street car parks and on-street spaces would need to be conducted to see if they can accommodate the predicted trip generation and displacement of parking from Brunswick Street car park.
- 5.4.2. The level of operation of the Brunswick Street / Den Crescent junction and level of operation of the Exeter Road / Orchard Garden Roundabout may need to be modelled if a planning application was to be submitted.

1	2	3	4	5
		X		

5.5 PUBLIC TRANSPORT ASSESSMENT

- 5.5.1. Teignmouth Railway Station is located 500m to the north of the site. Footways and pedestrian crossings are located along the length of the route to the railway station.
- 5.5.2. The closest bus stop to the site is located along Den Road, a distance of approximately 200m. Footways and pedestrian crossing facilities (in the form of dropped kerbs and tactile paving) lead from the site to the sheltered bus stop. The bus stop is served by nine bus services providing access to a number of destinations within Teignmouth and to surrounding towns. The number 2 operates at a 20 minute frequency from Exeter to Newton Abbot, the number 22 operates at a frequency of every 20-30 minutes from Paignton to Dawlish, and number 81 Teignmouth town centre service runs every hour.

1	2	3	4	5
	X			

5.6 SUMMARY

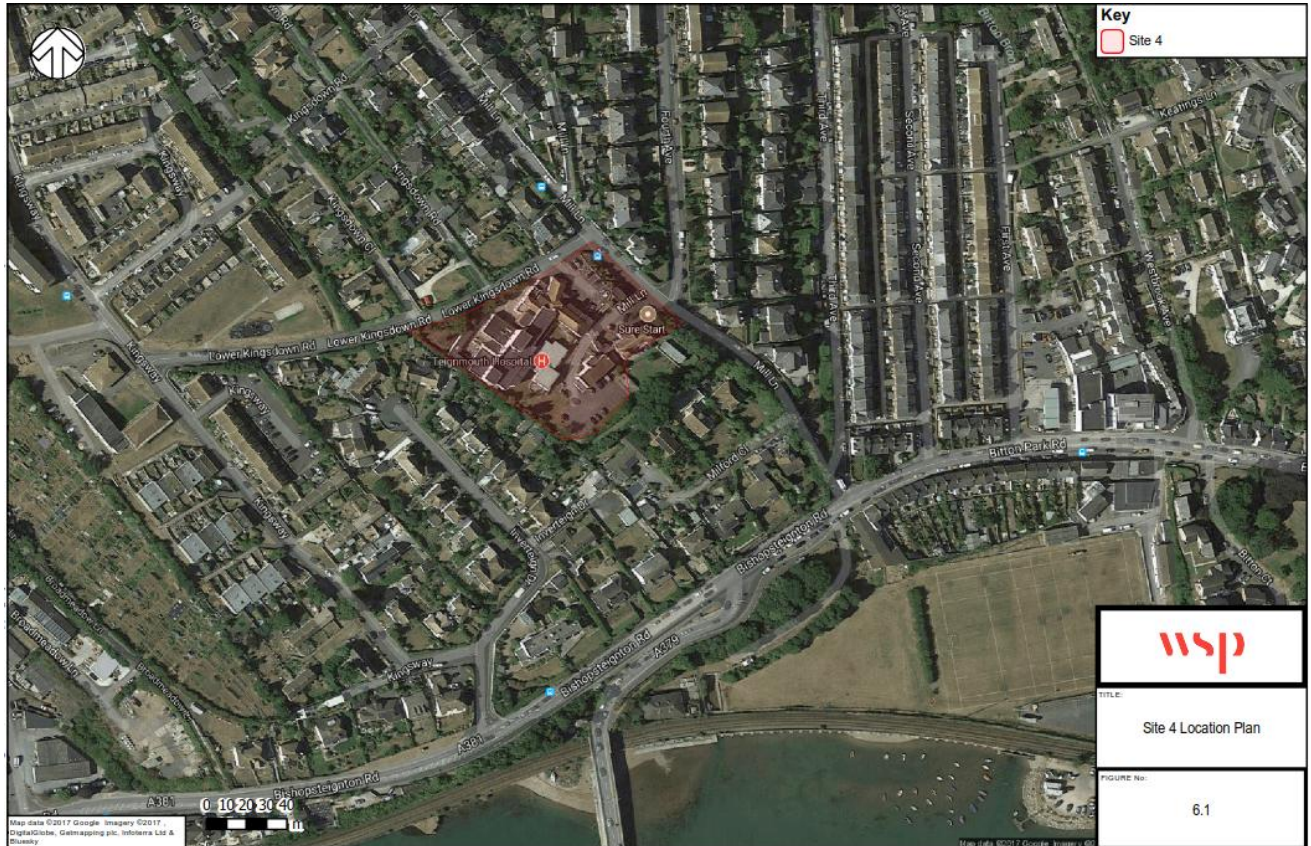
- 5.6.1. Site 3 has scored a total of 10. The site benefits from an extensive pedestrian network of high provision (street lights and pedestrian crossing facilities) linking to nearby public transport facilities and off-site parking locations. Teignmouth Railway Station and the closest bus stop (along Den Road) are within an acceptable walking distance of 500m and 200m respectively.
- 5.6.2. On-street parking along Brunswick Street, Den Crescent and the long stay Quay Road car park is likely to be able to accommodate the loss of Brunswick Street car park, however utilisation surveys would be needed in the future to accurately predict and inform a planning application. The operation of the Exeter Road/ Orchard Garden roundabout and the routing of additional traffic through Orchard Garden and the town centre may need to be evidenced to show that the development would have no material adverse impact the operation of the local highway.
- 5.6.3. It is considered that either of the two existing vehicular accesses from the site onto Brunswick Street would meet access requirements due to the one-way operation of the street and double yellow lines located on the western side of the carriageway preventing parked vehicles obscuring visibility.

6 SITE 4: MILL LANE (EXISTING SITE)

6.1 SITE BACKGROUND

- 6.1.1. Site 4 is the existing Teignmouth Hospital Site, located off Mill Lane/Lower Kingsdown Road, Teignmouth, approximately 1km from Teignmouth town centre. The site location is shown on **Figure 6.1**.

Figure 6.1 – Site 4 Location Plan



6.2 ACCESS ASSESSMENT

Vehicular Access

- 6.2.1. The existing hospital highway access from Mill Lane is on a steep gradient and is also relatively narrow. Visibility at this junction is also an issue due to walls on either side of the junction along the site boundary and on-street parking to both sides of Mill Lane. The existing access does not appear to meet standard visibility requirements although no highway injury collisions have been recorded in the vicinity of the site access.
- 6.2.2. Based on the 30mph speed limit on Mill Lane, junction visibility of 2.4m x 43m should be required for any site access junctions. The 2.4m 'X' distance can be reduced to 2.0m for low traffic flow and low speed accesses. The Manual for Streets identifies that parking in visibility splays does not usually create significant problems. That is the case in this instance, and would be expected to remain the situation into the future. The on-street parking and low emergence speed of vehicles would mitigate any minor lack of 2.4m full 'X' distance.
- 6.2.3. The visibility at the access of and for pedestrians using the footway, is limited. This is potentially a greater highway safety risk and traffic collisions.
- 6.2.4. Therefore, it is considered that the access would need to be improved if it were to be used as the main access junction for the proposed Health Centre. This would be likely to involve widening and re-grading the access road to a shallower gradient. The widening to provide for two-way traffic would probably, given the alignment of Mill Lane, allow the full visibility splay to be achieved.

- 6.2.5. Introducing parking restrictions along Mill Lane within the vicinity of the junction, would be required to remove any obstructions from the visibility splay. This is not considered appropriate over the full splay length, as the collision history shows that the layout operates safely, however, a limited length of restriction, up to 5m, either side of the access would be prudent in reducing the potential for conflict and to enable large vehicles to safely and conveniently enter and exit the site.
- 6.2.6. The existing 'Blue Badge' parking access for the hospital is via Lower Kingsdown Road. This is an informal access junction, with no road markings, and it is not on a steep gradient and is relatively wide. Visibility at the access is again restricted by parked vehicles on Lower Kingsdown Road and the access is located only 15m from the junction of Lower Kingsdown Road/Mill Lane, although no highway collisions have been recorded in the vicinity of the site access.

1	2	3	4	5
			X	

Pedestrian and Cycle Access

- 6.2.7. Pedestrian access to the site from Mill Lane is via a set of steps. Access to the proposed health centre will need to provide access for staff and visitors with mobility issues, including physical disability and persons with prams etc. Therefore an improved pedestrian access to appropriate disability design guidance and incorporated within an improved vehicular access is appropriate.
- 6.2.8. Pedestrians also use the vehicular accesses as a shared surface environment. This may be changed as part of the works to ensure that there is a safe route into and out of the site for pedestrians, even if, as is likely, a shared surface approach is taken within the site itself.
- 6.2.9. Lower Kingsdown Road is a single carriageway and is primarily used to provide access to residential dwellings to the north of the proposed development site. Footways and street lighting are present on the northern side of the carriageway and on-street parking is present on the southern-side of the carriageway, resulting in vehicles travelling along Lower Kingsdown Road at low speeds and therefore it is a suitable environment for cyclists.
- 6.2.10. Mill Lane borders the east of the site and runs from the A379 Bitton Park Road on the southern-side of Teignmouth to Teignmouth Community School on the northern-side. Footway, street lighting, and a hand rail is present for the length of Mill Lane from Bitton Park Road to Lower Kingsdown Road.
- 6.2.11. The site is considered to be located such as to have acceptable pedestrian and cycle accessibility, but tempered by the gradients for pedestrians and cyclists which may discourage some non-car travel.

1	2	3	4	5
			X	

6.3 PARKING ASSESSMENT

- 6.3.1. The existing site provides on-site car parking via Mill Lane for approximately 25 vehicles. There is also an on-site disabled car park comprising of 14 spaces accessed from Lower Kingsdown Road.
- 6.3.2. There is on-street parking along the length of the southern side of Lower Kingsdown Road and on-street parking on both sides of Mill Lane.
- 6.3.3. Despite the provision of on-site parking it has been identified that many staff park their cars on the surrounding local highway network. If there is any reduction in parking provision on site, or increase in demand for access to the site, there will be an adverse impact on local parking, which would already appear to be under some pressure.

1	2	3	4	5
		X		

6.4 TRAFFIC IMPACT ASSESSMENT

- 6.4.1. Depending on the increase in traffic generated by the proposed development, assessment of off-site highway junctions may be required and would have to be agreed with the local highway authority. This may require the assessment of the Mill Lane/Bitton Park Road junction.
- 6.4.2. A number of traffic surveys would be likely to be required to inform a Transport Assessment to support a planning application for the proposed development. These surveys would likely be of traffic counts at the existing access to the site, parking surveys at existing car parks and adjacent residential streets, and off-site highway junctions.
- 6.4.3. However, the impact of the use of the site is not considered to represent a significant risk in terms of unacceptable impacts.

1	2	3	4	5
	X			

6.5 PUBLIC TRANSPORT ASSESSMENT

- 6.5.1. A 'flag' bus stop is located on the section of Mill Lane that borders the development site for northbound travel, and a sheltered bus stop is located 30m north of the proposed development for southbound travel. Devon Country Bus service 81 operates a local service 'Teignmouth Triangle – Mill Lane & Lovell Estate' with an hourly frequency between 07:30-17:20 on Monday to Saturday.
- 6.5.2. There are further bus stops on the A379 Bitton Park Road, which have a large number of services running through Teignmouth and on to Newton Abbot, Exeter and Torquay. The westbound stop is approximately 170m from the site and has a shelter, and the eastbound stop is approximately 250m from the site, also benefitting from a shelter.
- 6.5.3. Teignmouth Railway Station is located 1.3km from the proposed development site. Footway and street lighting is present for the length of the route. Teignmouth Railway Station is served by the 'Riviera Line' which runs on an average hourly frequency between Paignton and Exmouth, and also is served by the Penzance to London Paddington service and services to the Midlands and north of England.

1	2	3	4	5
	X			

6.6 SUMMARY

- 6.6.1. Site 4 has scored a total of 15. The site suffers because of its location on a steep gradient making it difficult for pedestrians and cyclists, particularly because many users of the site may not be able to walk up or down steep gradients.
- 6.6.2. Visibility from the main site access along Mill Lane is limited, and junction improvement works are required.
- 6.6.3. The site does benefit from available on-street parking in close proximity, but there does appear to be pressure on the area already. There are bus stops in both directions within 30m of the site, and ones further away, but still within convenient walking distance for those able to walk up and down the steep gradients, that provide access to the full range of local bus services. However, the railway station is of a distance that makes travel by train an unattractive option, except for commuting.

7 SUMMARY AND RECOMMENDATIONS

7.1 SUMMARY

- 7.1.1. WSP has undertaken a desktop assessment of the transport conditions at four potential sites for a new Health Centre in Teignmouth that were identified by the Torbay Development Agency (TDA) and the Torbay and South Devon NHS.
- 7.1.2. The assessment consisted of reviewing and scoring each site based on five criteria, being; (1) Existing vehicle, (2) pedestrian and cycle access to the site, (3) Off-site parking surrounding the site; (4) The traffic impact of the proposed site on the local highway network; & (5) Public transport provision.
- 7.1.3. The marking criteria was based on the scores 1-5, whereby a score of '1' indicates a high level of provision and low risk, and a score of '5' indicates a low level of provision and high risk. Results of the assessments are summarised in **Table 7.1** below.

Table 7.1 Summary of Results

Site	Total Score	Access		Parking	Transport Impact	Public Transport
		Veh	Ped & Cycle			
1 Broadmeadow Lane	18	3	4	4	3	4
2 Eastcliffe Car Park	10	1	2	1	4	2
3 Brunswick Street	10	1	2	2	3	2
4 Mill Lane	15	4	4	3	2	2

- 7.1.4. Broadmeadow Lane has been scored the worst mark out of all the sites. This is because of the inadequate highway layout on the approach for vehicles to access the site via Broadmeadow Lane, and the change of levels and electrical substation to the south of Site 1 making it unsuitable to provide a new vehicle access to the A381 Bishopsteignton.
- 7.1.5. Eastcliffe Car Park has been scored well in terms of access due to the good visibility along Dawlish Road at the vehicle access, and also the pedestrian footway along Dawlish Road leading towards the town centre and public footpath to the east of the site linking to Teignmouth Beach. The site suffers from a high risk transport impact score because of the impact of closing the only long stay car park on the eastern side of Teignmouth.
- 7.1.6. Brunswick Street (Site 3) scored highly in terms of access as both vehicular accesses benefit from the one-way system and double-yellow lines on the western side of Brunswick Street providing suitable visibility. Footways are present on both sides of Brunswick Street and street lighting and pedestrian crossings are located along the length of the route to bus stops and Teignmouth Railway Station.
- 7.1.7. The existing site along Mill Lane scored poorly in terms of access due to visibility be unsuitable to that required by Manual for Street standards. The site also suffered due to its location on a steep gradient, making pedestrian and cyclist access to the site unattractive and unsuitable for certain patients. The site is also a far distance from Teignmouth Railway Station, however, does benefit from bus stops for both directions being located within 30m of the site, and is served by the Teignmouth Town Centre bus service number 81.

7.2 RECOMMENDATIONS

- 7.2.1. In terms of transportation, Sites 2 & 3 offer the best vehicle and pedestrian access, and public transport. It is recommend that that Site 3 is considered for the development ahead of Site 2. This is because Site 3 benefits

from being located closer to public transport provision, the agglomeration of local facilities and amenities, and has a level access for pedestrians.

- 7.2.2. Site 2 is considered to be the second best option and the impact of the loss of parking from Eastcliffe Car Park may not be as severe in comparison to the loss of centrally located spaces in Brunswick Street Car Park (Site 3).
- 7.2.3. Further review is required to determine whether the displacement of Brunswick Street car park users and the vehicle trips generated by the proposed site can be accommodated onto the surrounding on-street parking and Quay Road long stay car park.
- 7.2.4. It shown be noted that due to the proximity of Site 2 to the public transport provision (bus stops and railway station) the trip generation of the site would 'factor-in' the increased likelihood of employees and visitors travelling by public transport.



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