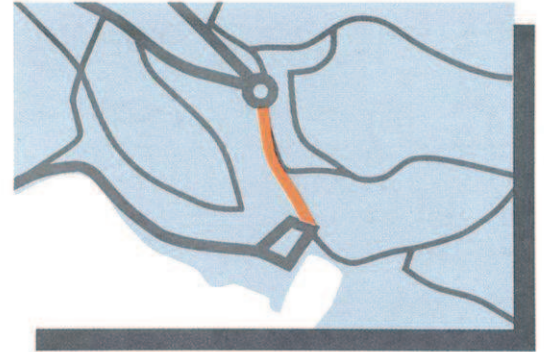


46: Pedestrians enjoy significant benefits from the improved layout and environment. (Photo: Devon County Council)

TORQUAY • FLEET STREET

CONTEXT

The scheme was undertaken in parallel with a major shopping redevelopment scheme in Torquay Town Centre. Prior to the new development, known as Fleet Walk, Fleet Street was a somewhat run-down shopping area located between the harbour area and the main shopping area of the town.

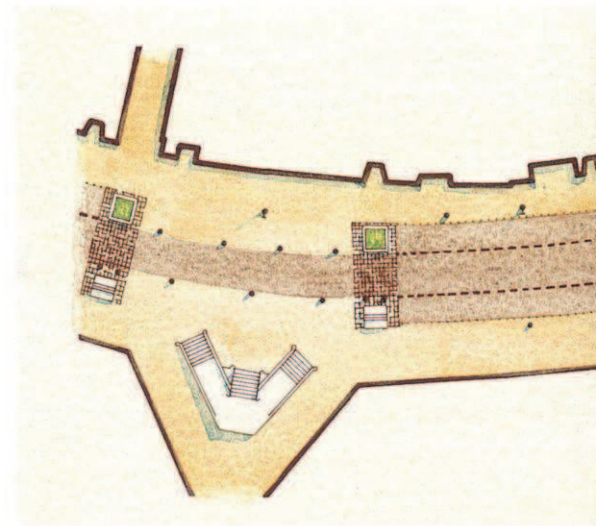


OBJECTIVES

The enhancement of Fleet Street was considered by Torbay Borough Council and the County Council to be an integral part of the Fleet Walk development, and the scheme was designed and developed by these authorities in partnership with the developers, Rosehaugh Estates.



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The principal objective of the scheme was to create a pedestrian priority area in the street which would complement the design of the new development at the southern end, and which could be extended to the remainder of the street outside the redevelopment area, at the northern end.

DESCRIPTION

Concrete pavers were laid across the full width of the street which was closed to traffic, with the exception of buses and service vehicles. Other vehicles are permitted outside the hours of 10 a.m. to 6 p.m. for access purposes only. The question of designing a track for these vehicles and of providing service areas where necessary was a matter of considerable debate during the design stages. The arrangement finally adopted used street furniture including bollards, planters and litter bins which were

carefully located so as to mark the route for buses and service vehicles.

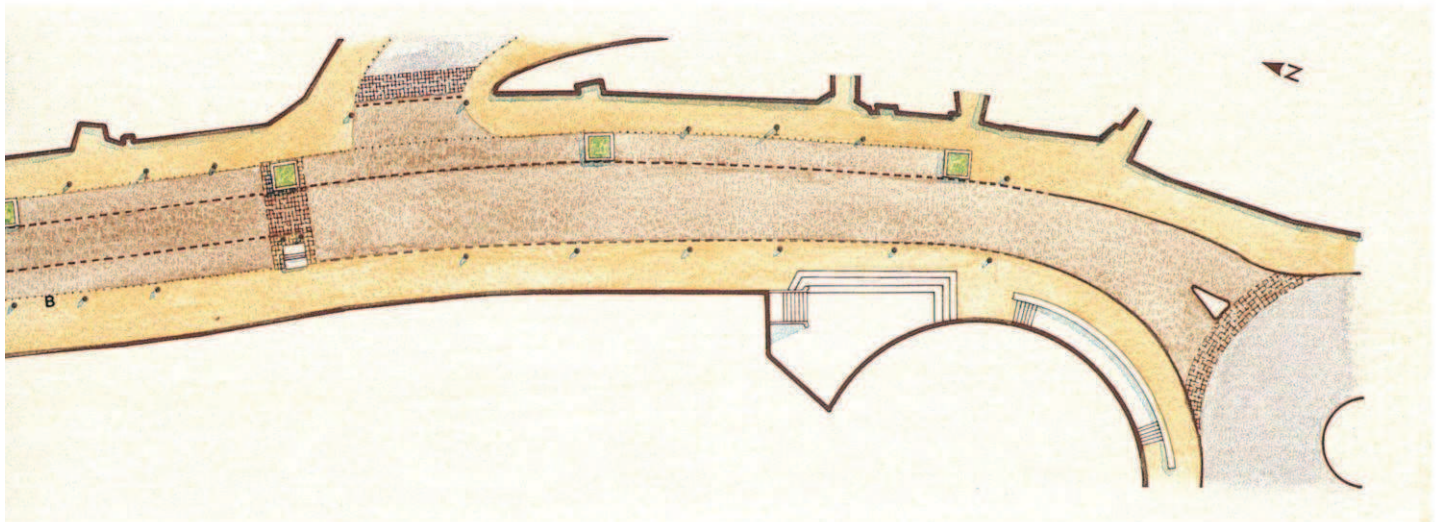
COST

The scheme was carried out as part of the redevelopment of Fleet Street by a private developer. The cost is estimated at between £0.5m and £0.75m.

47: Paving across the full width of the street. Bollards, planters and other street furniture define the vehicle track. (Photo: Devon County Council)



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ASSESSMENT

Initially, there were problems of conflict between buses and pedestrians. Approximately 100 minibuses were travelling through the street every hour. However, following discussions with the bus companies, the numbers of vehicles using the street has been reduced and an agreement has been reached which ensures that these vehicles travel at no more than 5 mph. Some amendments to the scheme have been required to calm traffic at the northern end of Fleet Street from which access is required to adjoining streets.

Notwithstanding these initial difficulties, the overall effect of the scheme has been beneficial in terms of improving the environment and safety for shoppers and tourists. The major problem has been the difficulties experienced by people with a visual handicap owing to the absence of kerbs and the location of street furniture and this matter is the subject of further investigation.