

Welcome to the feedback session on The Strand, Torquay

Since the workshop on the 4th July, the Design Team has been busy reviewing the information collected and incorporating these themes into the concept plan to transform the way The Strand is used and experienced by residents and visitors, particularly bringing life to this part of the harbour after the shops have closed.

We'd very much like to show you how we've incorporated your thoughts into our proposals.

Please take a look at the exhibition boards here today and feel free to talk to members of the Project Team who are on hand to answer any questions you may have.



Your views are important to us:

Once you've had a look at the boards the Design Team is available throughout the afternoon to hear your thoughts on how the project is progressing and answer any questions you may have.



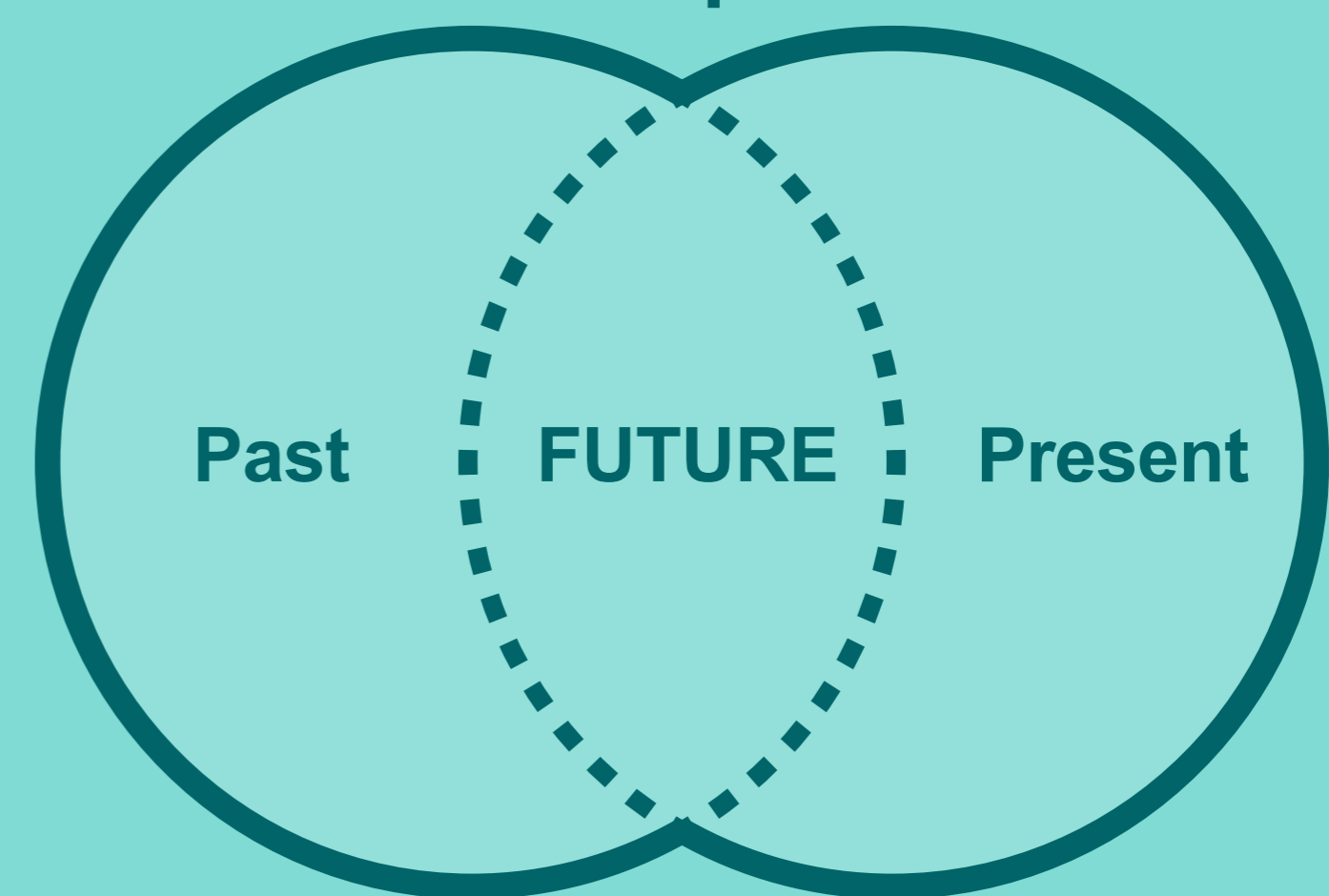
The Strand, Torquay

Our Workshop

The workshop on the 4th July was separated into two parts.

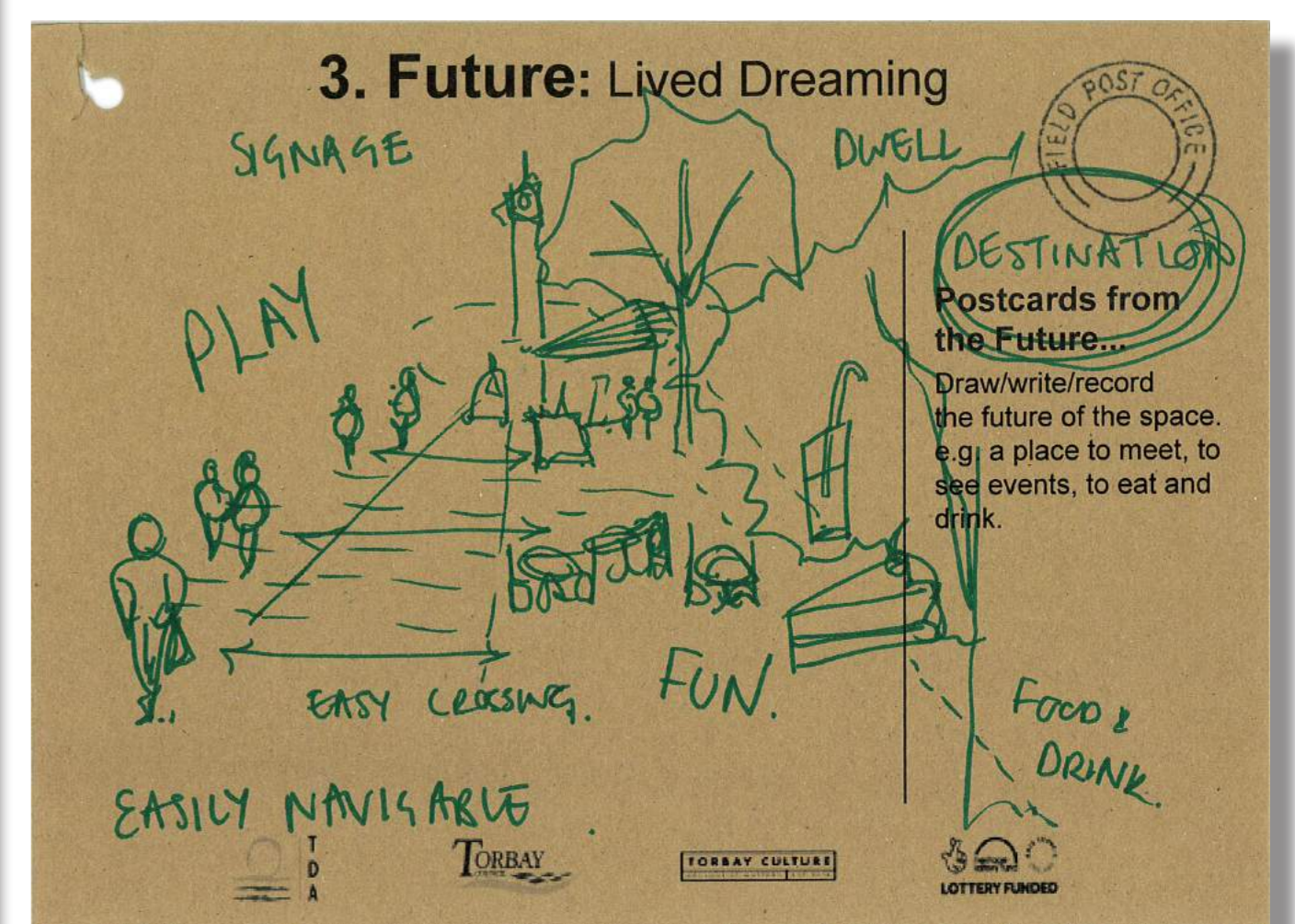
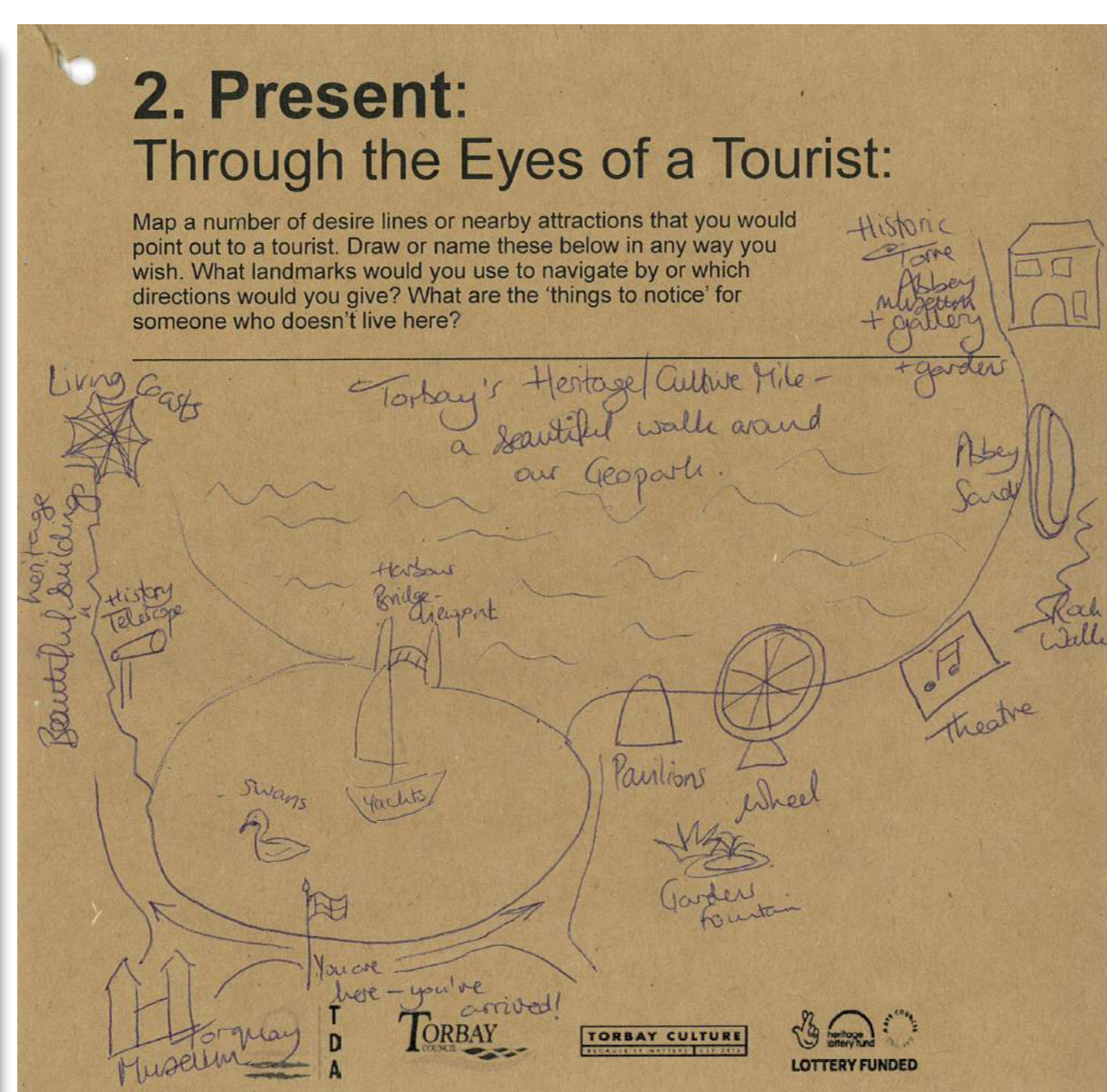
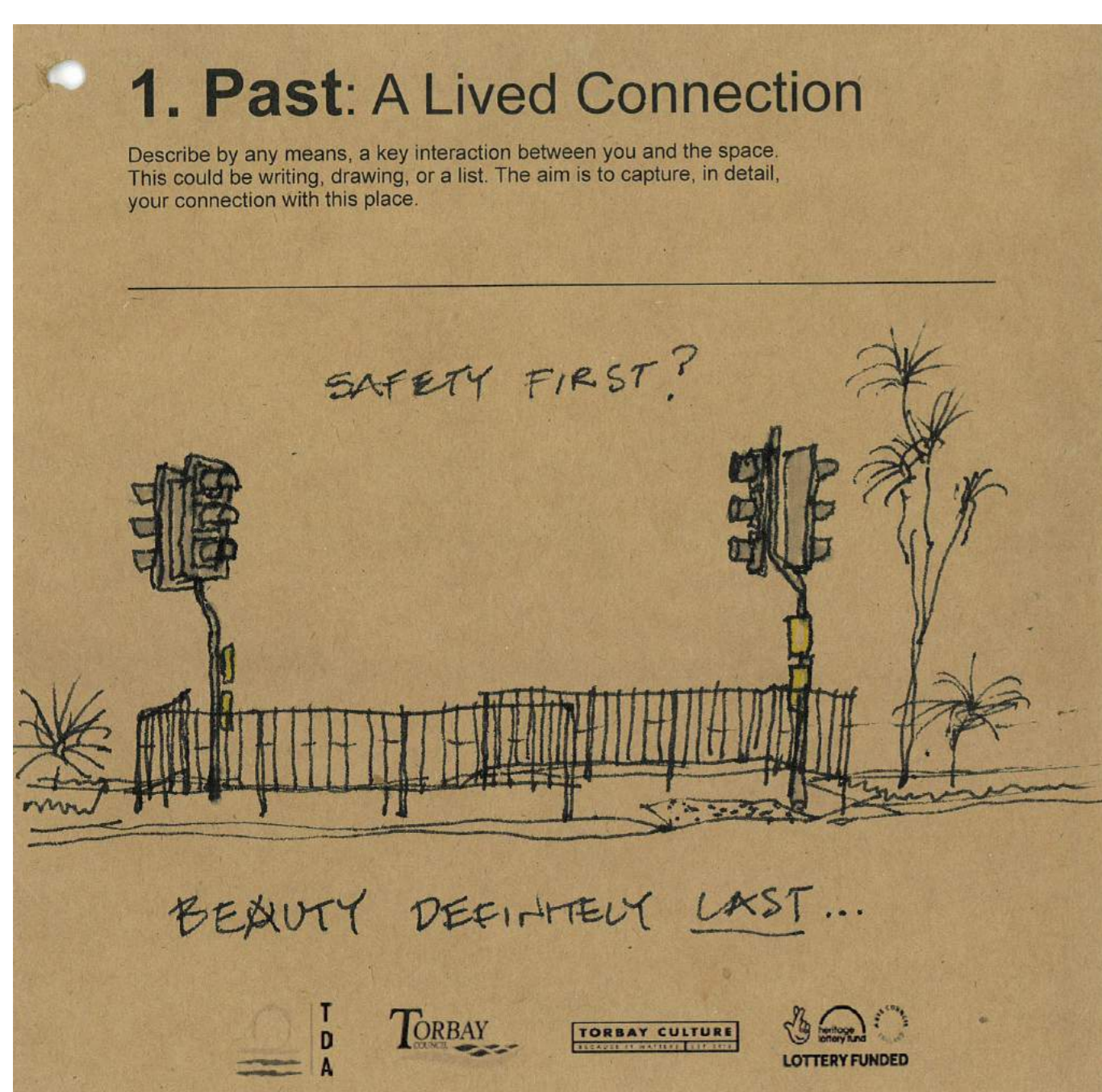
- **Part 1** - focussed on individual responses to experiences of The Strand past, present and future. Attendees were invited to explore The Strand individually or in groups to consider the past, present and future.
- **Part 2** - the second session focussed on group discussions and drew responses to the current design and aspects that could be considered in the evolving RIBA stage 3 design.

Keeping Torquay unique



The words and phrases opposite illustrate the strongest or most frequent themes, as interpreted by the Design Team.

Examples of Workshop Output



The Strand, Torquay

Emerging Responses

Explore potential for flexible informal event and gathering space

Develop a contemporary response to heritage context

**Mallock
Clock
Tower**

Promote accessibility to harbour edge experience

Create a balance between active & dwelling places

**Design for
safe
night-time
use**

Consider public toilet provision

**MEET
FRIENDS**

Provide additional crossings & connectivity

EVENTS

Use high quality and durable materials

Retain & develop Mediterranean planting

Play

Provide power & lighting to facilitate events & markets

Incorporate integrated art with a focus on gathering and playable elements.

eat

Explore opportunities for provision of high quality food and drink

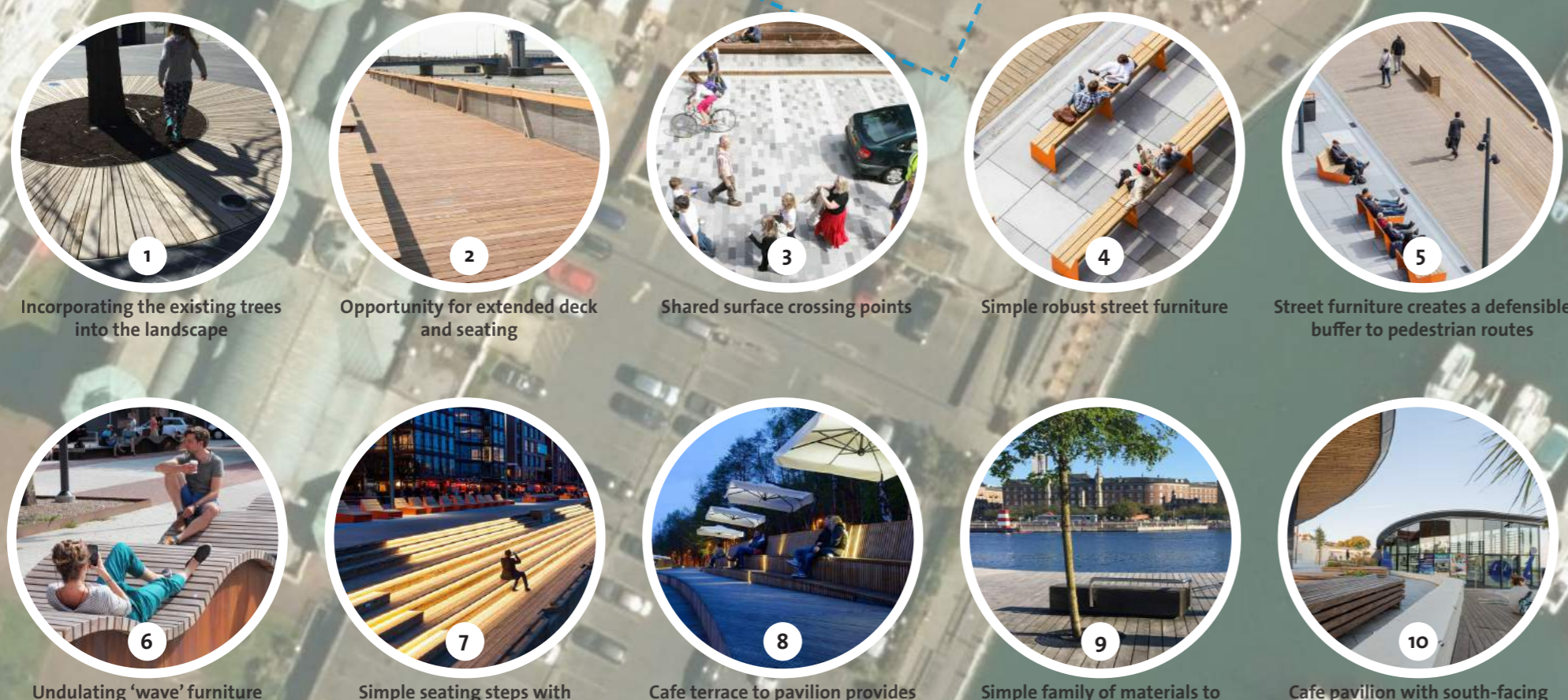
Explore opportunities for pavilions

**Relaxed
Area**

Design for all ages & design out potential anti-social behaviour

The Strand, Torquay

Areas reviewed



1 Incorporating the existing trees into the landscape
 2 Opportunity for extended deck and seating
 3 Shared surface crossing points
 4 Simple robust street furniture
 5 Street furniture creates a defensible buffer to pedestrian routes
 6 Undulating 'wave' furniture elements allow for relaxation
 7 Simple seating steps with integrated lighting
 8 Cafe terrace to pavilion provides seating and views of the harbour
 9 Simple family of materials to create a coherent landscape
 10 Cafe pavilion with south-facing terraces

Image supplied by BJD Landscapes - © Google 2017

A

Right Hand Turn for Buses

There are immediate benefits to both the visual removal of buses from this space and the environmental benefits for the bus operator travelling less distance by not having to loop around the clock tower. It will be important that bus users are provided with a new comfortable waiting environment, and they would benefit from 'real time' updates on travel time even at Fleet walk so they can make informed decisions about travel.

B

Incorporate the Clock Tower

Can the clock tower be incorporated into the final public realm proposal. This would greatly enhance the public's experience of the important listed Grade II feature. It could generate additional public space for seating and events. This would create a challenge in relation to how a new junction could work, but the benefit to the public would seem significant.

C

What About Informal Events?

A waterfront hangout, a platform for cultural events or performances throughout the year, this could be Torquay's 'go to' events space with a rolling outdoor programme. Pop up cinema, Grinagog venue or music stage, Seafood Coast food market... just some of the possible uses

D

One really good offer

With the right operator, the final proposal has the chance to provide great food and beverage opportunities. Feedback from the workshop focussed around changing the character of this area in the evening and into the night. Rather than two cafes/kiosks it's considered that one larger unit, say seating for 50 inside and 50 outside, could function later into the evening providing natural surveillance of the area and impacting on any antisocial behaviour currently being experienced.

E

Retain & Develop the Mediterranean Planting

F

Incorporate integrated art with a focus on gathering and playable elements.

The Strand, Torquay
 Illustrative Landscape Masterplan - Phase 1
 8th December 2016 Scale 1:500 © BJD
 www.bjd.co.uk

The Strand, Torquay

How the space is used

This section provides a summary of the work undertaken by PJA to date in the development & testing of the proposals for improving the public realm around The Strand area.

Traffic Flows

Traffic and pedestrian flows were undertaken in July 2018 to inform design changes to The Strand. The traffic flows were recorded during school term time.

The traffic survey data showed that the busiest hours at the junction of A379 The Strand / A379 Torwood Road and Victoria Parade were between 08:00 – 09:00 and between 17:00 – 18:00. In the morning peak 1,028 vehicles passed through the junction, and in the afternoon 1,317 vehicles passed through.

Around 80% of the traffic passing through the junction follows the A379 between The Strand and Torwood Road, with around 20% of traffic having an origin or destination on Victoria Parade. The surveyed flows on The Strand could be accommodated along a single carriageway road.

Vehicle speeds in the study area are significantly lower than the 30mph speed limit. The 5-day average speed was 16.6mph on the eastbound carriageway and 16.7 on the westbound carriageway.

Public Transport

Every bus that serves Torquay, currently stops on The Strand, meaning between 50-60 buses are stopping either on The Strand or the Cary Parade during each peak period. There is no bus station within the town, meaning that The Strand is also used as the layover location for a number of bus services.

On the north side of The Strand, a 66m bus stop is currently provided, which is broken down into six stands. There are no bus shelters or raised kerbs, however, the footway in front of Debenhams is covered. On the south side of The Strand, there is a 50m bus bay broken down into two stands. There are bus shelters provided, but no raised bus boarding kerbs. On the north side of Cary Parade, there is a 42m long bus bay, split into two stands. There are no bus shelters or raised boarding areas at either stop.

A review of bus timetabling for The Strand and Cary Parade was undertaken, and it was found that many of the existing services stop multiple times on The Strand and Cary Parade, with a significant number of services

Taxis

A survey of the operation of the existing taxi ranks was carried out to identify demand for spaces and the average duration of stay within the rank.

There are two taxi ranks within or adjacent to the study area: the first is located on A379 Cary Parade on the southern side of the carriageway; and the second is located on the southern side of The Strand to the east of the junction with Fleet Street. The first rank is signed as having capacity for eight taxis and the second is signed as having capacity for three taxis.

The operation of the taxi ranks was recorded during 0700 – 1000 and 1600 – 1900. During this time, 12 taxis entered the Cary Parade taxi rank as well as four construction

Sharing the Space

Due to the location of The Strand, it is important that the scheme seeks to improve the balance between the functions of movements and place. Currently, vehicles dominate the space.

The scheme must recognise the diversity of users and their needs, and the range of possible uses of the space, so that a functional and truly inclusive environment can be created. The pedestrian density plots give an indication of the number of people crossing, the whiter the line, the more intense the crossing demand, with thicker lines representing larger crossing groups.

The desire line information only records the start and end point for a crossing, with a straight line joining two points.

A pedestrian movement study was also undertaken in July 2018. The detailed pedestrian survey recorded 1,529 pedestrians crossing the road within the study area during the AM peak, and 2,982 within the PM peak. 93% of these crossings took place at formal crossing points.

The low level of informal crossing is likely to be related to the layout of the existing highway within the study area, which features an inaccessible central median along the length of The Strand and Cary Parade. There are also sections where guard railing has been erected to control pedestrian crossing behaviour. Informal crossing is possible at the eastern end of The Strand.

For the informal crossing survey, we can see that 79% of people crossing were men, less than 1% of people crossing in this study area were over 65 and 4% of people were under 16.

u-turning at the roundabouts either end of the road. With the introduction of a right turn facility from Fleet Street to Cary Parade, it is considered that there is a significant opportunity to reduce the number of bus stops and stands in the area.

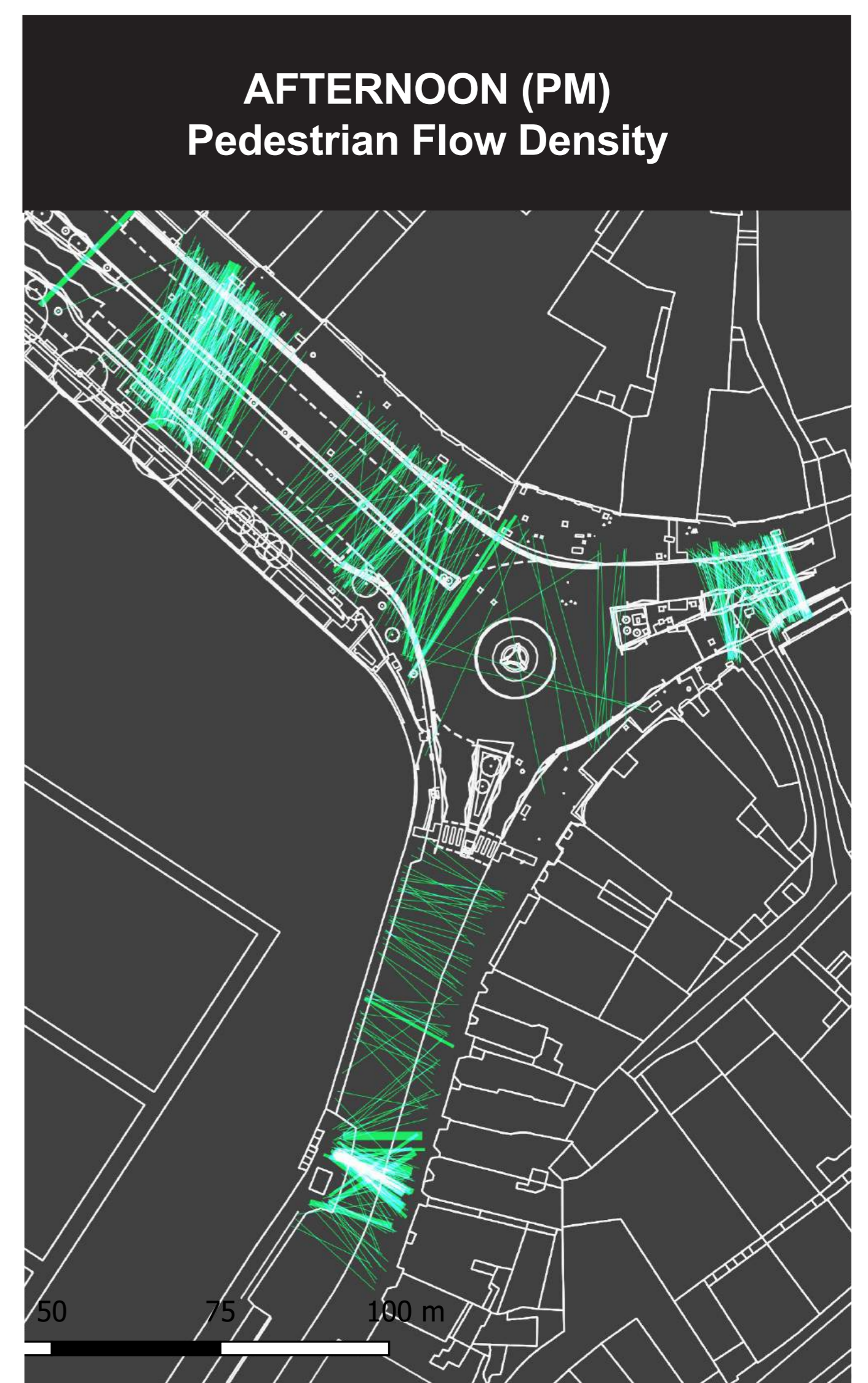
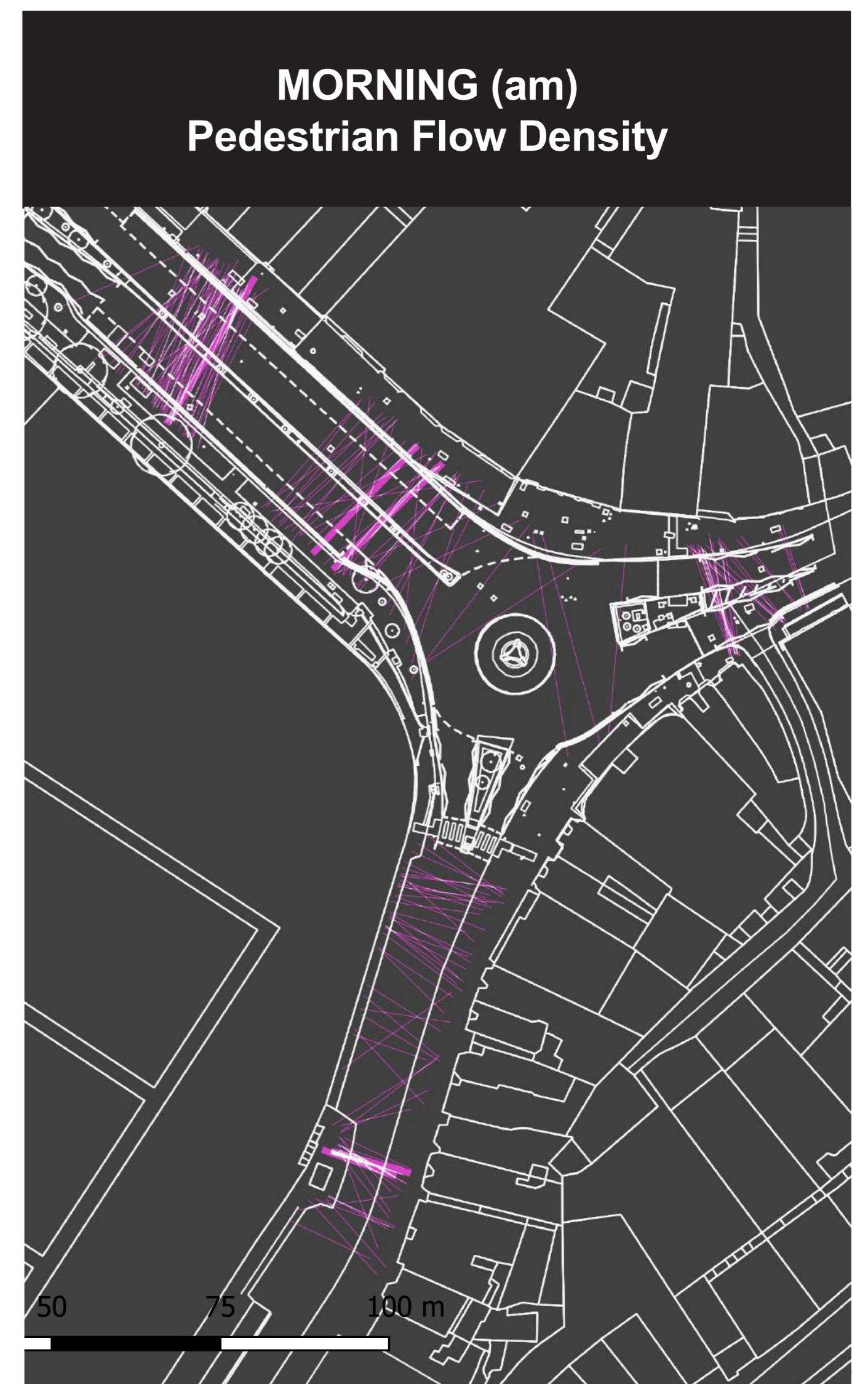
In order to improve the environment along The Strand it is proposed to move all bus stopping and bus lay-over activity from this prime area on the harbourside. Services travelling from west to east will stop on Fleet Street or Cary Parade and then again on Torwood Road. Services travelling from east to west will stop on Parkhill Road, Torwood Street or Victoria Parade and then again on Cary Parade, Torbay Road, or Fleet Street. People on The Strand will be no more than 300m walk from a bus stop.

The proposals include a new right turn facility for buses turning out of Fleet Street, provision of three bus stops/stands on Cary Parade on the south side and the carriageway. The introduction of real-time public transport information signage along The Strand would also benefit public transport users.

vehicles. The maximum occupancy was seven vehicles. During this time, three taxis entered The Strand rank as well as eight private vehicles and one HGV.

The afternoon survey took place between 1600 – 1900. On Cary Parade, 19 taxis were recorded as well as one private car and one refuse vehicle. The maximum occupancy was three taxis. On The Strand, 50 taxis were recorded during the survey period, plus two private cars. The maximum occupancy was five vehicles.

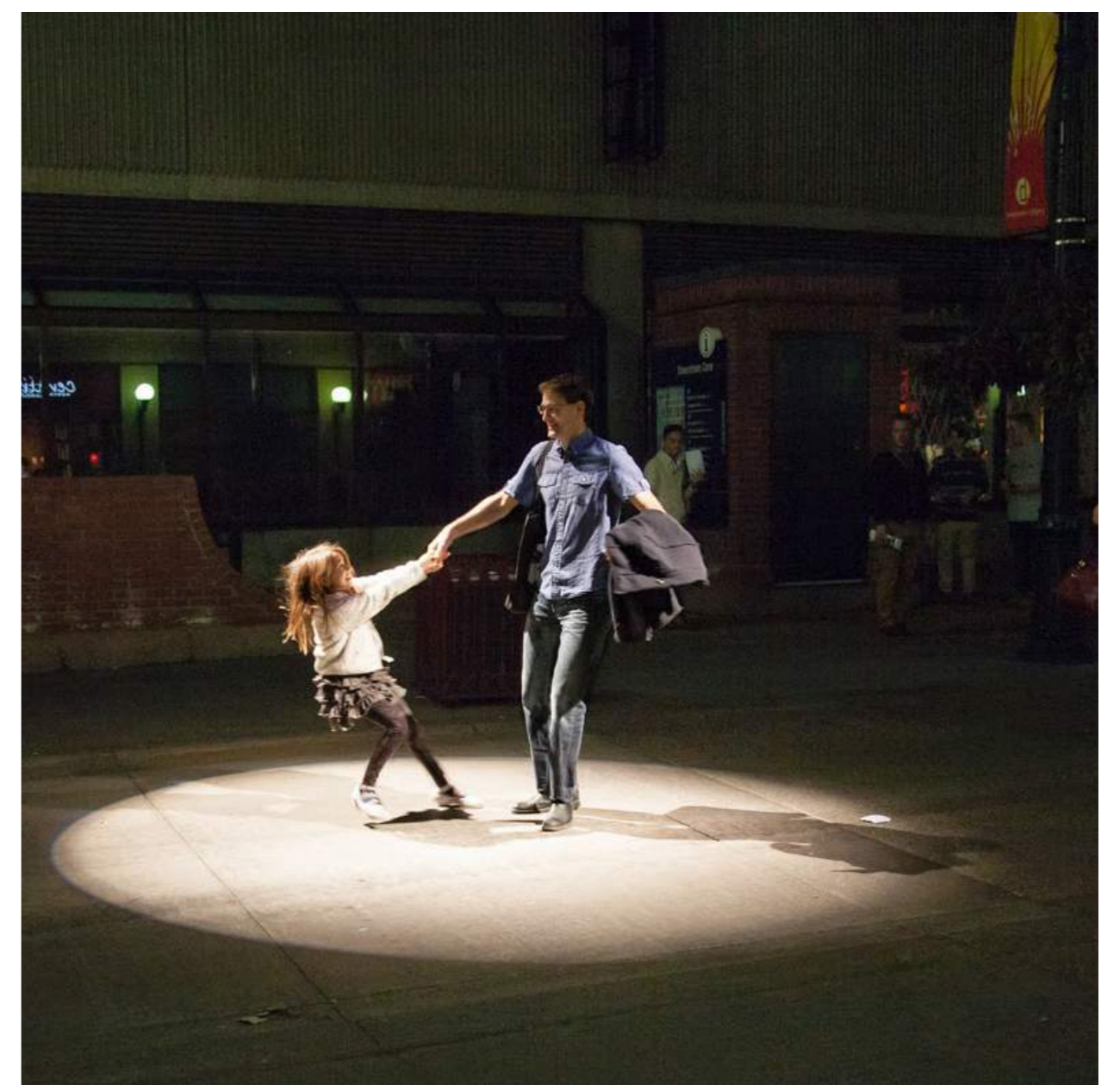
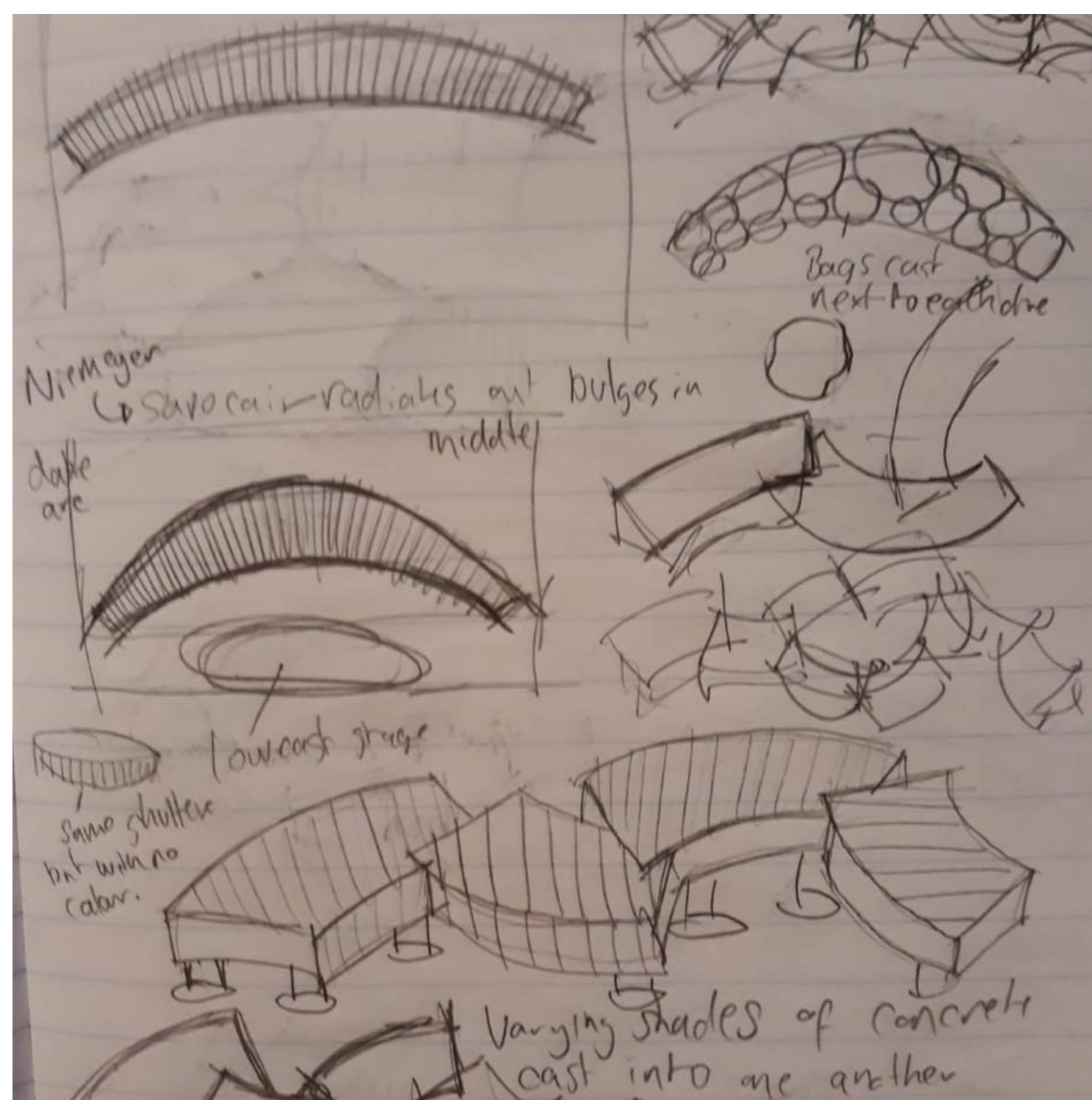
As the surveys show significant demand in the PM peak, but the existing provision was not fully utilised at any one time. A single taxi rank will be re-provided on the north side of The Strand. This will provide capacity for 10 vehicles.



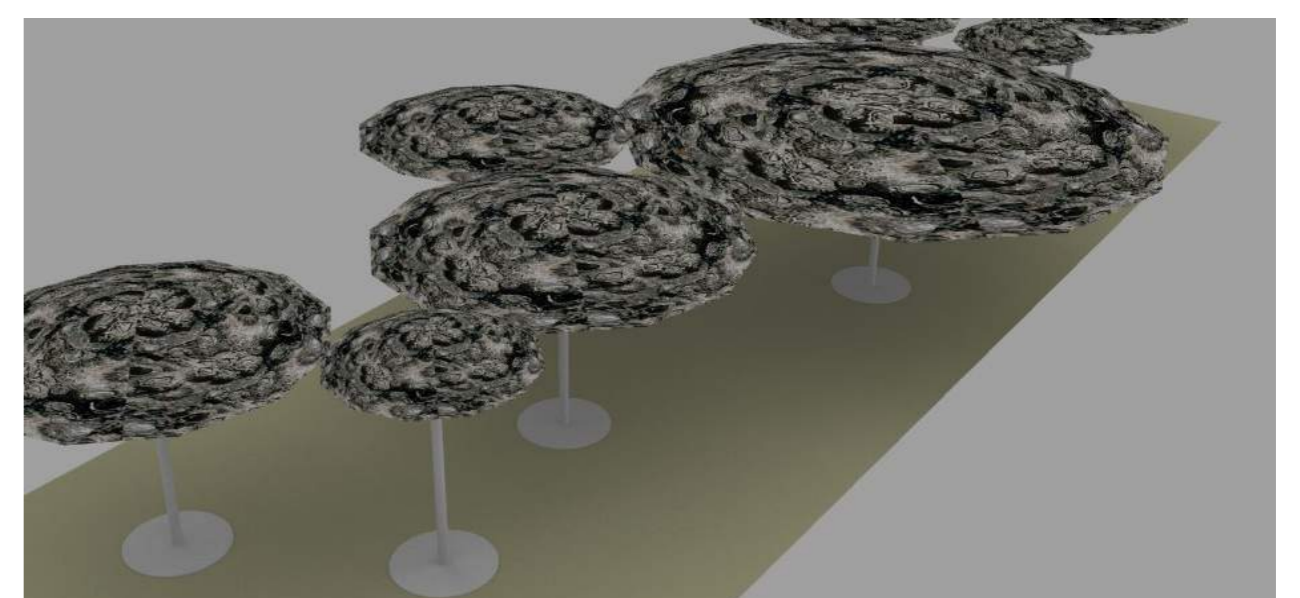
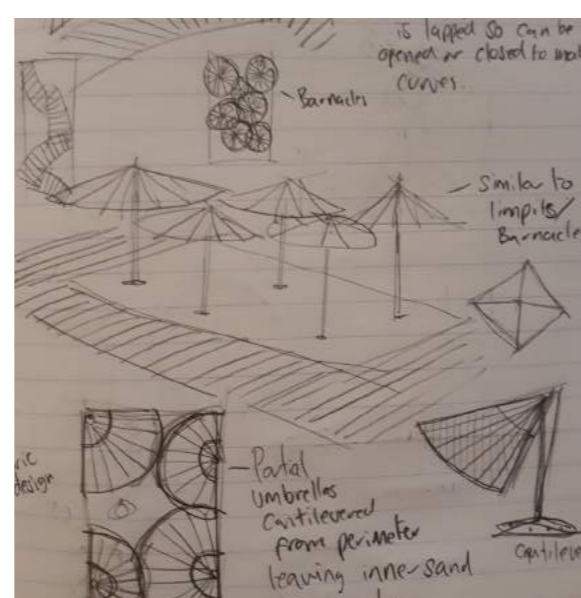
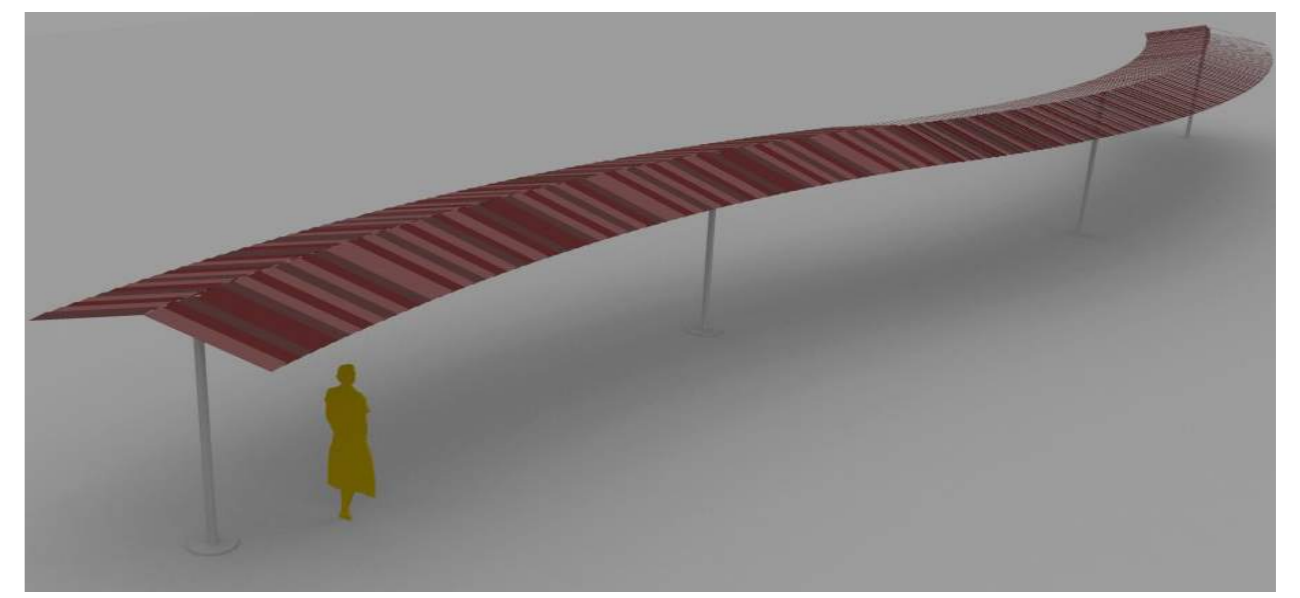
The Strand, Torquay

Cultural & Heritage

We are seeking to embed cultural activity within both the physical design of the space and through creating opportunities for events, happenings and performances to take place throughout the year



Designer and maker Peter Marigold is exploring streetscape elements such as seating and umbrellas to create unique furniture for The Strand. Peter's work is inspired directly by the local area, its material palette and geology



The rearrangement of space allows both for informal and planned events, happenings and performances to take place creating a place for people to gather and enjoy



The Strand, Toruqay

How we are responding





Hooper's
Department
Store

Boots

Debenhams

Yates

Torwood Street

Victoria

3

8

7

6

3

2

5

9

6

3

10

4

3

The Strand, Torquay

How we are responding

Design Development

1 Right-hand Bus Turn

To remove the necessity for buses to loop around the Clock-Tower a right turn is proposed at the bottom of Fleet Walk. Buses can then turn right picking up passengers at new bus stops along Cary Parade and Princess Gardens.

2 Taxi Rank

The taxi rank has been moved to the northern side of The Strand in lay-by style adjacent to the shops and pedestrian route.

3 Pedestrian Routes

Widened pedestrian routes accommodate dining areas, seating and generous avenues with tree planting as green buffer to the road.

4 Incorporating the Clock Tower

By replacing the roundabout with a junction, the Clock Tower can be included within the public realm. The public can then better experience this important structure which is currently isolated within the road.

5 Public Realm

A central public realm capable of hosting events, markets and informal gatherings. A flexible space that during the winter could host an ice rink, in spring a pop-up cinema and in summer a food festival or music venue.

6 Street Furniture

Increased areas of seating along key routes and gathering spaces, including litter bins and cycle stands to form a coherent family of street furniture. These will be used as alternatives to bollards to create safe pedestrian routes.

7 Restaurant/Cafe Space

By creating one restaurant it's possible to create activity later into the evening. This focal point, with the right operator, will encourage people to visit, dwell for longer and enjoy the south west facing aspect towards the Harbour.

8 Loading Bay/Drop Off

Loading bay remains on the north side of The Strand. These bays will be delineated by a change in materials/paving unit size.

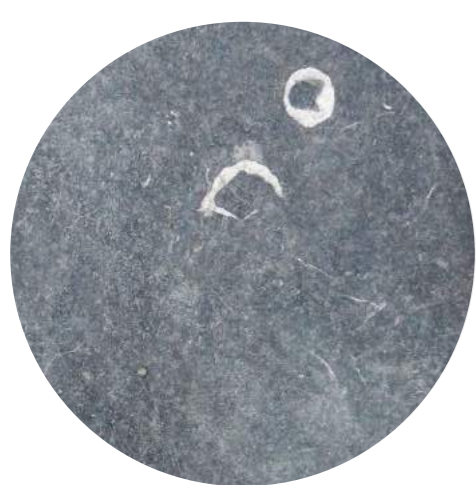
9 User Hierarchy

The roadways have been updated to ensure they comply with both capacity and tracking for all vehicles using them. The vehicular route through the central public realm will use different materials to slow traffic while street furniture and planting creates safe pedestrian zones. The informal crossing points have been rationalised onto key desire lines.

10 Wayfinding and Accessibility

Increasing the width of the pavements has allowed key visual connections to draw people through the spaces. Delineation in the paving using a different texture will allow a clear route for those with visual impairments to follow linking Vaughan Parade, The Strand and Victoria Street to Fleet Walk.

Material Palette



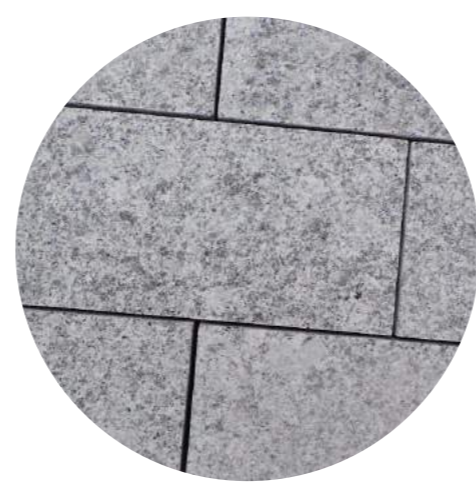
Kerbs
Blue Irish Limestone
Size: 400/200mm width



Kerbs
Paving inset in carriageway to match existing



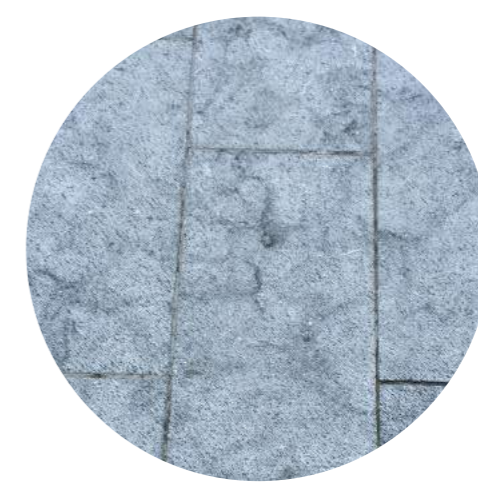
Pavements
Granite Flags
Colour Mix: Light Greys
Size: 400mm width x 600mm length



Crossing Points
TBC
Colour Mix: Mid Greys to delineate informal crossing



Loading Bay/Taxi
Granite Setts
Colour Mix: Mid/Dark Greys
Size: 200mm width x 300mm length



Wayfinding Band
Textured Granite Flags
Colour Mix: Light Greys
Size: 400mm width x 600mm length



Rumble Strips
Granite Cobbles
Colour: Dark Grey/Black
Size: 100mm cubes



Roadway
Anti Skid Topping
Colour: Buff or Light Grey



Delineation
Granite Setts in Carriageway
Colour Mix: violet and pinks
300mm band (100mm width units)



Shared Surface
Porphyry Cobbles
Colour: Grey Mix
Size: 100mm cubes



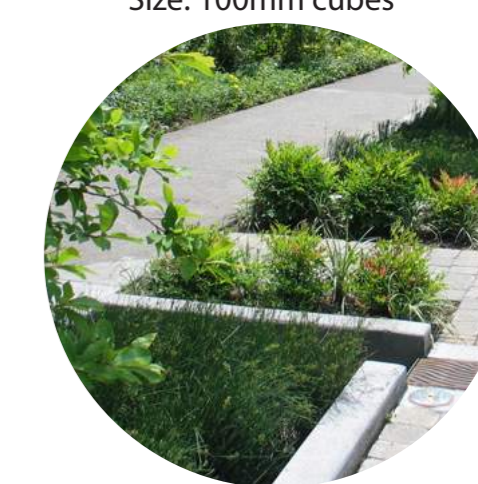
Tactiles
Metal tactile studs to informal crossing points to minimise impact on public realm



Seating Pebbles
Polished Concrete Seating Pebbles
Variety of Colours



Benches
FSC Hardwood Slatted Seats
500mm width



Mediterranean Planting
Soft landscape with a focus on exotic, Mediterranean planting

The Strand, Torquay

Phase 1 - Meanwhile Use

Placemaking & Meanwhile Use

Following on from the workshop event held on the 4th July 2018, the Design Team has been incorporating the messages and themes from the workshop session and developing the RIBA stage 3 designs.

Feedback focussed on transforming the character of this traffic dominated part of Torquay and delivering an animated space, not just throughout the day, but into the evening and capable of hosting a range of events, food & beverage offers and cultural programmes throughout the year.

It's therefore proposed that transformation of this space could begin with a 'meanwhile use' giving the community a voice in how the space develops, testing different types of events and uses throughout the year. These events could be focussed around food, music or the arts, establishing a clear purpose for the space moving forward.

Implementation of this early phase looks to better manage the existing traffic with a light touch approach, encouraging immediate occupation of the road, adjacent to the harbour, to provide a place for people rather than cars. This will be a meeting place to share experiences and focus on Torquay's identity ahead of a larger, redevelopment of The Strand.

These 'meanwhile' uses will help to:

- Establish a space with a clear purpose
- Define the uses this space can accommodate and the ability to experience it before final works begin
- Improve access to cultural events focussed within the harbour area connecting The Strand to a wider cultural and events programme
- Establish a flexible space capable of attracting people to the harbour throughout the year
- React to the negative perceptions around the night time economy
- Widen the perception of what this space could become
- Bring greater numbers of visitors to the harbour side along with increased economic benefits
- Attract and retain talent within Torbay by providing a platform for start-ups and pop-up events
- Empower people and raise aspirations
- Portray a feeling of fun and a thriving waterfront town

*Origin of the word Strand...
From old English meaning shore, beach, edge*



Above: Turning The Strand into a temporary Urban Beach

Paris



Amsterdam



Bristol



Strandbar Mitte, Berlin



London



Toronto



The Strand, Torquay

Phase 1 - Meanwhile Use



Lighter, Quicker, Cheaper

“ The complexity of public spaces is such that you cannot expect to do everything right initially. The best spaces experiment with short term improvements that can be tested and refined over many years! Elements such as seating, outdoor cafes, public art, striping of crosswalks and pedestrian havens, community gardens and murals are examples of improvements that can be accomplished in a short time. ”

Project for Public Space, 2018 - Placemaking

Torquay - The Strand
Illustrative Landscape Masterplan - Phase 1
23rd November 2018 - Scale: 1:500 @ A0
© Project for Public Space



Above: A meanwhile use for The Strand of food kiosks and an urban beach