



Title: **St Michaels Traffic Action Zone**

Public Agenda Item: **Yes**

Wards Affected: **Clifton with Maidenway
Goodrington with Roselands
Roundham with Hyde**

To: **Transport Working Party** On: **25th October 2012**

Key Decision: **No.** How soon does the **November** decision need to be **2012** implemented

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

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

- 1.1 The Local Transport Plan 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

As part of the Integrated Transport Allocation, £200,000 has been allocated in 2011/2012, to enable works to be carried out within the St Michaels area of Paignton under the heading of Traffic Action Zone (TAZ). The purpose of this report is for members to consider the comments / objections received to the changes to the Traffic Regulation Orders (TRO) proposed as part of the TAZ.

2. **Recommendation(s) for decision**

- 2.1 It is recommended that members approve the proposals outlined under option 1 in this Issues Paper for implementation as The St Michaels Traffic Action Zone during the 2012 / 2013 financial year.

3. **Key points and reasons for recommendations**

- 3.1 Consultation with the residents of the area, Council Ward Members, and Paignton Town Community Partnership Steering Group has being undertaken and positive feedback received. However following the advertising of the proposed changes to the Traffic Regulation Orders a letter of objection has been received, along with other correspondence.

- Appendix 1 Detail plans showing the proposed changes to Traffic Regulation Orders.
- Appendix 2 Copies of the correspondence received.

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

**Patrick Carney
Service Manager – Street Scene Services**

Supporting information

A1. Introduction and history

A1.1 The Local Transport Plan 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

As part of the Integrated Transport Allocation, £200,000 has been allocated in 2011/2012, to enable works to be carried out within the St Michaels area of Paignton under the heading of Traffic Action Zone (TAZ). These works will target improvements in highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.

By consulting with the key stake holders, the Council hope to deliver the St Michaels TAZ using a range of innovative ideas and treatments.

A briefing note was presented to the members of the Transportation Working Party on 18th March 2011 and, after due consideration, approval was given to progress the scheme.

On the 25th May 2011 the authority sent out a questionnaire to approximately 2,400 properties located within the TAZ area in an effort to actively seek residents views on highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.

The objective of the project is to enable communities to become involved with the re-design of their streets to reduce vehicle speeds and provide safer / better access to the schools and other facilities within the TAZ.

Around 200 questionnaires were returned and the information received was collated and used to develop draft proposals which were displayed at a Community Consultation event, which was held in the Beesley Room, Clennon Valley Leisure Centre over the period Friday 2nd – Saturday 3rd September 2011. The event was open from 10am – 4pm on both days.

The plans were also been uploaded to the scheme web site which can be found via the following link:

www.torbay.gov.uk/stmichaelstraffactionzone.htm

The draft proposals were generally supported with some minor amendments and the final proposals were as follows:

1. Totnes Road / Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road – formalised parking.
2. Totnes Road – Zebra crossing improvements.
3. Hayes Road / St Michaels Road – junction improvement.
4. St Michaels Road / Corsham Road / Climsland Road / Elmbank Road – formalise parking.
5. St Michaels Road / York Road – junction improvement.
6. Fisher Street / Sunbury Road – junction improvement.
7. Penwil Way / Whitley Road junction – parking restrictions.
8. Broadlands Road / Footlands Road junctions – parking restrictions.
9. Clennon Rise – parking restrictions.
10. Derrell Road – construction of build out and parking restrictions.

A report was presented to the members of the Peoples (Communities) Policy Development Group for consideration on the 6th October 2011 and after due consideration permission was given to implement the proposed engineering works as detailed in schemes 2, 3, 5 and 6. Also advertise the amendments to the Traffic Regulation Orders as detailed in schemes 1, 4, 7, 8 and 9 of the St Michaels Traffic Action Zone and implement should no objections be received. Any objections to then be submitted to a forthcoming meeting of the working party, now renamed Transport Working Party.

The proposed changes to the parking restrictions were advertised both in the local media (Herald Express) and also on site, objection period ending Friday 17th February 2012. Plans were also lodged in the local connections office (Paignton Library) and were also on the scheme web site which can be viewed via:

<http://www.torbay.gov.uk/index/yourservices/transportandstreets/highwayimprovement/stmichaelstrafficactionzone.htm>

A report was presented to the members of the Transport Working Party on 10th May 2012 to deal with the objections and petition, following which the further amendments to the Traffic Regulation Orders as listed below and attached as **Appendix 1** were advertised both on site and in the Herald Express on the 6th and 23rd August 2012.

This report is to deal with the objection and correspondence received, which is attached as **Appendix 2**

The following actions were proposed:

Scheme 1. Totnes Road / Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road

Totnes Road (Appendix 1 – plan 1)

- Cut back proposed loading ban by 55m, but retain double yellow lines.
- Cut back no loading 8am – 6pm to a section 60m either side of the school crossing patrol.
- Change 8am-6pm loading ban to a section of double yellow lines and further section of no loading at any time restrictions between the junctions of Collingwood Road and Rossall Drive.

Collingwood Road (Appendix 1 – plan 2)

- Do not extend double yellow lines by 2m. Extend proposed parking bays by 2m either side towards junction with Hayes Road.

Ebenezer Road (Appendix 1 – plan 3)

- Do not implement double yellow lines outside 18 Ebenezer Road and extend proposed parking bays in front of it.

Scheme 4. St Michaels Road / Corsham Road / Climsland Road / Elmbank Road.

St Michaels Road (Appendix 1 – plan 4)

- Do not implement the double yellow lines outside properties 30 - 34 and re-advertise as a parking bay.

Climsland Road (**Appendix 1 – plan 5**)

- Do not implement the double yellow lines outside properties 23, 25 and 27 and re-advertise as a parking bay.
- Extend the parking bays to the side of property no's 76 and 78 St Michaels Road by a total of 4m (2m either end) to create 2 extra parking spaces.

Scheme 9. Clennon Rise. (**Appendix 1 – plan 6**)

- Reduce the single yellow 8am – 6pm restrictions to the same length as the double yellow lines, i.e. to a distance 38m from the centre line of Dartmouth Road..

Option 1.

Implement the amendments as advertised for the Traffic Regulation Orders as detailed in schemes 1, 4 and 9 of the St Michaels Traffic Action Zone (**Appendix 1, plans 1 – 6**).

Option 2.

Do not implement the amendments as advertised for the Traffic Regulation Orders as detailed in schemes 1, 4 and 9 of the St Michaels Traffic Action Zone (**Appendix 1, plans 1 – 6**).

Option 3.

Implement a selection of the amendments as advertised for the Traffic Regulation Orders as detailed in schemes 1, 4 and 9 of the St Michaels Traffic Action Zone (**Appendix 1, plans 1 – 6**).

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 By making the best use of the available road space we will be able to formalise parking and therefore reduce the number of wasted journeys made by drivers as they search for on-street parking spaces. If these changes to the existing Traffic Regulation Orders (TRO) are not approved due to objections, these wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A2.2 Remaining risks

A2.2.1 None

A3. Other Options

A3.1 None.

A4. Summary of resource implications

A4.1 Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit.

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

A5.1 None

A6. Consultation and Customer Focus

A6.1 Consultation with the residents, Council Ward Members and the Paignton Town Community Partnership Steering Group has been undertaken and positive feedback received. However following the advertising of the proposed changes to the Traffic Regulation Orders a letter of objection and further correspondence.

A7. Are there any implications for other Business Units?

A7.1 None

Appendices

Appendix 1 Detail plans showing the proposed changes to Traffic Regulation Orders.
Appendix 2 Copies of the correspondence received.

Documents available in members' rooms

None

Background Papers:

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

The Local Transport Plan 3 (2011 – 2016)