



Meeting: Transport Working Party

Date: 14th March 2013

Wards Affected: Goodrington with Roselands

Report Title: Dartmouth Road, Paignton – Pedestrian crossing at ‘Waterside’

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: Patrick Carney, Group Manager – Streetscene & Place

1. Purpose

- 1.1 At their meeting of the 25th October 2012 the Transport Working Party approved the replacement of the existing zebra pedestrian crossing situated on Dartmouth Road, close to the junction of Knapp Park Road, to a puffin crossing.
- 1.2 A recommendation is now being sought from the Working Party to implement the advertised traffic regulation order to allow the creation of a number of limited waiting parking bays (in the area previously occupied by the zebra crossing and associated zig zags) to ensure that the best use is made of the available road space.

2. Proposed Decision

- 2.1 That members approve the advertised traffic regulation order to allow the creation of limited waiting parking bays.

3. Action Needed

- 3.1 Implementation of the advertised traffic regulation order requires support from the Transport Working Party in order that a number of limited waiting parking bays may be created to ensure that the best use is made of the available road space.

4. Summary

- 4.1 Implementing the puffin crossing, which is currently under construction, will improve pedestrian safety, especially during the busy summer months. Implementation of the advertised traffic regulation order will allow for the creation of a number of

limited waiting parking bays, therefore ensuring that the best use is made of the available road space.

Supporting Information

5. Position

- 5.1 A 619 signature petition was presented to the 10th September 2010 meeting of the Transportation Working Party, requesting that the authority upgrade the existing zebra pedestrian crossing situated on Dartmouth Road, close to the junction of Knapp Park Road, to a puffin crossing.

The Service Manager Street Scene Services, in consultation with the Cabinet Member for Planning and Transportation reviewed the petition and supporting information presented to them at the above mentioned meeting and made a delegated decision (No 5/2010).

‘Carry out a design to provide a puffin crossing at the Waterside Inn and consult on the detailed proposal with residents and businesses.’

A detailed explanation as to why the current location cannot be used for the upgraded pedestrian crossing facility was provided in the information section of the dedicated decision.

A letter of consultation was distributed to local businesses, residents and other stakeholders in March 2011 and which included a plan of the proposals on the reverse. The proposed lay-out would have a net loss of 4 no. parking spaces fronting the shops.

Comments were requested and those received, both in favour and against, were reported to the meeting of the Transportation Working Party which took place on 11th June 2011.

After due consideration members decided to progress the scheme to detailed design stage and prepare an estimate of costs. It was however noted that no funding currently existed for the scheme, as the only funding available for pedestrian crossings comes from the Local Transport Plan capital allocation for road safety initiatives.

Following the meeting of the Transport Working Party on 10th May 2012 and the consideration of the 2012 / 2013 Road Safety Initiatives Report, Highways were asked by members to construct the revised and upgraded crossing, which will be funded from the 2012 / 2013 capital programme.

Highways wrote a letter to local residents and businesses on 7th September 2012 informing them of the Transport Working Party's decision to progress the scheme and advising that the implementation of the Puffin crossing would shortly be advertised in the local media (Herald Express), as required under section 23 (2) of the Road Traffic Regulation Act 1984. A copy of the indicative scheme plan was printed on the reverse of this letter.

The advert was placed both on site and in the Herald Express (13th September 2012) asking for comments, both in favour or against the scheme, to be registered with Highways on or before Friday 12th October 2012.

A page was created on the Council's website (see link below) which includes full details of the scheme, delegated decision, copies of letters and drawings. A press release was also issued.

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

A report, including letters of both objection and support, was presented to the Transport Working Party on 25th October 2012 and, after due consideration, members voted to proceed with construction. A detailed scheme design was then undertaken (a copy of which is attached as **Appendix 1**), which shows a loss of three spaces rather than four, as it has been possible to create a 5.5m parking bay fronting property 99a 'Saltern Valley Stores' on the East side of Dartmouth Road. The amendments to the existing parking restrictions were advertised both on site and in the Herald Express (17th January – 7th February 2013) and copies of the objections can be found attached as **Appendix 2**.

6. **Possibilities and Options**

- 6.1 That the proposed alterations to the Traffic Regulation Order are not approved for implementation.

7. **Preferred Solution/Option**

- 7.1 That members support the alterations to the Traffic Regulation Order as advertised.

8. **Consultation**

- 8.1 Consultation with Council Ward Members, local businesses and residents, has been undertaken. The proposed 'Puffin' crossing was advertised, both on site and in the local media, during the period 13th September – 12th October 2012 and the amendments to the existing traffic regulation order were advertised both on site and in the Herald Express (17th January – 7th February 2013).

9. Risks

9.1 Outline of significant key risks

9.1.1 Implementing the proposed 'Puffin' crossing will improve facilities for the blind, however this will result in the loss of three car parking spaces. This may well impact upon trade for the local businesses, especially those who rely on passing traffic and a regular turnover of parked vehicles.

9.2 Remaining risks

9.2.1 If the alterations to the Traffic Regulation Order are not approved, the limited waiting parking bays will not be created (in the area previously occupied by the zebra crossing and associated zig zags) and therefore the best use will not be made of the available road space.

Appendices:

Appendix 1 – Scheme drawing.

Appendix 2 - Copies of the letters of objection

Additional Information:

None.

Documents available in Members' Rooms:

None.

Background Papers:

None