



Meeting: Transport Working Party

Date: 6th June 2013

Wards Affected: Blatchcombe – Goodrington with Roselands

Report Title: Tweenaway Cross Junction Improvements – Scheme Review

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1. Purpose

- 1.1. The major improvement to Tweenaway Cross was completed in November 2012. The junction now requires a review to measure the success of the scheme.

2. Proposed Decision

- 2.1 That Members continue to support further improvements to the Western Corridor which link to the improved capacity of Tweenaway Cross, and,
- 2.2 That members reconsider their previous recommendation regarding a section of on-street parking on Kings Ash Road and support the implementation of waiting restrictions, combined with the creation of resident off-street permit parking bays within the former Tile shop area, subject to consultation.

3. Action Needed

- 3.1 The support of the Working Party is requested to ensure that the benefits of the junction improvement can be fully realised.

4. Summary

- 4.1 The completion of the Tweenaway Cross requires a review to measure its success and to identify any additional measures, which may improve the junction further both in the short term and long term.
- 4.2 The scheme has significantly reduced journey times in the area, especially at peak times; however there are occasions when the additional capacity provided by the improvements is not being used to its full potential.
- 4.3 The current Local Transport Plan supports improvements of the Western Corridor as a priority.

Supporting Information

5. Position

- 5.1 The implementation of the major improvements to Tweenaway Cross in Paignton was identified as a priority in the previous Local Transport Plan and was commenced following a Department for Transport grant of £4.1million to fund the scheme.
- 5.2 With the addition of Growth Points Capital funding an improvement to the nearby junction at Claylands Cross was also implemented and linked to Tweenaway with some widening in between.
- 5.3 The project involved significant areas of land acquisition and accommodation works. This required the scheme to be managed by a project board which included officers from Streetscene and Place, Legal Services, Estates and external partner consultants within a very restricted timescale.
- 5.4. The main section of the scheme was delivered within the planned timescale and was operational for the main 2011 summer season. The remaining section, which was mainly in respect of the Totnes Road east arm of the junction involved a re-build of a section of the adjacent public house and was carried out within a timescale to reflect their lowest trading period. This however led to the final stage not being fully operational until November 2012.
- 5.5. The widening of the Totnes Road East Arm of the junction was however reduced in length from the proposed full scheme due to financial constraints. Torbay Council has however acquired the necessary land in the remaining area and implemented utility service diversions in readiness for the additional widening, should funding be made available in the future. The reduced scheme does however appear to be working well at the present time.
- 5.6 As the completed junction has now been in place for more than 6 months officers have had the opportunity to assess the success of the junction to date. Journey time data has been compiled using Automatic Number Plate Recognition cameras, which were installed during the summer of 2010 and have been collecting journey time information before during and after completion of the scheme. No number plate information is stored in this system to comply with data protection.
- 5.7 The area of land at the junction where the former 'tile shop' previously stood has been included in the scheme and now incorporates a surface water attenuation tank which takes the additional rain water from the widened junction and discharges it at a controlled rate into the nearby stream, thus providing a sustainable drainage system. The land cannot therefore be redeveloped and will need to be retained in Torbay Council ownership. The Council will however need to develop a use for this area as they are still liable for the payment of business rates on this vacant site.

5.8 Journey Time Assessment

The Automatic Number Plate Recognition (ANPR) data has been analysed. The data measures journey times between two fixed camera points in all directions. Whilst journey times can always vary for a number of reasons, we are able to take average times for comparison.

Kings Ash Road – Brixham Road (southbound)

In 2010 prior to the scheme commencing mean average journey times between 7:00 am and 7:00pm between the fixed points ranged between 2 minutes and 6.5 minutes. For the same week in 2012 those times ranged from 2 minutes to 4 minutes. In a similar week since full completion the average journey times ranged between 1.5 minutes and 3 minutes. More importantly these times have become more consistent throughout the day.

On this approach however there are times when queuing traffic is apparent on Kings Ash Hill, although the queues do not appear at the junction itself. The problems appear to relate to periods of high demand for the signalised pedestrian crossing near to the Waterleat Road junction and obstruction of the start of the left hand approach lane by parked vehicles, reducing the flow of vehicles approaching the junction.

Brixham Road to Kings Ash Road (northbound)

In 2010 average journey times between the fixed points ranged between 1.5 minutes and 6 minutes. In 2012 for the same week these times were between 1.5 minutes and 3.5 minutes. In a similar week in 2013 the average times range did not change further but became more consistent.

It should be noted that additional right turn queuing capacity to this approach to the junction was increased following completion in November 2012, however it has appeared to have taken drivers a significant time to become familiar with the additional lane and start to use it.

Totnes Road – Collaton to Paignton (eastbound)

In 2010 average journey times between 2 fixed points ranged between 2 minutes and 6 minutes. In 2012 the same week saw journey times increase to between 2.5 minutes and 8 minutes. Following completion the 2013 average journey times reduced and ranged between 2 minutes and 4 minutes.

The 2012 figures are likely to have been affected by the fact that the signals were having to work on 'fixed time' due to the eastern arm of the junction being incomplete at that time. The 2013 figures again show more consistent journey times.

Totnes Road – Paignton to Collaton (westbound)

There were no available figures for 2010 for this arm of the junction and therefore the earliest figures are for 2011, which showed average journey times between the 2 fixed points as being between 2 minutes and 8.5 minutes. In 2012 following some

further improvements to this approach, the average times ranged between 3 minutes and 5.5 minutes and on completion in 2013 average journey times ranged between 1.5 minutes and 5.5 minutes. Again the overall journey times are more consistent.

5.9 **Kings Ash Road Pedestrian Crossing**

As stated, queuing on Kings Ash Road can become distorted by the effects of a high demand from the signalised pedestrian crossing near to the Waterleat Road Junction. This crossing is an important link to the nearby school, the convenience store and the nearby residential area. There are no engineering measures which could improve this situation in the immediate term, however this section of Kings Ash Road has been identified within the proposed future improvements to the 'Western Corridor' and this could include for providing a split 'staggered' crossing in any widening scheme and this would have the ability to have some linkage to the operation of the junction.

5.10 **Parked Vehicles on the Southbound Approach**

Members should note that additional parking restrictions on the southbound approach were recommended by officers in a report to the People (Communities) Policy Development Group in July 2011, where following a number of objections from affected residents in respect of the loss of parking, the members recommended not to implement the restrictions.

Highways Officers would request that the Working Party supports reconsideration of this recommendation as it is clear that the presence of a section of parked vehicles, equating to approximately 6 spaces would improve the flow of vehicles approaching the junction and their ability to fill the approach lanes. The location of the spaces in question is shown in **Appendix 1**.

As a mitigating proposal highways officers have identified that approximately 15 car parking spaces could be created within the former Tile Shop area, which could be offered on a permit controlled basis to residents. The estimated cost of constructing this area would be £17,000 and is detailed in **Appendix 2**.

5.11 **Former Tile Shop Area**

As indicated in A1.7 the residual area of the Former Tile Shop is currently vacant, however it remains a liability, which is subject to business rates until Torbay can prove an alternative use.

One possible use for the area as detailed in A1.10 is for a Torbay Council permit only car park for residents. It is likely that this will still be subject to some business rate payments.

The Community Partnership were contacted in 2011 and invited to propose an alternative use for this area. To date however no proposals have been received. The Council has also received a number of enquiries as to whether the area may be made available for lease for commercial purposes, such as a car sales area or

for advertising space. Any such use would have to take into consideration the fact that the underlying attenuation tank will require access for future maintenance.

The area could be adopted as public highway, although the surfacing would require investment to bring it up to adoptable highway standard. Officers have however received concerns from neighbouring residents that if the area is left as an open space it may attract anti-social behaviour. A permit controlled car park would be more difficult to implement if the area was adopted as public highway.

5.12 Safety Audit

An additional Stage 3 Road Safety Audit has now been carried out on the completed scheme. The Audit did not identify any major safety issues with the junction arrangement, however some very minor issues will be addressed as a result of the audit.

5.13 Intelligent Traffic Control

One of the main problems that has been experienced during the construction of the improved junction has been problems with using the installed intelligent control systems such as 'SCOOT' to give the junction full efficiency. The delay has been due to the implementation of traffic detection loops and associated communication links. As the physical works have now been completed these systems have recently been implemented and are already showing further improvements to the capacity of the junction.

6. Possibilities and Options

6.1 Proposed improvements to the Western Corridor will provide further benefits, however in the short term Members may reconsider the removal of a section of parking on Kings Ash Road to improve the queuing to the southbound approach to the junction and the creation of a permit controlled car park on the former tile site.

6.2 Members may consider that the parking on the approach remains in place and another use is recommended for the former Tile Shop Area.

7. Preferred Solution/Option

7.1 Member are recommended to support the option in 6.1.

8. Consultation

8.1 If the option to reconsider the removal of the parking and construction of a permit controlled car park is considered then this will be subject to further consultation with affected residents and the Community Partnership with the results being brought to a future Working Party. The removal of the parking did receive a significant number of objections previously.

9. Risks

9.1 If further improvements to the Western corridor are not progressed then the full benefits of this junction improvement will not be realised.

- 9.2 If the removal of the parking on the southbound approach are not supported then queuing prior to the junction will continue at peak times.
- 9.3 If the former Tile Shop area is converted to a permit car park, residents may choose to improve their rear access and use their own off street parking as an alternative, leaving the facility underused and without sufficient income to fund enforcement.

Appendices:

- Appendix 1 Location plan of proposed area of additional parking restrictions..
- Appendix 2 Draft plan of proposed conversion of Former tile Shop to parking Area.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Local Transport Plan 2

Local Transport Plan 3