



Title: **Palace Avenue, Paignton – Road Safety Scheme**

Public Agenda Item: **Yes**

Wards Affected: **Roundham with Hyde**

To: **Transportation Working Party.** On: 6th October 2011

Key Decision: **No** How soon does the decision need to be implemented Jan 12

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

Contact Officer: **Ian Jones – Principal Engineer**

☎ Telephone: **01803 207835**

✉ E.mail: **ian.jones@torbay.gov.uk**

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

1.1 To continue the Council's programme of road Safety initiatives by implementing pedestrian crossing improvements to the junction of Torquay Road and Palace Avenue, Paignton.

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

2.1 That the proposed scheme outlined in **Appendix 1** be presented to the Community Partnership for consultation.

2.2 That the proposed scheme to improve the pedestrian crossing facilities at Torquay Road/Palace Avenue, Paignton be implemented subject to feedback from the consultation.

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

3.1 A report titled Road safety initiatives 2011/12 was presented to People (Communities) Policy Development Group on 19th July 2011 where the priorities for road safety schemes was agreed by members.

3.2 A scheme for improving the pedestrian crossing at the junction of Torquay Road/Palace Avenue, Paignton has been produced for consideration by the Working Party as the first priority as identified in the report.

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

**Patrick Carney
Service Manager – Streetscene and Place**

Supporting information

A1. Introduction and history

- A1.1 A report titled Road Safety Initiatives 2011/12 was presented to the People (Communities) Policy Development Group on 19th July 2011. The report detailed the progress of the Council's road safety initiatives from previous years and identified areas where concerns regarding the numbers of collision related casualties are occurring.
- A1.2 The report identified Torquay Road Paignton as the area showing the highest levels of collision related casualties and members approved this area as the top priority for safety improvements for the current financial year.
- A1.3 A scheme to construct an uncontrolled pedestrian crossing in Torquay Road near to the Crossways shopping centre was constructed during the 2010/11 financial year. This was considered as the first phase of highway improvements to reduce pedestrian collisions in the area, however the junction with Palace Avenue, which had also been identified at the time, was not progressed due to the availability of funding.
- A1.4 A scheme has now been produced which reduces the through traffic along Torquay Road to 1 lane and provides a dedicated left turn lane into Palace Avenue. The purpose of the scheme is to increase the size of the central reserve to provide additional space for pedestrians using the crossing, which is a particular difficulty at the present time. The reduction to a single lane will also reduce the distance over which pedestrians are required to cross therefore helping to improve the safety of the crossing.
- A1.5 The new junction arrangement has been computer modelled to ascertain the likely effect of the traffic movements through the junction. From this information it should be recognised that whilst the scheme will give considerable benefits to pedestrians and assist with the Council's programme of measures to reduce collision related casualties on Torbay's highway network, the scheme will increase peak hour journey times for vehicles using this route. The modelling shows that the proposals will increase the saturation level of the through traffic from approximately 68% to 90%, which equates to an increase in peak hour queues in the straight on lane from a maximum of 8 vehicles currently to a maximum of 15 vehicles at any one time. This could therefore mean that queues could extend back into the previous junction with Totnes Road through the busiest periods of the day.
- A1.6 Whilst it is accepted that any increase to delays to traffic in Paignton Town Centre is not ideal, the highways group have been unable to identify an alternative location for this busy crossing due to the constraints of the junction, the desire lines of pedestrians and the need to allow access and egress to Palace Avenue by heavy goods vehicles. The crossing is however very difficult to use at busy times as there is limited waiting space on the current central reservation when crossing Torquay Road towards Victoria Street and often leads to conflict with pedestrians in the opposing direction. There is a likelihood however that as the crossing distance for pedestrians is reduced as a result of this scheme, the time allowed for crossing could also be slightly reduced thus allowing a slight reduction to the anticipated queue lengths. Computer modelling

on this is not particularly accurate and it is therefore difficult to quantify the benefit prior to completion of the scheme.

A1.7 Members should note that following a recent pedestrian survey at the vicinity the crossing in question it was recorded that it was used by approximately 3100 pedestrians in each direction between 7:00am and 7:00pm with around 230 further pedestrians crossing outside of the crossing in each direction. It is therefore one of the busiest pedestrian crossings in Torbay.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 If the crossing at this location is not improved this may be detrimental to the on going Government directives to reduce collision related casualties on Torbay's roads.

A2.2 Remaining risks

A2.2.1 If the crossing is improved in line with the attached scheme, there is likely to be an increase to delays to journey times through Paignton Town Centre.

A3. Other Options

A3.1 There are no identified alternative options if the access and egress to and from Palace avenue remains in its current format. Other alternatives may be considered at this location but this would require changes to the usage of Palace Avenue itself, which would be detrimental to the operation of some business premises in Palace Avenue.

A3.2 Members may consider that the proposals for this junction should not be implemented and a scheme for the next priority area as identified in the Road Safety Initiatives 2011/12 report be progressed instead.

A4. Summary of resource implications

A4.1 The scheme will be implemented by officers within the Streetscene and Place business unit.

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

A5.1 An improved pedestrian crossing would improve facilities for pedestrians with visual and mobility impairment.

A6. Consultation and Customer Focus

A6.1 Initial consultation with the Community Partnership was carried out in late 2010, however more formal consultation with the Community Partnership and affected businesses will be carried out subject to the approval of this Working Party. Any

significant issues which are identified as a result of that consultation will be reported to a future Working Party if it has a material affect to the scheme.

A7. Are there any implications for other Business Units?

A7.1 No

Appendices

Appendix 1 Scheme Plan

Documents available in members' rooms

None.

Background Papers:

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

Report to People (Communities) Policy Development Group, 19th July 2011, 'Road Safety Initiatives 2011/12'

Casualty Reduction Report 2010.