



Title: St Michaels Traffic Action Zone – Consideration of Objections to proposed Traffic Regulation Order

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

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

To: **Transport Working Party** On: **29<sup>th</sup> March 2012**

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

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 2 in this Issues Paper for implementation as part of the St Michaels Traffic Action.

## 3. Key points and reasons for recommendations

3.1 Consultation with the residents of the area, Council Ward Members, 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 number of letters of objection and one petition have been received.

The recommendation takes account of these objections.

**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 18<sup>th</sup> March 2011 and, after due consideration, approval was given to progress the scheme.

On the 25<sup>th</sup> 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 2<sup>nd</sup> – Saturday 3<sup>rd</sup> September 2011. The event was open from 10am – 4pm on both days.

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

[www.torbay.gov.uk/index/transportandstreets/highwayimprovement/stmichaelstraffactionzone.htm](http://www.torbay.gov.uk/index/transportandstreets/highwayimprovement/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. Penwill 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 6<sup>th</sup> 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 Policy Development Group, 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 17<sup>th</sup> 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>

This report is to deal with the objections and petition which were received and **Appendix 1** details the areas where alterations to the existing Traffic Regulation Orders are proposed, whilst **Appendix 2** details the objections received regarding the changes to the Traffic Regulation orders.

A 179 signature petition (from 121 separate properties in Collingwood Road, Derrell Road, Ebenezer Road, Elmbank Road, Hartley Road, Hayes Road, Hayes Gardens and Willicombe Road) was submitted on behalf of the residents of the St Michaels TAZ, further copies were received having been posted to Streetscene Services, Mr. Adrian Sanders MP and the Mayor of Torbay. The petition objected to the implementation as a whole of any advertised amendments to the existing parking restrictions.

Eight other general letters were received, along with thirteen letters relating to specific parts of the scheme. Copies of all the correspondence received is as per **Appendix 2**.

Scheme 1. Totnes Road / Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road – formalised parking.

The proposal is to implement 'No Loading' restrictions on Totnes Road to improve vehicle flow and safety by preventing footway parking at school times. Formalise parking in Hayes Road / Collingwood Road / Willicombe Road / Ebenezer Road / Merritt Road by the use of access lines, box markings, bus boxes and double yellow lines at the various junctions.

One letter was received regarding **Rossall Drive**, asking for the new parking restrictions in Totnes Road to be extended slightly further into Rossall Drive.

One letter was received regarding **Ebenezer Road** and the implementation of double yellow lines along an area of carriageway where no one currently parks. Despite the fact that a vehicle parked in this area would obstruct the carriageway, there is nothing to say that vehicles can not park and therefore as part of formalising parking within the TAZ, it has been decided to implement restrictions in this area.

Scheme 4. St Michaels Road / Corsham Road / Climsland Road / Elmbank Road – formalise parking.

The proposal is to formalise parking by the use of access lines, box markings, bus boxes and double yellow lines at the various junctions.

Three letters were received regarding the proposed change in restrictions outside properties 30 – 34 **St Michaels Road** (opposite the junction of York Road). The comments made have been considered and are considered valid; therefore this proposal has been removed and the area will remain as unrestricted parking.

Three letters were received regarding the creation of the proposed passing place in **Climsland Road** stating that this was not required and would cause the loss of valuable spaces. These comments have been considered and are considered valid; therefore this proposal has been removed.

Scheme 7. Penwill Way / Whitley Road junction – parking restrictions.

The proposal is to introduce new ‘no parking at any time’ restrictions at the junction to aid visibility.

One letter was received regarding the possibility of extending the proposed parking restrictions a further 45m on the East side of **Whitley Road** to prevent parked vehicles obstructing vehicles turning out of the driveways of properties 12 – 18 and access to the garage block. This action would lead to an increased loss of on-street parking and therefore will not be implemented.

Scheme 8. Broadlands Road / Footlands Road junctions – parking restrictions.

The proposal is to implement new ‘no parking at any time’ restrictions at the junctions of Broadlands Road / Derrell Road and Footland Road / Elsdale Road to aid visibility.

One letter was received regarding **Footlands Road** and the implementation of double yellow lines at the junction with Broadlands Road, this area is around the mouth of the junction and it has been decided to implement restrictions in this area.

Scheme 9. Clennon Rise – parking restrictions.

The proposal is to implement new ‘no parking at any time’ and ‘a parking 8am – 6pm’ restrictions to aid vehicle access.

Four letters were received regarding the changes to the parking restrictions in **Clennon Rise**, one was an objection in principal, whilst three thought the restrictions went to far. After due consideration it was decided to 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.

Scheme 10. Derrell Road – parking restrictions

The proposal is to formalise parking in the vicinity of the new pedestrian build out by the use of access lines, bay markings and double yellow lines.

In response the following actions are proposed:

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

Totnes Road

- Reduce the loading ban to the area adjacent to the school crossing patrol.

Hayes Road

- Do not implement Hayes Gardens/Hartley Road junction
- Do not implement parking bays or double yellow lines to the west of the existing school Keep Clear markings due to impending redevelopment of this section of Hayes Road

#### Collingwood Road

- Do not increase the length of the double yellow lines by 2m North from their original location near the junction with Hayes Road

#### Willicombe Road

- Implement as advertised

#### Ebenezer Road

- Do not implement the double yellow lines outside 18 to create one extra space and readvertise as a parking bay

#### Merritt Road

- Implement as advertised

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

#### St Michaels Road

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

#### Corsham Road

- Implement as advertised

#### Climsland Road

- Do not implement the double yellow lines outside properties 23, 25 and 27 and re-advertise as a parking bay to create 2 extra parking spaces.
- 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.

#### Elmbank Road

- Implement as advertised

Scheme 7. Penwill Way / Whitley Road junction.

- Implement as advertised

Scheme 8. Broadlands Road / Footlands Road junctions.

- Implement as advertised

Scheme 9. Clennon Rise

- Implement the double yellow lines as advertised.
- 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.

## Scheme 10. Derrell Road

- Implement parking bays 23 – 29 as advertised
- Implement double yellow lines west side 13 – 17 as advertised
- Do not implement bays or double yellow lines outside 31 / 33 south

### **A2. Risk assessment of preferred option**

#### **A2.1 Outline of significant key risks**

A2.1.1 Whilst consultation has been undertaken with major stakeholders, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party for consideration.

#### **A2.2 Remaining risks**

A2.2.1 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.

### **A3. Other Options**

A3.1 Do not implement the proposed alterations.

### **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 number of letters of objection and one petition have been received.

A6.2 Further feedback is expected from the Ward Councillors as a result of a public meeting. This will be provided at the meeting.

### **A7. Are there any implications for other Business Units?**

A7.1 None.

## **Appendices**

- Appendix 1 Detail the proposed changes to Traffic Regulation Orders
- Appendix 2 Copies of the correspondence received
- Appendix 3 Detail the revised changes to the Traffic Regulation Orders.

## **Documents available in members' rooms**

- Appendix 2 Large scale versions of these plans will be available for members to view in the committee rooms prior to the meeting.

## **Background Papers:**

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

The Local Transport Plan 3 (2011 – 2016)