



Meeting: Transport Working Party

Date: 27th March 2014

Wards Affected: Blatchcombe

Report Title: Tweenaway Cross, Paignton Proposed Parking Restrictions.

Executive Lead Contact Details: Sue Cheriton

Supporting Officer Contact Details: Ian Jones

1. Purpose

- 1.1. Additional waiting restrictions have been advertised on Kings Ash Road, Paignton to improve traffic flow to the Tweenaway Cross Junction approach lanes. A number of objections have been received and require consideration.
- 1.2. A consultation with residents was also carried out with respect to creating permit parking for residents in adjacent vacant Council owned land and the results are presented to the Working Party for a further recommendation.

2. Proposed Decision

- 2.1 That Members recommend the implementation of the additional waiting restrictions in Kings Ash Road as advertised, and.
- 2.2 That the proposed off street permit parking area to the former tile shop area is not progressed and the land is to be marketed by the Torbay Development Agency for potential commercial use.

3. Action Needed

- 3.1 The support of the Working Party is required to produce a formal decision to implement the proposed parking restrictions to Kings Ash Road in order that Traffic queuing on Kings Ash Road may be improved at peak times.

4. Summary

- 4.1 A review of the Tweenaway Cross Improvement was presented to the Working Party in June 2013, which identified that the Kings Ash Road approach to the junction was being adversely affected by some parked vehicles at peak times.
- 4.2 A proposal was also presented to members to recommend the conversion of the residual land which formed part of the former Tile Shop at the junction into a permit controlled parking area for residents to offset the loss of any on street parking.

- 4.3 The proposed waiting restrictions have now been advertised and objections to the proposals have been received. A consultation on the implementation of the permit parking area has also been carried out with residents and the results will need to be considered by members.
- 4.4 The results were originally presented to the Working Party at the meeting in January 2014, however members considered that further evidence of the requirement for restrictions was required and detailed of other options that may be considered.

Supporting Information

5. Position

- 5.1 A report titled 'Tweenaway Cross, Paignton – Junction Improvement Review' was presented to the Working Party in June 2013. The report outlined the success of the scheme following completion and identified potential further improvements. It is recommended that Members refer to the information in that report when considering the issues in this report.
- 5.2 Whilst the report generally showed that the junction improvement had significantly improved traffic flow through the junction, some issues were identified by officers, which affected south bound traffic flows on Kings Ash Road. Officers advised that one contributing factor was the presence of some parked vehicles to the southern end of Kings Ash Road which block the left approach lane. Members were recommended to reconsider their previous decision from 2011 not to implement further parking restrictions in this area. Following consideration of the evidence presented, The Working Party recommended:
- 'That additional parking restrictions be advertised and officers to write to residents to ask if they would use the potential residents parking area.'
- 5.3 The additional parking restrictions, which amount to approximately 6-8 standard spaces have been advertised and the residents have also been advised accordingly. A location plan showing the restrictions is included in **Appendix 1**. The advertisement resulted in 12 objections, which are included in **Appendix 2**.
- 5.4. The consultation on the use of the former Tile Shop area as a permit controlled parking facility was carried out and letters were sent out to approximately 36 properties in Kings Ash Road. The consultation resulted in 12 responses of which 3 were in favour and 9 were against the proposal the responses are included in **Appendix 3**.
- 5.5. Members should be mindful that the former Tile Shop area currently remains unused with temporary fencing. The area will need to remain within Torbay Council ownership due to the highway drainage apparatus, which has been installed beneath the surface. Highways officers have however received a number of enquiries in respect of potential commercial uses for the area. It may therefore be appropriate to request that the Torbay Development Agency is passed

responsibility to market the area for commercial use on a fixed term lease arrangement.

- 5.6 The above issues were presented to the working Party at their meeting on 23rd January 2014, however members requested that the item was deferred and presented again with further information regarding evidence of the need and possible options.
- 5.7 The issue of vehicles becoming obstructed on the approach lanes has a direct affect to the signal timings and the intelligent detection system that measures queue lengths. As stated in the report of June 2013, the parked vehicles are not the only issue causing queuing to tail back towards Kings Ash Hill, however from viewing peak time movements from the CCTV camera, occurrences of this can be seen during peak times and although it does not happen on every cycle during these times, it can affect the overall delay to traffic. A Plan attached as **Appendix 4** to this report outlines how increased queuing capacity improves the efficiency of the junction.

5.8 **Other Options for Consideration.**

- a. The pedestrian crossing on Kings Ash Road near to the junction of Waterleat Road is another contributing factor. Members will be aware that Torbay Council is currently undertaking an application process for funding to improve the 'Western Corridor', which includes this section of Kings Ash Road. If the funding is successful then the crossing can be changed to a staggered crossing with a central splitter island, which can then operate with the flow of the junction.

In itself the crossing improvement will not solve all the issues but will provide some improvement to vehicle movement on Kings Ash Road.

- b. A suggestion from the Working Party was that removal of the yellow box markings on the approach to the junction could increase vehicle stacking. The northerly box was placed to serve Borough Park Road and is necessary to enable residents to enter and exit their road in either direction safely. The southerly box markings serve the access to the rear lanes of properties in Kings Ash Road and Totnes Road. Whilst the lanes are in a poor condition it can be seen that vehicles do use this for parking and as such to remove this facility would impact on residents using this facility safely. The Box junction markings do not however adversely affect the operation of the detection loops.
- c. The Working Party also raised to question as to whether any signing improvements were advantageous to advise drivers to use both approach lanes. This could be considered; however as parked vehicles currently obstruct the point where the lanes divide it is unlikely to be effective in isolation.
- d. Members may consider whether restrictions could be introduced to a reduced length. The split of the lanes occurs around 25m from the existing

restrictions. It may be considered that the restrictions could be reduced to this length. If this is considered it would need further monitoring to see whether this was sufficient to give any significant improvement.

- e. Members may consider a daytime only restriction i.e. 8 am to 6 pm. This would require another advert and further cost to the project and it is expected it will attract similar objections.

6. **Possibilities and Options**

- 6.1 That the additional waiting restrictions are implemented as advertised.
- 6.2 That the additional waiting restrictions are not implemented.
- 6.3 That additional waiting restrictions are implemented to a reduced length of approximately 25m and monitored on a trial basis.
- 6.4 That additional waiting restrictions are advertised for reduced hours.
- 6.5 That the Former Tile Shop area is converted to a permit controlled off street parking arrangement.
- 6.6 That the former Tile Shop area is offered to the Torbay Development Agency to consider marketing of the area for commercial uses.

7. **Preferred Solution/Option**

- 7.1 Members are recommended to support the option in 6.1. for the implementation of the parking restrictions, with an additional recommendation to support the option in 6.4. for the former Tile Shop area.

8. **Consultation**

- 8.1 Residents in the affected area of Kings Ash Road have been contacted in writing regarding the proposals and the proposed parking restrictions have been formally advertised. The initial letter to residents, which was prepared in consultation with Ward Members outlined the recommendation of the Working Party from June 2013 and offered an opportunity to respond regarding the proposed permit parking area. A further letter was sent to residents to advise on the advertisement of the proposed parking restrictions.
- 8.2 On the recommendation of the Ward Councillors, the initial letter to residents advised of the date of the next available Community Partnership meeting and suggested that they may raise the issue if they wished. No feedback was received from the Community Partnership on this issue.

9. **Risks**

- 9.1 If the removal of the parking on the southbound approach is not supported then queuing prior to the junction will not improve at peak times in the short term and the detection systems may continue to be misled by lanes not being adequately filled.
- 9.3 If the former Tile Shop area is not given an alternative use then it will become a maintenance issue and may become unsightly.

9.4 As the presence of parked vehicles on the section of Kings Ash Road in question is only one contributing factor to the peak time traffic queuing on Kings Ash Road, there may be complaints that some level of queuing remains following implementation of restrictions.

Appendices:

Appendix 1 Location plan of proposed area of additional parking restrictions.

Appendix 2 Copies of objections to the proposed waiting restrictions.

Appendix 3 Copies of responses to the proposed permit parking facility at the former Tile Shop.

Appendix 4 Junction Operation

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Report to Transport Working Party June 2013.

Report to Transport working Party January 2014.