



Minutes of the Transport Working Party

29 November 2018

-: Present :-

Councillor Anne Brooks, Councillor Mike Morey, Councillor Robert Excell (Chairman),
Councillor Derek Mills, Councillor James O'Dwyer, Councillor Adrian Sanders and
Councillor Steve Darling

(Also in attendance: Ian Jones, Kirsty Shears and Councillor Richard Haddock)

260. Apologies for absence

None.

261. Minutes last meeting 10th May 2018

- Minutes agreed proposed by RE and Seconded by SD.
- DM proposed JOD as Vice-Chair, seconded by MM.

262. Road Casualty Reduction Report 2017

- IJ explained that this report is presented to the Working Party not for a decision, but for information and comment and is placed on the authority's website as a Statutory requirement. The report outlines the current Road Safety Strategy and proposals moving forward. In particular the report details new initiatives with our Partners to move towards Safe Systems and Target Zero which moves away from preventing all collisions to preventing death and mitigating serious injury in road traffic collisions.
- The collision data figures have been affected by the recent move by the Police to adopt the CRASH reporting system, which provides more detail on levels of personal injury – this means it is difficult to fully compare these figures to previous years.
- Regrettably there was one fatality in 2017 and the trend of KSI's is showing as upward from 2015. Again this may be a result of the change to the reporting system, as slight injuries is showing as reducing. Child KSI's remain at a low level, are fairly constant with little change and child slight injuries are showing a downward trend.
- Overall Torbay's figures remain at low levels and we have not seen an increase in casualties that have been apparent in the Devon & Cornwall region. However there remains concern over the regional levels and we continue to work with our partners to reduce these casualty levels moving forward.
- DM was of the opinion that the targets should be zero and that should be the number we work towards – IJ explained these are the targets that were set by

Central Government up to 2010 and that any zero target is dependent on the bigger picture including emergency services etc.

- JOD requested information of the location where these injuries were sustained, and for them to be broken down by Ward and/or specific road. IJ confirmed this information is available on the 'CRASH' website – IJ to circulate the link to the Working Party. The DfT verify this information with Torbay Council prior to publication.
- SD advised that at Great Hill vehicular accidents may still be occurring, but due to no serious injuries go unreported and enquired with the loss of Road Safety and moving towards a digital platform, how levels of traffic will be monitored. IJ advised Highways are working with partners to develop strategies with more of a digital focus but confirmed at present there is no resource to monitor this. IJ to look at the website to determine how many hits there have been and add next year's usage in the report.
- JOD enquired how the figures were looking for this year – IJ confirmed it takes time for the reports to come through, therefore that data is not yet available.
- IJ advised that Torbay does not really compare our figures with any other similar coastal local authorities – it is the DfT that compare per head of population and per billion miles travelled, which gives a better indication. These figures are published nationally.

Recommendation

No recommendation required.

263. Road Safety Initiatives Report

- IJ presented the annual report to seek the Working Party's support for Highways Road Safety Engineering priorities. The report details Safe Systems and Target Zero as discussed above for targeted enforcement going forward.
- Appendix 1 includes details of safer routes around schools as completed.
- Appendix 2 details the previous year's schemes that have not or been unable to be implemented to date.
- Appendix 3 provides an update on schemes identified in 2017/18 with an update.
- Appendix 4 details officer's proposals for the next year's priorities.
- Highways are working with the Peninsula Road Safety Partnership (PRSP) to look at targeted enforcement at Barton Hill Road/Great Hill Road, as they consider that the engineering solutions that can easily be done have been done, including additional signing and lining works. Also looking to bring Devon County Council on board – no feedback as yet. Speed data assessments are to be undertaken to ascertain where targeted enforcement is required in liaison with the Peninsula Road Safety Partnership.
- Good news there are no specific collision cluster sites this year. The Strand is still showing as a concern as well as Barton Hill Road, however there are Public Realm proposals at the Strand and the TDA are potentially looking at other plans around that area, so no engineering work will be undertaken until those schemes are identified.
- 20mph schemes are proposed to continue outside of schools and Wig Wag warning lights management system needs an upgrade to get them working.

- Parking issues at Mount Pleasant Road area and Rea Barn Close, Brixham, have been raised by the emergency services and have been added as a priority, subject to consideration by the Parking Operations Panel.
- RH advised he has had separate meetings with the Police regarding New Road, and the side junctions where vehicles are parked – this is being exacerbated with the new housing. IJ encouraged the emergency services to contact us regarding problem areas, and although there is still a moratorium in place for parking – if safety issues, these can be looked at differently, subject to available funding.
- JOD highlighted Vane Hill Road, Shirley Towers, is a pinch points in the area and that the wider area as a whole needs to be looked at. AS stated that Clifton Road and Winner Hill Road are other areas where a study needs to be undertaken with all the emergency services, a representative from the business sector and TOR2 regarding congestion and parking. It was agreed that any areas brought forward by the emergency services would be a good reason to take proposals forward with the communities affected.
- SD said the culture needs to change, in Exeter cars are used as part of a timeshare basis and that we need to engage with the people to change behaviour for a greater impact on the environment.
- RH advised that he has regular 1:1's with the new Police Commander and there is the opportunity get messages across. However the Planning Department needs to use its planning powers relating to new housing developments.
- AB asked that stronger comments from Highways when consulting on Planning Application would give the Committee additional weight to air objections. IJ explained that Parking Standards are detailed in the Local Plan rather than Highway's comments.
- AB stated that Teignmouth Road and Pavor Road crossing to King George V – needs to be looked at as a crossing point. IJ advised that any crossing is physically difficult due to the road layout and in order to obtain any kind of crossing there would be some major services diversions, which cost wise is not viable.
- AB raised if Tower School pupil count increases the road safety in the area will need to be looked at.

Recommendation

- To continue with the programme of priorities in Appendix 4.
- Agreed – all in favour.

264. 20mph Zones in Residential Areas - Scoring Matrix

- This item follows on from the report presented to the TWP in May 2018 which provided Member support to progress implementation of areas highlighted as 'Category A' sites only. It was stated that we need a fair system to ensure areas were correctly considered and prioritised and that this would be brought back to the Working Party. A criteria and matrix has been produced to appropriately prioritise locations, subject to available funding, along with policy criteria. These are in Appendix 1 and 2 to the report. There is currently £65k identified in the Local Transport Plan Implementation Plan which may be directed to schemes. This may be sufficient for 2-3 Category 'A' locations.

- IJ advised that following the publication of this report, the DfT Evaluation on 20mph limits has been released within the last week, officers are yet to fully evaluate the results, however the study found insufficient evidence to conclude that in residential areas, the introduction of 20mph limits had led to a significant change in collisions and casualties. However one city centre study did show a reduction overall. There was also a small but significant improvement in reported levels of walking and cycling. IJ advised there is a great deal of information to absorb in the report, however the original advice given on 20 mph zones to previous Working Party meetings remains appropriate. This report by the DfT will almost certainly result in another DfT guidance document being released in the near future.
- SD said that this scheme has been a slow pedal, however IJ reiterated at the last Transport Working Party it was advised in the report that at the next Working Party a Criteria would be presented to prioritise the proposed sites. IJ advised that the matrix will provide the ability to prioritise and start the consultation process. The timeline is 18m – 2 years, with the current LTP deadline of 2021 for implementation.
- JOD expressed reservations regarding the 20mph zones. Following reading the Executive Summary and the DfT recommendation JOD is struggling to see how 20mph is our priority above outstanding works, such as traffic calming around schools.
- DM expressed deep frustration that Galmpton is not being considered for a 20mph zone at the present time. IJ explained the rationale behind this decision, as agreed by Members at the last TWP in May 2018.

Recommendation

- The recommendation is that the Working Party supports the Policy criteria and Matrix allowing Highways to carry out further investigation in readiness to progress with the introduction of 20 limits/zones as and when suitable funding becomes available.

4 members in support, 2 abstentions.

265. Western Corridor - Verbal Update

- Churscombe Cross to Spruce Way - highway works now complete with some minor accommodation works, snagging and planting works still to be carried out.
- Tweenaway to Waterleat section complete and safety audited.
- Brixham Road - Claylands to Wilkins Road commenced in January 2019 and has been a very challenging scheme to date with many service diversions. All retaining structures are now in place and the major gas main diversion, which was a pivotal piece of the scheme, is now complete. There are some remaining service diversions to be completed and then the drainage works will be undertaken, prior to the main road widening works, with an estimated completion date of Summer 2019.
- Windy Corner – business case to be considered by the LEP in December and a briefing note will be circulated to Members, to advise of the financial position. DM enquired whether the grant money that was allocated for Windy Corner has already been spent on the existing schemes? IJ confirmed it had not, however the financial model for the Western Corridor is a complex one which includes a grant from the LEP. There has also been developer funds and money from the

Local Transport Plan. There is a lot of risk built in to the financial model and budgets may be tight at present.

- RH advised Members have been waiting for 3 months for questions to be answered in relation to the costs for the Marldon end of the scheme and the Sainsburys section of the site being complete by Christmas. RH said Members do not want Windy Corner to commence until the Brixham Road works have been completed. IJ confirmed that the Churscombe Way to Spruce Cross contract costs were within budget, however the scheme was more expensive than the original 2009 estimate. IJ confirmed the Claylands to Wilkins Drive part of the scheme has never been scheduled for completion by Christmas and that Summer 2019 has always been the scheduled completion date. IJ confirmed the gas main diversion works did overrun into November, but advised that the scheme is only slightly behind schedule.
- RH wanted to know what penalty clauses the Council will face from businesses along Brixham Road for any overrun. IJ confirmed that the Council is a statutory body carrying out statutory duties, in which case there would be no likely grounds for any claims.
- RH said the community are not being told what is going on with the scheme and kept updated. IJ advised that a newsletter was released at the beginning of the Summer and another one will be released after Christmas. IJ also confirmed that the Herald Express did not print the last press release, but that it did go to all Ward Members to disseminate to their local community partnerships.
- DM advised at every Community Partnership meeting he is asked when Windy Corner is going to commence. IJ confirmed the scheme is ready to commence in January 2019 providing the business case gains approval by the LEP in early December, following which agreement will be sought from SLT in liaison with Councillor Excell.

266. Torquay Gateway - Verbal Update

- Torquay Gateway is another LEP funded project with one remaining scheme at Newton Road, between Shiphay Lane to Lowes Bridge. This scheme is currently stalling due to land issues with Network Rail. IJ advised a report is to be presented to the next Full Council meeting to enable a CPO to be considered if negotiations are delayed unreasonably, but hope that this will not need to be implemented. Anticipated start date is Autumn 2019.

267. Capital Programme - Briefing Note by Adam Luscombe

- Briefing report submitted by AL as published for Members' information.
- JOD enquired about the 95k monies paid to TCDT, do we have rights to claim these monies back or are we engaging with them to provide a different service, and will the grant levels change. IJ confirmed that officers are in discussion regarding the service and K Mowat (KM) is analysing the contract. IJ confirmed it is too early to comment on our position.
- SD expressed frustration as to why Torbay Council were not engaging/monitoring with the TCDT at an earlier stage. IJ confirmed that all bus services are monitored and data provided, however there were no indications from the TCDT that there were any issues until very recently.

- SD enquired regarding the process for the unallocated Health and Well Being sum of monies. IJ advised that business cases for schemes are to be put forward for consideration, however the Chief Executive has requested that no further business cases are put forward this year to protect the financial position. There are schemes in the pipeline such as pedestrian crossings, a couple minor cycling schemes, and possibly some improvements to pedestrian connectivity around schools, which will be looked at in the new financial year.

268. Any Other Business

- RH enquired whether IJ was aware that he had submitted video footage of thieves stealing the traffic light head (that had been struck at the Grand) which were in the middle island in the road. IJ was unaware but will follow this up.
- Enquiry from Cllr Amil (via RE) regarding parking problems around the Walnut Road due to no parking restrictions in place. IJ advised that as this is not a safety issue and not part of a capital scheme, this therefore comes under the moratorium.
- SD highlighted issue previously raised by AB relating to dangers of pedestrians crossing at Teignmouth Road/Pavor Road over to King George V playing fields and also issues pedestrians are facing trying to cross Browns Bridge Road at the Condor Drive area.
- JOD enquired whether any 106 funding would be available for the Ilsham Community Partnership to work with highways relating to a possible road safety scheme around the Ilsham Road new developments. IJ confirmed 106 monies are not subject to the moratorium but was not aware of any current funding for this.
- AB enquired whether any further works are scheduled for Hartop Road in relation to emergency vehicles being unable to gain access. IJ confirmed there have been some works already and nothing further is scheduled.

269. Date of Next Meeting

PROPOSED DATE:

Thursday 20th June 2019, 4pm, Meadfoot Room.