



Wednesday, 21 November 2018

TRANSPORT WORKING PARTY

A meeting of **Transport Working Party** will be held on

Thursday, 29 November 2018

commencing at **4.00 pm**

The meeting will be held in the Meadfoot Room, Town Hall, Castle Circus,
Torquay, TQ1 3DR

Members of the Committee

Councillor

Councillor Brooks

Councillor Morey

Councillor Excell

Councillor Mills

Councillor O'Dwyer

Councillor Sanders

Democrat

A prosperous and healthy Torbay

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TRANSPORT WORKING PARTY AGENDA

1. **Apologies for absence**
2. **Minutes last meeting 10th May 2018** (Pages 3 - 7)
3. **Road Casualty Reduction Report 2017** (Pages 8 - 23)
4. **Road Safety Initiatives Report** (Pages 24 - 43)
5. **20mph Zones in Residential Areas - Scoring Matrix** (Pages 44 - 52)
6. **Western Corridor - Verbal Update**
7. **Torquay Gateway - Verbal Update**
8. **Capital Programme - Briefing Note by Adam Luscombe** (Pages 53 - 56)
9. **Any Other Business**
10. **Date of Next Meeting**
The next meeting of the Transport Working Party will be held on
Thursday 20th June 2019 (N.B. This date is provisional).

TRANSPORT WORKING PARTY

THURSDAY 10TH MAY 2018

Attendees:	Cllr R Excell (RE)
	Cllr S Darling (SD)
	Cllr J O'Dwyer (JOD)
	Ian Jones (IJ)
	Adam Luscombe (AL)
	Kirsty Shears (KS) (Minutes)

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|-----------|---|
| 1. | <p>Apologies</p> <ul style="list-style-type: none"> • Cllr D Mills (DM) • Cllr I Doggett (ID) • Cllr M Morey (MM) |
| 2. | <p>Election of Chairman</p> <ul style="list-style-type: none"> • SD proposed RE for elected Chairman and JOD seconded the proposal. • Vice-Chair to be elected at next meeting when more Councillors are present – all in favour. |
| 3. | <p>Minutes of last meeting (12th October 2017)</p> <ul style="list-style-type: none"> • Minutes were agreed as read. |
| 4. | <p>Report Strategy for prioritising 20mph zones in residential areas – Ian Jones</p> <ul style="list-style-type: none"> • A report presented to the TWP in June 2016 detailed the rationale behind 20mph zones and limits in residential areas. The recommendation was for officers to carry out further investigation works in readiness to progress the schemes once the existing programme of 20mph zones outside educational premises was complete and when suitable funding became available. The continuing works outside schools is detailed in Appendix 1 to the report and has been reported in previous Road Safety Initiative reports to this Working Party. • An allocation of 65k has recently been granted by Full Council specifically for road safety improvements including 20mph zones in residential areas part of Local Transport Plan Implementation Plan. In view of this initial assessments have taken place of potential areas that may benefit from reduced speed limit. • As detailed in the 2016 report this scheme is supported as evidence from several town and cities across England suggest that this can reduce the number and severity of road traffic collisions. However IJ advised that the 20mph restrictions will not solve a speeding issue in itself and the average is a 1mph speed reduction in areas where speeds are already low. Guidance suggests that where speed is already low and where existing traffic calming is in place, a 20mph limit is self-enforcing. • In Appendix 3 to the report “Category A” features areas deemed most suitable in terms of self-enforcing zones and that already have traffic calming or engineered solutions in place. These areas are relatively easy to implement and meet the self-enforcing criteria. • “Category B” areas would be more challenging and do not have traffic calming in place, but have environments that encourage slower driving. Each location would be looked at in its own merit but may be more difficult to implement than Category “A” areas. |

- “Category C” are areas that are not considered suitable areas currently and would need engineering solutions to be added to be considered.
- Appendix 3 also lists strategic routes that are not recommended for 20mph limits or zones.
- It should be noted that none of the areas in categories “A” or “B” have evidence of a road traffic collision problem. Also the Police do not consider the enforcement of 20mph a priority, they also support 20mph limits when they are self enforcing.
- IJ advised that the Department of Transport were due to issue revised guidance on 20mph zones, however this has not yet been released therefore could not be included within the report. There are no indications that the expected content will be detrimental, but IJ will report back if this is the case.
- IJ advised that if Category “A” areas are agreed, 2-3 areas could potentially be implemented. If Category “B”, 1-2 areas are likely, due to the additional complexities. IJ advised that the recommendation is for the priorities of sites to be agreed by the Executive Head and Executive Lead Member and progress reported back to the TWP. IJ confirmed there would be consultation with stakeholders, including ward members and community partnerships before the schemes are progressed. Limits will have to be advertised formally and objections may be received as a result.
- JOD enquired why this allocation of funding was not being used to complete the 20mph zones outside educational premises that is still ongoing? JOD felt this money should be used around schools where the chance of children running into the road is higher. IJ advised that the works around schools are continuing subject to the available resources and officer capacity. The 20mph limits in Category A are relatively straight forward to implement.
- SD enquired why Audley Avenue is not featured in the categories when a child was involved in a serious collision in this location. IJ confirmed that the analysis tends to go back 3-5 years and was unsure if this would have been prior to this time. It is to be noted that that are always many factors to take into account when a collision occurs and these are looked at during annual site reviews.
- Cricketfield Road and Cockington Village were suggested as possible sites also. IJ advised Cricketfield may form part of the schools scheme and Cockington would more than likely fall under Category C without further engineering works.

Recommendation

- RE proposed to take forward as per recommendation in report.
SD seconded – all in favour.

5. Western Corridor Scheme – Verbal Update

- Churscombe Cross to Spruce Way is nearly complete and is awaiting a final safety audit report to clarify any issues from a safety perspective and the highway layout. There remains some outstanding accommodation works to some properties from adjacent land take.
- Brixham Road widening between Roselands Drive and Wilkins Drive is a challenging scheme both technically and with traffic management. The scheme commenced in January 2018 and the TDA are leading as our engineering consultants. Currently slightly behind programme as a result of some issues with constructing walling due to the nature of sub strata. Issues with utilities are also being experienced. All of the widening works hinges on the diversion of a very large intermediate pressure gas main, works to this remain on target for the diversion in the summer. The widening works need to be in place before the gas main works can commence. Following these works the road will be constructed. It is to be noted that a lot of these works are also dependent on other utility works.

Completion of the final scheme is still scheduled for around next summer 2019. IJ advised that the area will remain very congested until the road surfacing starts in spring 2019.

- Windy Corner improvement is on target to commence in autumn this year – all land has been acquired and the TDA will lead the scheme, subject to final approval from the Local Transport Board in September.
- SD enquired if the Inglewood development would have any impact on the Windy Corner Scheme. AL advised the development is subject to a planning application, but as part of this there is a new junction proposed onto Brixham Road with some isolated widening between White Rock and Inglewood, with some additional amendments at Windy Corner. It is not envisaged to have a negative impact.

6. Fleet Street – Verbal Update – Ian Jones

- This scheme has been led and supervised by the TDA on our behalf and works commenced in January 2018 with an initial closure get the road constructed and re-opened for the Easter period. Utility works have hampered proceedings to a degree with diversions often in their hands, but the scheme remains on target for completion by end of June 2018 as originally planned. There will be a further road closure for final resurfacing and surface treatment works which is planned for week commencing 18/6/18. It is to be noted that some of these works are weather dependant. A BT Chamber is currently being rebuilt which is pivotal to some paving works. Once this is complete the area at the bottom of Braddons Hill Road can be completed and then installation of the bus shelters followed by paving works.
- RE raised an issue regarding the drain outside Poundland in Fleet Walk that is always flooding. IJ to determine whether this is due to part of the scheme or whether it is linked to a maintenance issue.

7. Update on storm issues – Verbal update – Ian Jones

- In March there were two events that proved extremely challenging for the Network Team. With the support of TOR2, officers worked over and above to try and manage the situation.
- The initial snow on 1st March 2018, followed by Storm Emma, were two separate events that clashed. Storm Emma caused more damage, however the snow caused more disruption. The snow was expected and therefore a lot of preventative road salting work had taken place with gritters having been out at least 3 times before the event occurred. However, the snow came in earlier than predicted and it was unusual to make land fall in Torbay. It was midday before many offices closed resulting in the network becoming grid locked with traffic and abandoned vehicles, hampering gritting plans for that afternoon. A difficult following day ensued with the seafront flooding and vehicles that were abandoned taking some time to be collected.
- Following benchmarking with other authorities, Torbay's roads fared reasonably well compared to neighbouring authorities. It is noted that both events were exceptional for Torbay.
- The 2nd snowfall was prepared for, however the forecast was not as severe as the eventuality. It was advantageous in some ways that the snow fell on the Sunday. Although network staff and operational out of hour's teams were called into work, it was easier for the ploughing and the non-preventative type operations to get out on the roads. The strategic routes were kept open. Temperatures rose quickly on the following day which helped with clearing the roads.
- Torbay is continuing to benchmark with other authorities comparing data and lessons learned.
- RE noted that the grit bins were kept topped up and no complaints received.

- SD questioned why a 2 wheel drive vehicle was used as not suitable in 'hilly' Devon and that 2 vehicles were not operational. SD raised concern that the number 12 route ceasing operating and that engagement with Stagecoach stated that Torbay was worse than surrounding areas. IJ advised that Plymouth did not get the same amount of snow fall as Torbay and their network was not as badly affected. Torbay got the land fall earlier than Exeter, therefore their transport was running for longer than Torbay and their major network is different to ours. Torbay also had to contend with the closure of Fleet Street and the diversion around Shedden Hill and the seafront closure due to the storm.
- IJ confirmed that it would be grossly unfair to state that the result was linked to the winter maintenance regime being ineffective.
- IJ confirmed that the 2 wheel gritter was perfectly capable of carrying out the preventative gritting. Also not all 6 gritters are able to be fitted with ploughs and that 5 were available for preventative measures and 4 were available to be used for ploughing, which is in accordance with our Winter Maintenance Plan.

8. Local Transport Plan Business Cases – Verbal Update

- Agreed schemes in September 2017, Fleet Street, Gateway and Western Corridor, $\frac{3}{4}$ of the phases are complete.
- Torquay Town Centre Access is essentially complete.
- Edginswell Station – decision reversed.
- Torquay Road to Rathmore Road – design works progressing.
- Torquay Rail Station - 30k to be reallocated. Match funding for scheme for toilets on the Upper Platform are unable to commence until GWR have completed installation of lifts onto the bridge. The 30k will go back into the bus and rail infrastructure.
- K Mowat, in consultation with RE, approved the delegated decision for Community Bus Investment, 3 routes up and running, 1 to be implemented.
- Long Road bus layby was approved at South Devon College. The College have made a 50k contribution to this scheme.
- Network resilience, gullies, culverts, signal upgrades, seafront closures and safety and signage works will use up all the resilience allocation. There is 123k for the rail and bus infrastructure. Little budget has been spent on health mobility, however 3 years remain to use the funding. Business cases to be developed.
- Bus shelters renewal is ongoing. There is a new contractual arrangement on shelters, IJ confirmed we are not actively looking at removing installed bus shelters. Any shelters that can provide advertising would be provided free of charge, for other areas Torbay Council will pay for installation and the contractor will be responsible for the routine maintenance. Some section 106 money for shelters is set aside and was pending the award of the contract.
- SD questioned the weakest resilience area at Livermead sea wall which is a significant issue following further collapse in the infrastructure. IJ confirmed that it has been agreed with K Mowat that geophysical survey will take place to explore underneath the road. It may be a sea defence issue, which if anything needs to be addressed, would give the highway some more resilience. Investigatory works will be considered once the current repairs are completed.

9. Any Other Business

- RE questioned the extension of yellow lines in Mathill Road as they appear to be too short – IJ highlighted the lines have been implemented as part of a safety scheme and not a parking scheme which was agreed from the Road Safety budget. IJ to email RE a note on this.

10. Date of next meeting

Thursday 29th November 2018, Meadfoot Room, Town Hall.

ROAD CASUALTY REDUCTION REPORT 2017



1 INTRODUCTION

- 1.1 This report highlights the road casualty and collision data for the Torbay area during the calendar year 2017. Torbay Council's proposals for improving road safety for the next year are identified in the Torbay Council Road Safety Strategy 2017 - 2020, however, this report highlights in more detail the activities for 2017.

2 TORBAY'S TARGETS

- 2.1 In March 2000 the Government announced new targets for reducing casualties nationally. The targets are the percentage reductions to be achieved by 2010 compared with the average results for the base years, 1994 – 1998. The targets set by the Government were as follows:

- *40% reduction in the number of people killed or seriously injured in road crashes/collisions;*
- *50% reduction in the number of children killed or seriously injured;*
- *10% reduction in the slight casualty rate, expressed as the number of people slightly injured.*

- 2.2 In 2011 and for the years ahead, it is the intention for the development and implementation of local road safety strategies to enhance road safety delivery by focussing on casualty reduction with objectives and targets to support that aim and programmes planned to achieve that, thus improving casualty reduction.

The development of a local road safety strategy is included within the new Local Transport Plan 3 (2011 – 2026), to ensure greater reductions in road casualties locally by:

- Encouraging better and co-ordinated working between local authorities and their partners;
- Enabling local authorities to consider their future priorities;
- Involving and informing the public.

Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of on-line education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users. The targeting of young drivers will continue via the 'Learn 2 Live' programme.

An evidence based approach to road safety engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Strategy 2017-2020, which was approved by members of the Transport Working Party at their meeting on 12th October 2017 and which reflects the reduced staffing levels and resultant loss of the Road Safety Education Service. The new Road Safety Strategy reflects local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against.

However the DfT published its Strategic Framework for Road Safety (May 2011) which is designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

The DfT have identified 6 key indicators which relate to road deaths and will measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25.

At a local level, such as here in Torbay, the number of road deaths is small and subject to fluctuation. For this reason the DfT propose the following as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people

- Rate of killed or seriously injured casualties per billion vehicle miles

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'.

This will enable local authorities to consider their future priorities, whilst involving and informing the public of what action is taken.

Here in Torbay, we will also continue to report casualty figures each year as part of the Road Casualty Reduction Report and the figures for the following categories can be found displayed in section 3 of this report.

- Fatal
- Killed and seriously injured
- Killed and seriously injured (0 – 15 years-old)
- Slightly injured
- Slightly injured (0 – 15 years old)

- 2.3 Over the coming years Torbay, in line with our partners in the Peninsula Road Safety Partnership, will move towards the Vision Zero / Safe Systems approach to road safety with a target of providing a safe transport system, free from death and serious injury.

Safe Systems involves an important shift in approach from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions,

Safe System requires a proactive approach placing road safety in the mainstream of road traffic system planning, design and operation and use. *Safe System* interventions address common human errors (including seat belt use, alcohol and drug abuse) and human tolerance to injury thresholds and in so doing aims to address the road safety needs of non-motorised as well as motorised road users, younger and older users, male and female users.

Safe System has five pillars of action:

1. Safe Road Use;

2. Safe vehicles;
3. Safe speeds;
4. Safe roads and roadsides;
5. Post crash response.

This will back up the more normal strategies of Engineering and Enforcement.

The key demonstrably effective strategies are:

- Encouraging use of safer modes and safer routes
- Safety conscious planning and proactive safety engineering design
- Safe separation or safe integration of mixed road use
- Managing speeds to crash protection levels
- Providing crash protective roadsides
- Providing vehicles with collision avoidance and collision injury mitigation and protection
- Deterring dangerous behaviour and ensuring compliance with key safety rules by social marketing and increased highly visible police enforcement and use of camera technologies and by providing proven driver assistance safety technologies in motor vehicles to help drivers keep to speed limits, wear seat belts, and avoid excess alcohol.
- Managing risk via driver standards e.g. graduated driver licensing.
- Fast and efficient emergency medical help, diagnosis and care.

3 CASUALTY AND COLLISION DATA

- 3.1 A Casualty is a person killed or injured in a reported accident on a public road. Casualties are sub-divided into killed, seriously injured and slightly injured. The graphs below outline the road casualty and collision data for the years 1998 to 2017 compared against the government targets (where applicable).
- 3.2 Nationally car occupants continue to account for the largest proportion of casualties of all severities. A total of 787 car occupants were killed in 2017, down 4% (or 29 fatalities) from 816 in 2016. Overall car occupant casualties decreased by 8% to 100,082 in 2017 compared to 2016, and was the lowest on record.
- 3.3 In 2017, nationally there were 144,369 slightly injured casualties in reported road traffic accidents, this figure is **as reported to the police** and is not comparable to earlier years due to changes in severity reporting.
- 3.4 Approximately half of English police forces adopted the CRASH (Collision Recording and Sharing) system for recording reported road traffic collisions at the end of 2015 or the first part of 2016, Devon and Cornwall Police switched in December 2015.

It is likely that the recording of injury severity is more accurate for forces using this new reporting system. Nationally this has had a large impact on the number of serious injuries recorded in 2016, compared with 2015. Some of these serious injuries may previously have been classified as slight injuries, which means that the 2016 and 2017 serious injury figures are not comparable to previous years.

CRASH is an injury-based severity reporting systems where the officer records the most severe injury for the casualty and the injuries are then automatically converted to a severity level from 'slight' to 'serious'. Eliminating the uncertainty in determining severity that arises from the officer having to make their own judgement means that the new severity level data observed from these systems using injury based methods are expected to be more accurate than the data from other systems.

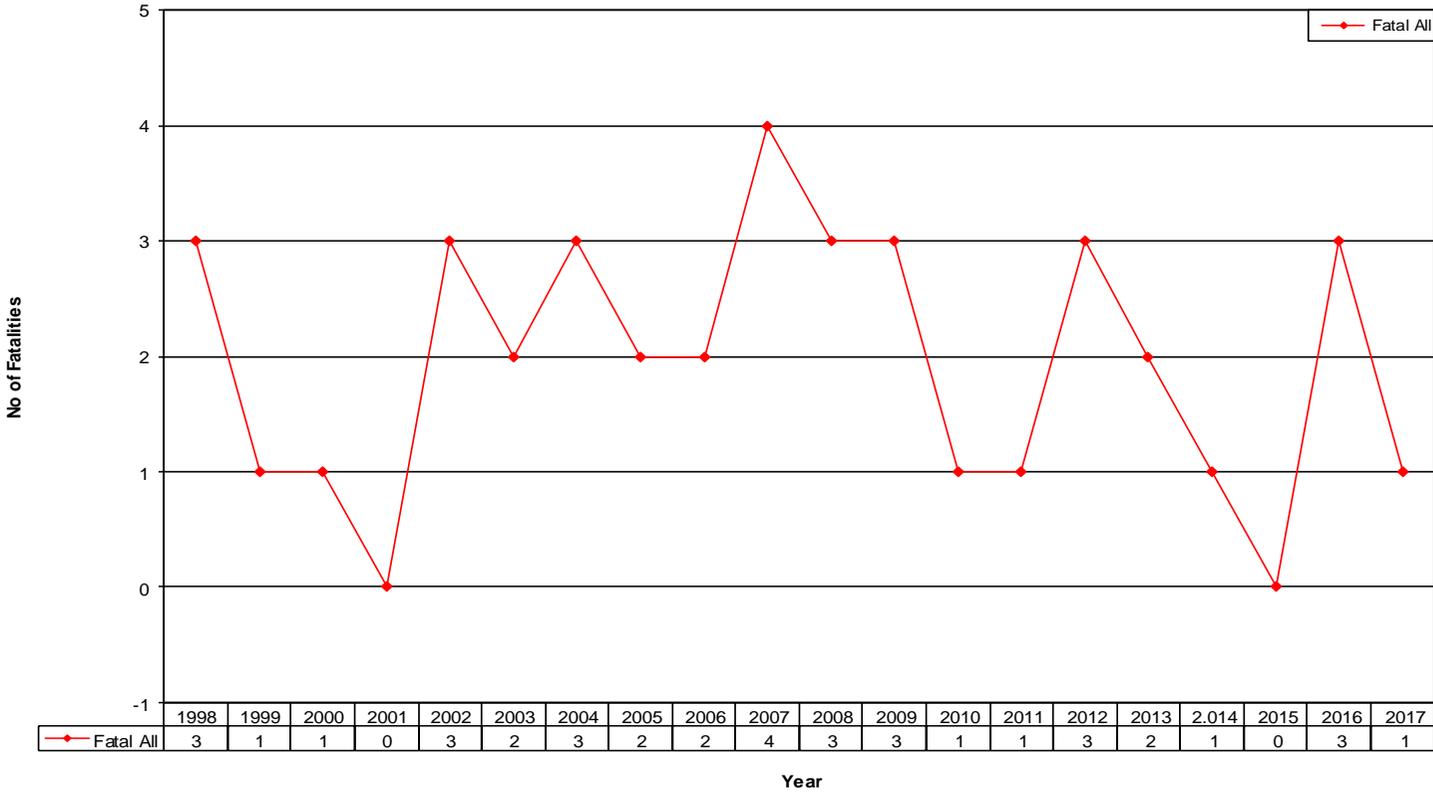
Therefore there has been a large increase in the number of serious injuries reported by the police after the introduction of CRASH in 2015/16 (+20%); as around half of police forces in England adopted this system, however the number of serious injuries recorded in 2017 has remained stable when compared to 2016.

Even though Torbay has such low base figures, this still showed an increase in our KSI figures of 15% between 2015 and 2016.

3.5 Fatalities

Fig 1 shows the number of fatalities that have occurred within Torbay

Figure 1 - Fatalities(all ages)



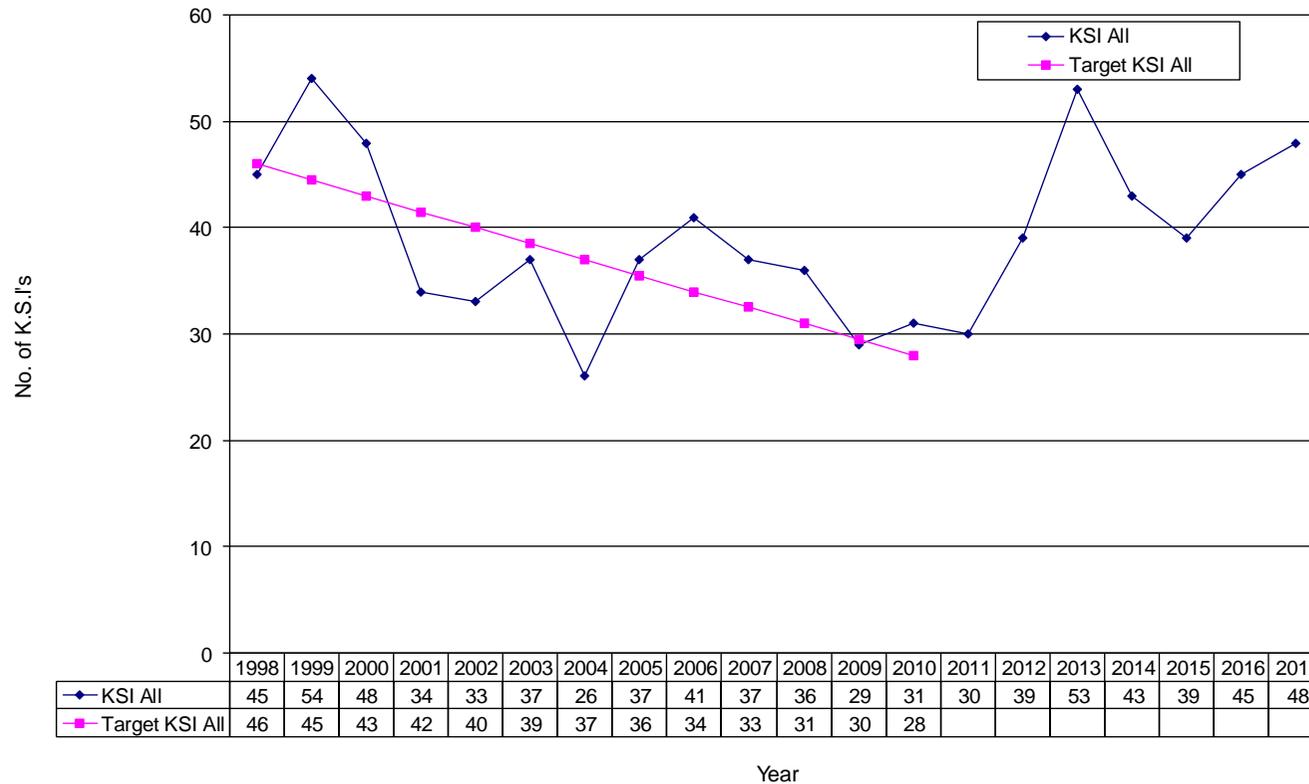
Whilst there has been a 15% increase in fatalities cross the South West, we can report a decrease in the number of fatalities on Torbay roads in 2017, decreasing from 3 in 2016 to 1. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced.

Torbay Council continues to work from very low base figures and continues to have one of the safest road networks within the South West. The authority benchmarks with other highway authorities and the number of road traffic casualties expressed as a percentage of the population is amongst the lowest in the south west.

3.6. Killed and Seriously Injured (KSI's) (all age groups)

Fig 2 shows the number of people killed or seriously injured within Torbay.

Figure 2 - Killed and seriously injured (K.S.I.) (all ages)



Unfortunately there has been an increase in the numbers of killed and seriously injured casualties, the results for 2017 show there has been an increase of 6% in the number of killed and seriously injured since last year, rising from 45 to 48.

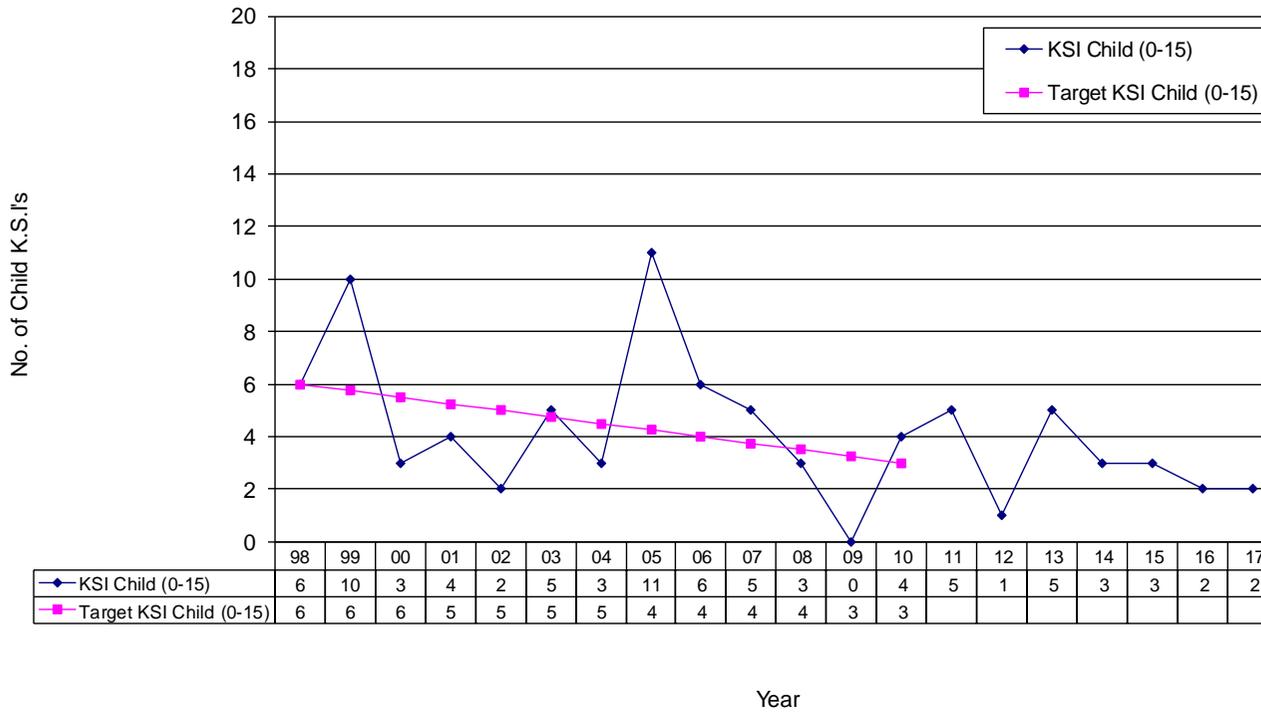
Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify, further details on reviewing collision cluster sites are included in section 5.3.

It should be noted that due to the change in the Police collision recording system (as detailed in 3.4 above) the 2016 and 2017 serious injury figures are not comparable to previous years.

3.7 Killed and seriously injured (0 – 15 age group)

Fig 3 shows the number of 0-15's killed or seriously injured within Torbay

**Figure 3 - Killed and seriously injured (K.S.I.)
(0 - 15 year age group)**



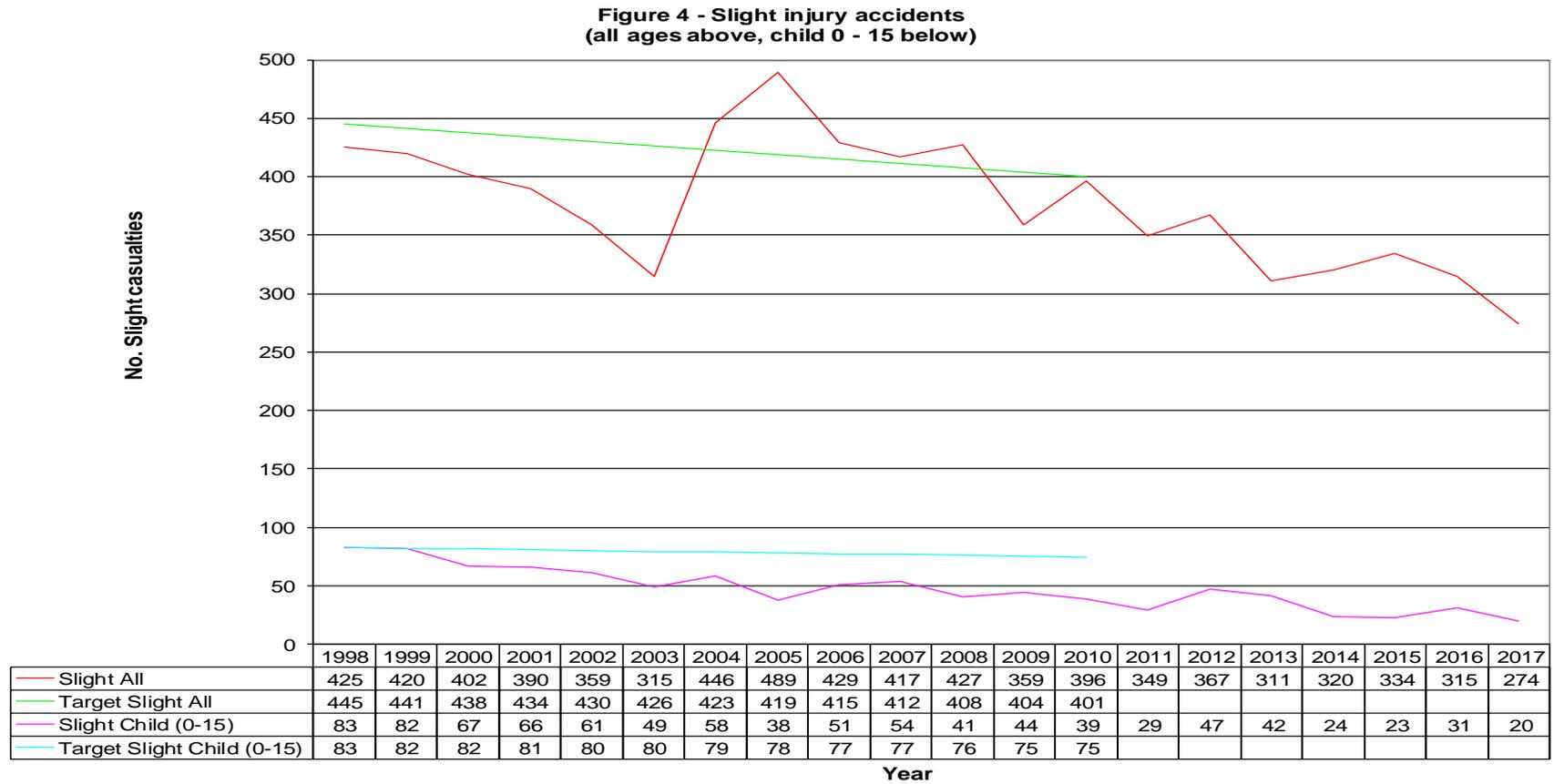
The results show that the number of killed and seriously injured casualties (0-15 age group) has remained static over the past year, remaining at 2 casualties.

Analysis shows that both of these casualties were cyclists (ages 13 and 14), ongoing 'Bikeability' cycle training, now being run by the Culture and Events Service will continue to target this category.

It should be noted that due to the change in the Police collision recording system (as detailed in 3.4 above) the 2016 and 2017 serious injury figures are not comparable to previous years.

3.8 Slight Injuries

Fig 4 shows the slight injuries for all ages and the 0-15's within Torbay



All ages

The results show slight injury casualties down slightly by 13% to 274 and our figures continue to show a downward trend from the 1988 baseline of 445, with a current reduction of 38%.

Children (0-15 age group)

After last year's spike in the figures, there has also been a 35% decrease in child slights, with 20 recorded in 2017.

Provisional analysis shows that 25% of these casualties were pedestrians (one of which was two years old), 30% front seat passengers, 25% rear seat passengers (all of whom were aged 6 or younger) and 20% cyclists.

Again, it should be noted that due to the change in the Police collision recording system (as detailed in 3.4 above) the 2016 and 2017 serious injury figures are not comparable to previous years.

4 PLANNED ROAD SAFETY CAMPAIGNS 2018

- 4.1 Reductions in local government grants from Central Government and the increasing demands on our services has meant that difficult decisions have had to be made and as there is no statutory duty to provide Road Safety officers, the Mayors Budget for 2017/2018 resulted in the loss of posts within Road Safety.

Whilst there will be no Road Safety campaigns or Road Safety education undertaken during 2018, the website (<http://www.torbay.gov.uk/roads/road-safety/>) will become a pointing service, guiding users to associated Road Safety websites for the latest available information.

5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES

- 5.1 Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of small minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate businesses cases as part of the authority's capital budget setting process.

The expenditure for minor schemes in 2018/19 is expected to be £50,000.

5.2 **TRAFFIC ACTION ZONE**

The Local Transport Plan 3 (2011 – 2016) identified the continued provision of funding from the capital programme for Traffic Action Zones (TAZ), the last of which was in Coombe Pafford and Hele, which was implemented during 2013/2014.

There are currently no plans to consider any further TAZ's

5.3 **ROAD SAFETY INITIATIVES**

With the implementation of various road safety schemes since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented. However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of accidents to identify any linear routes which have a higher than normal collision record. Further details of the engineering measures to be carried out in 2018/19 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

5.4 **PENINSULA ROAD SAFETY PARTNERSHIP**

Torbay Council continues to work closely with the Police to ensure enforcement is a key activity in road casualty reduction. The Council also works with the Peninsula Road Safety Partnership (formerly known as the Devon and Cornwall Safety Camera Partnership) to use camera enforcement and education to reduce speeds and red light violation.

Once again there will be decreased funding for the operation of Safety Cameras in 2017/18, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

The authority will continue to work closely with the partnership to ensure that mobile safety camera activity is targeted at those locations where speed related problems continue in an effort to increase the visibility of enforcement.

A new addition for 2018 is the partnerships 'No Excuses' team, with operational hubs at Exeter and Bodmin the seven officers are dedicated to targeting offences on the regions roads and to assist and enable fellow roads policing and response officers to do the same. Concentrating on tackling the Fatal Five offences that cause an unacceptable level of deaths and serious injuries on our roads – excessive or inappropriate speed, not wearing a seatbelt, distracted driving such as using a handheld mobile phone, driving under the influence of alcohol or drugs and careless or inconsiderate driving. They will be supported by a researcher to identify significant intelligence trends on road users and areas with specific issues.



Meeting: Transport Working Party

Date: 29th November 2018

Wards Affected: All

Report Title: Road Safety Initiatives 2018/19

Executive Lead Contact Details: Cllr Robert Excell, Executive Lead for Community Services

Supporting Officer Contact Details: John Clewer, Senior Engineer (Traffic & Transport)

1. Purpose

Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of small minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate businesses cases as part of the authority's capital budget setting process.

The expenditure for minor schemes in 2018/19 is expected to be £50,000.

The purpose of this paper is to:-

- a) Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- b) Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2** and completed analysis **Appendix 3**
- c) Seek approval from Members to implement the list of Safer Travel Schemes for 2018/19, as identified in **Appendix 4**.

2. Proposed Decision

It is proposed that members recommend to continue with the programme of implementation

- The implementation of the proposed schemes in **Appendix 4** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

3. Action Needed

It is recommended that members approve the proposals outlined in **Appendix 4**.

4. Summary

The development of a local road safety strategy was included within the new Local Transport Plan 3 (2011 – 2026), to ensure greater reductions in road casualties locally by:

- Encouraging better and co-ordinated working between local authorities and their partners;
- Enabling local authorities to consider their future priorities;
- Involving and informing the public.

4.1 Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of encouragement, enforcement and engineering, alongside evaluation will be used to further improve the safety of all road users.

4.2 Reductions in local government grants from Central Government and the increasing demands on our services has meant that, as there is no statutory duty to provide Road Safety officers and as the schools already pay for school crossing patrols, the Mayors Budget for 2017/2018 resulted in the loss of posts within in Road Safety.

Whilst there will be no Road Safety campaigns or Road Safety education undertaken during 2018/19, the website (<http://www.torbay.gov.uk/roads/road-safety/>) will become a pointing service, guiding users to associated Road Safety websites for the latest available information.

An evidence based approach to road safety engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Strategy 2017 – 2020, which was presented to the members of the Transport Working Party on 14th September 2017. The Road Safety Strategy will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

4.3 Over the coming years Torbay, in line with our partners in the Peninsula Road Safety Partnership, will move towards the Vision Zero / Safe Systems approach to road safety with a target of providing a safe transport system, free from death and serious injury.

Safe Systems involves an important shift in approach from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions,

Safe System requires a proactive approach placing road safety in the mainstream of road traffic system planning, design and operation and use. *Safe System* interventions address common human errors (including seat belt use, alcohol and drug abuse) and human tolerance to injury thresholds and in so doing aims to

address the road safety needs of non-motorised as well as motorised road users, younger and older users, male and female users.

Safe System has five pillars of action:

1. Safe Road Use;
2. Safe vehicles;
3. Safe speeds;
4. Safe roads and roadsides;
5. Post crash response.

This will back up the more normal strategies of Engineering and Enforcement.

The key demonstrably effective strategies are:

- Encouraging use of safer modes and safer routes
- Safety conscious planning and proactive safety engineering design
- Safe separation or safe integration of mixed road use
- Managing speeds to crash protection levels
- Providing crash protective roadsides
- Providing vehicles with collision avoidance and collision injury mitigation and protection
- Deterring dangerous behaviour and ensuring compliance with key safety rules by social marketing and increased highly visible police enforcement and use of camera technologies and by providing proven driver assistance safety technologies in motor vehicles to help drivers keep to speed limits, wear seat belts, and avoid excess alcohol.
- Managing risk via driver standards e.g. graduated driver licensing.
- Fast and efficient emergency medical help, diagnosis and care.

- 4.4 Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

Supporting Information

5. Position

- 5.1 Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of small minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate businesses cases as part of the authority's capital budget setting process.

The expenditure for minor schemes in 2017/18 is expected to be £50,000.

The purpose of this paper is to:-

- Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- Inform Members of previous years approved schemes, which have not been completed **Appendix 2** and completed analysis **Appendix 3**.
- Seek approval from Members to implement the list of Safer Travel Schemes for 2018/19 as identified in **Appendix 4**.

(i) Safer Routes Schemes

As a result of national concern regarding the level of traffic generated by the 'school run', the Department for Transport (DfT) continues to encourage alternatives to the use of the private car for school pupils.

A common response to the question of why so much vehicle traffic is generated at "school run" times is that many of the routes that could be walked by pupils are perceived as dangerous for pedestrians. This perception, coupled with the previous national casualty reduction target of reducing child injury collisions on the highway by 50% by 2010, has resulted in emphasis being placed on Safer Routes Schemes that improve these areas of the highway network. They comprise routes or junctions that are either overly represented in road casualty figures and / or where parents and pupils have a perception of danger for pedestrians.

With this in mind schemes are identified based upon:

- A programmed implementation of highway improvements outside of schools within the Bay;
- Requests from members of the public, based upon perceived difficulties and dangers on the highway;
- Requests from school staff;
- Officer knowledge, based upon observation and/or traffic speed and flow data;
- Information from Elected Members.

Due to budgetary constraints there were no Safer Routes Schemes completed between the 2012/13 and 2017/18 financial years, however various upgrading works have been carried out and a complete list of all works carried out is included in **Appendix 1**.

In 2017 the results show that the number of killed and seriously injured casualties (0-15 age group) has remained static over the past year, remaining at 2 casualties. Analysis shows that both of these casualties were cyclists (ages 13 and 14).

Ongoing 'Bikeability' cycle training (now being run by the Leisure, Sports and Community section of Culture and Events Service) will be taught at Level 2 standard to pupils in years 5 and 6 in all primary schools in Torbay. This teaches children their bike handling and on-road skills.

In addition to this we run popular school holiday courses, which teach 'Learn to Ride' skills, whilst Level 3 is also taught at several secondary schools in

Torbay and is run by Torbay Schools Sports Partnership, based at Paignton Community College.

Further targeting of road safety education to this age group will continue to take place as part of our 'Learn to Live', this will be required if the authority is to continue to maintain our good casualty record with regard to this group.

It is proposed to continue the implementation of 20mph limits outside schools in 2018/19.

(ii) Safer Travel Schemes

The Council, as with all Local Authorities in England and Wales, had government targets for casualty reduction as shown below, which were to be met by 2010:-

- 40% reduction in the number of killed and seriously injured by 2010 (compared to the average figures for the period 1994-1998).

From 2011 and for the years ahead, it was the intention for the development and implementation of local road safety strategies to enhance road safety delivery by focusing on casualty reduction with objectives and targets to support that aim and programs planned to achieve that and thus improve casualty reduction.

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against. However the DfT published its Strategic Framework for Road Safety (May 2011) which is designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

The DfT have identified 6 key indicators which relate to road deaths and will measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25.

At local level, such as here in Torbay, the number of road deaths is small and subject to fluctuation. For this reason the DfT propose the following as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people
- Rate of killed or seriously injured casualties per billion vehicle miles

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'.

With the implementation of various road safety schemes since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented.

However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of collisions to identify any linear routes which have a higher than normal collision record.

An analysis of the collision data for the period 2015-2017 has shown that there are no current collision cluster sites identified (3 No. killed or seriously injured casualties within a radius of 50m) identified, however there are also a number of sites identified which cause concern.

- A379 The Strand, Torquay

Pedestrian collisions during the evening/early hours of the morning continue. A three year collision analysis of the harbourside area (Cary Parade, Strand and Torwood Street) identified 13 pedestrian related collisions (3 serious and 10 slight), of which 5 took place between 0100 and 0400.

- Barton Hill Road / Great Hill Road

Following the works undertaken on the Northbound (Newton Abbot) side of the Great Hill Road/Kingskerswell Road junction (signing and lining works), local residents supported by their Ward Councillors have lobbied for investigations to be undertaken into the speed of traffic entering the bay from the North.

It should be noted that these sites were all identified in last year's report and notes regarding these locations, can be found in Appendix 3 and 4.

An update of previous schemes identified as Safer Travel Schemes is shown in **Appendices 2 and 3**, whilst a schedule of all proposed Safer Travel Schemes for 2018/19 is included in **Appendix 4**.

6 Possibilities and Options

Option 1

- It is recommended that members support the continuation of the programme of Implementation.
- The implementation of the proposed schemes in **Appendix 4** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

Option 2

Discontinue Programme of Implementation

- Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction.
- There is also a possibility that the casualty rate amongst children may increase in the future.

7 Preferred Solution/Option

Members are recommended that item 5, option 1 above is the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to the Executive Lead for Community Services.

8 Consultation

Consultation will be undertaken with Council ward members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are involved these will be advertised (both on site and in the local media) and should there be any objections these will be presented to the Executive Lead for Community Services.

9 Risks

Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders 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 the Executive Lead for Executive Lead for Community Services.

Appendices:

Appendix 1	Works carried out on the safer routes schemes
Appendix 2	Update of previous schemes identified as Safer Travel Schemes, which have not been completed.
Appendix 3	Completed analysis of schemes identified in the 2017 / 2018 Road safety Initiatives Report.
Appendix 4	Schedule of all proposed Safer Travel Schemes for 2018/19

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Devon and Torbay Local Transport Plan 2011 - 2026

Road Safety Plan

School	School Crossing Patrol Service Provided	Engineering Measures Provided	Flashing Warning Lights and signs Provided
Primary Schools (31)			
Babbacombe Primary School, TORQUAY	Redenhill Rd / Quinta Rd/ Warboro Rd junction	Dropped kerbs, red anti skid crossing point, road markings to diagram no. 545	3 signs with automatic flashers approaching school entrance. 4 signs with automatic flashers approaching SCP site. Upgraded to GMS (mobile phone control) 2010/2011 Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)
Barton Primary and Nursery, TORQUAY	Barton Road outside school entrance	Road narrowing, barriers, car park, red anti skid crossing point, road markings to Diag.No 545 -SCP site upgraded to new zebra crossing facility. New permanent 20mph limit and parking restrictions to be implemented as part of 2016-17 schemes.	2 signs with double flashers approaching SCP site. Signs / flashers replaced and upgraded to GMS (mobile phone control) 2008/2009
Brixham Infants and Nursery, BRIXHAM	Higher Ranscombe Road outside school entrance	New standing area with drop crossings and railings. Following redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol at the new school entrance, this included alterations to the kerb lines and the provision of new high friction surfacing and pedestrian guard rails. Permanent 20mph speed limit implemented during summer 2014. Re-advertised and TRO sealed Oct 2016 – enforceable from 1 st Nov 2016.	2 signs with flashers approaching SCP. Flashers / warning signs relocated due to redevelopment. Upgraded to LED lighting. Added to Central Management System (CMS)
Cockington Primary School, TORQUAY	Avenue Road back entrance. Old Mill Rd main entrance.	Old Mill Road new kerb alignment, thermo plastic feet markings, entrance signing. Red anti skid crossing point, road markings to diagram no. 545 on both sites. Advisory variable 20mph speed limit on Avenue Road, implemented summer 2014.	2 signs with double flashers approaching Avenue Road SCP. 2 signs and single flashers approaching Old Mill Road SCP Added to Central Management System (CMS)
Collaton St Mary, PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present
Curledge Street Primary, PAIGNTON	Dartmouth Road Curledge Street	Dartmouth Road junction improvement with footway widening. Curledge Street footway widening both sides, safety	Dartmouth Road 2 signs with flashers on each side of road on each approach to SCP.

		barriers, bollards, seats. Red anti skid crossing point, road markings to diagram no. 545 on both sites. New Lighting to Station lane car park with parking permit scheme. Introduction of advisory variable 20mph speed limit on Dartmouth Road, 2016.	Curledge Street 1 sign and flasher approaching SCP site (one-way street). Upgraded to GMS (mobile phone control) 2010/2011 Added to Central Management System (CMS)
Eden Park Infants, BRIXHAM	Drew Street	New footway build-outs, bollards, red anti skid crossing point, road markings to diagram no. 545 Burton St. pavement widening. As part of the Higher Brixham Traffic Action Zone the existing red anti-skid surfacing was renewed and shared space in both Knick Knack Lane and Penn Lane formalised with buff high friction surfacing and appropriate signage. Review of parking restrictions undertaken autumn 2014 and new restrictions implemented.	2 signs with flashers approaching SCP Burton Street 2 signs
Eden Park Juniors, BRIXHAM	As above	As above	As above
Ellacombe Primary, TORQUAY	Ellacombe Church Road	SCP relocated footpath widened, red anti skid crossing point, road markings to diagram no. 545. New uncontrolled pedestrian crossing point constructed on Victoria Road. Advisory variable 20mph speed limit implemented on Ellacombe Church Road, 2016.	2 pairs of double flashers approaching school 2 single approaching SCP Added to Central Management System (CMS)
Furzeham, BRIXHAM	No	New link footpath between school and residential area to the east. New footway links along the playing field to the west. New bus stop facility. Parking restrictions opposite school have been revised.	Existing signs present
Galmpton, BRIXHAM	No	New length of footway and widening on opposite side with drop crossing. Installation of Bollards.	2 new signs on approach to school entrance
Hayes, PAIGNTON	Totnes Road	Kerb buildout at rear entrance SCP site, bollards, pedestrian guard rail, realignment of road markings. Footway works carried out to improve the safety of pedestrians crossing the junction of Collingwood Road / Hartley Road and Hayes Road. Works were undertaken on Totnes Road to upgrade the zebra crossing near the junction of Elmbank Road with the fitment of internally illuminated	2 new signs and flashers on approach to rear school entrance SCP site Upgraded to GMS (mobile phone control) 2010/2011 Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)

		<p>poles and LED halos around the beacons to improve pedestrian links. Footway works were undertaken on Hayes Road at the junction of Derrell Road / Elmbank Road and on Derrell Road (fronting the upgraded play park) to improve pedestrian links. Revisions to the parking restrictions on both Hayes and Totnes Roads have been carried out.</p> <p>Advisory variable 20mph speed limit implemented on Totnes Road, during summer 2014.</p> <p>Enforceable 20mph speed limit on Hayes Road implemented 2016 – enforceable from 1st Nov 2016</p>	
Chestnut, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone works were undertaken on Milton Street to improve pedestrian access in the vicinity of Pack Hall Lane.	Existing
Homelands, TORQUAY	Westhill on new Zebra Crossing	<p>Footway widening, zebra crossing, bollards and guard rail.</p> <p>Variable advisory 20mph speed limit implemented on Westhill Road, 2016.</p>	<p>School signing and Patrol signing with flashers one double (southbound) and single (northbound).</p> <p>Upgraded to GMS (mobile phone control)</p> <p>Upgraded to LED</p> <p>Added to Central Management System (CMS)</p>
Ilisham, TORQUAY	No	<p>Kerb-buildout, bollards and slow road markings.</p> <p>Further parking restrictions and advisory 20mph signage implemented 2016</p>	<p>Signing on each approach to school entrance</p> <p>Upgraded to GMS (mobile phone control)</p> <p>Upgraded with LED lighting 2015/16</p> <p>Added to Central Management System (CMS)</p>
Kings Ash Infants and Nursery, PAIGNTON (formerly known as Foxhole)	Fernicombe Road	<p>Pavement widening, dropped kerbs, safety barriers, red anti skid crossing point and road markings to diagram no. 545.</p> <p>Following the redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol to the new school entrance in Smallcombe Road. This work included alterations to the kerb lines, and the provision of new high friction surfacing and pedestrian guard rails.</p>	<p>2 signs with flashers approaching SCP</p> <p>Flashers / warning signs relocated as part of the redevelopment.</p> <p>Upgraded to LED.</p>

Kings Ash Juniors, PAIGNTON (formerly known as Foxhole)	As above	As above	As above
Oldway, Paignton	Oldway and Southfield Road	Physical traffic calming on Oldway and Southfield Roads. 20mph zone covering Higher Polsham, Oldway Road and Southfield Road, implemented 2018.	Upgraded to GMS (mobile phone control) 2010/2011 Upgraded to LED Added to Central Management System (CMS)
Preston, TORQUAY	Old Paignton Road	New build-outs, provision of parking lay-by and restrictions introduced during 2014. Variable 20mph speed limit on Old Paignton Road, implemented spring 2017.	Existing Upgraded to GMS (mobile phone control) 2010/2011 Upgraded to LED Added to Central Management System (CMS)
Priory, TORQUAY	No	Improved pedestrian footways with traffic calming and congestion reduction measures.	Existing school signing on approaches.
Our Lady of the Angels, Queensway, TORQUAY	Queensway	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with double flashers (northbound) and sign with single flasher (southbound) Upgraded to GMS (mobile phone control) 2010/2011 Added to Central Management System (CMS)
Roselands, PAIGNTON	No	Footstep markings. Variable 20mph speed limit on Roselands Drive, introduced during summer 2014.	Existing signs Upgraded to LED Added to Central Management System (CMS)
Sacred Heart, PAIGNTON	Cecil Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Installation of Guard-rails. Variable 20mph speed limit on Cecil Road, implemented summer 2014.	Patrol sign with single flasher on each approach Added to Central Management System (CMS)
Sherwell Valley, TORQUAY	Hawkins Avenue	Footway widening and dropped kerbs. Red crossing point, anti skid surfacing and road markings to diagram no. 545 Upper Cockington Lane Kerb buildout with bollards. Domed mini roundabout and improved visibility on island crossing. Advisory variable 20mph speed limit implemented 2016	Hawkins Ave. Patrol sign with single flasher on each approach Upper Cockington Lane school signs Marldon Road school signs and automatic flashers Upgraded to GMS (mobile phone control) 2010/2011 Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)
Shiphay, TORQUAY	Exe Hill	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with single flasher on each approach.

			Sign / flasher replaced and upgraded to GMS (mobile phone control) 2008/2009 Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)
St Margaret Clitherow, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone a virtual footway was implemented on Horsepool Street, along with slow road markings and traffic calming. A short section of Dashpers was made 'One-Way' to improve pedestrian safety.	Existing
St Margarets, TORQUAY	No	Kerb build out railings and bollards.	Existing
St Marychurch, TORQUAY	Petitor Road	Hartop Road/Petitor Road widened footway SCP refuge, bollards and railings. Teignmouth Road widened footway, drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 at both sites	Hartop Road School sign and patrol sign with flasher. Petitor Road Patrol sign with flasher. Teignmouth Road patrol signs with flasher both approaches. LED upgrade Added to Central Management System (CMS)
Torre, TORQUAY	No	Footpath widening (existing speed humps scheme).	Existing
Upton St James, TORQUAY	Forest Road	Forest Road dropped crossings, red crossing point , anti skid surfacing and road markings to diagram no. 545 St. James Road kerb buildout, bollards railings and new TRO's Teignmouth Road improved crossing point with parking permit scheme. Improvements to Lymington Road including New pedestrian Crossing.	4 Patrol signs with single flasher on each approach. School sign on approach to school annexe. Upgraded to GMS (mobile phone control) Upgraded with LED lighting 2015/16 Currently no school crossing patrol
Warberry, TORQUAY	Cedars Road	Kerb build out with priority give way, railings, bollard, parents waiting area, TRO's Windsor Road new footway link Lyme View Road footway link	Windsor Road school signing Cedars Road new street lighting, Signing and flashers planned for 2004 Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)
Watcombe, TORQUAY	No	Alternative kerb build out scheme traffic calming scheme.	Existing
White Rock, PAIGNTON	No	Bollards at the entrance. New parking restrictions introduced around the school entrances.	Existing

Secondary Schools	(8)		
Brixham Community College.	Higher Ranscombe Road	As Brixham infants school	As Brixham infants school
Churston Ferrers Grammar.	No	New footway and bus drop-off/ collection area. Virtual footway installed on Greenway Road, pedestrian guard rail upgraded at Dartmouth Road / Greenway Road junction in 2010.	School signing on each approach. Signs upgraded on Dartmouth Road in 2010
Devon Studio School Newton Road, Torquay	No	Provision of revised parking restrictions and cycle facilities implemented during 2014.	
St Cuthbert Mayne, TORQUAY.	No	Bus parking facilities improved. New kerb build out constructed to slow traffic on approach to bus parking, pedestrian guard rail and signs upgraded in 2010. Variable 20mph speed limit, implemented summer 2014.	Existing Signs upgraded in 2010 Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)
Paignton Community College (Lower school) Waterleat Road.	No	Waterleat Road Traffic calming. New 20mph speed limit implemented 2016	
Paignton Community College (upper school) Borough Road, PAIGNTON	Totnes Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Junction improvement to junction of Borough Road and Totnes Road. Improvements to Borough Road including kerb build outs to assist pedestrians, HGV ban and parking restrictions. Cycle way constructed to link school with existing route. Introduction of variable 20mph speed limit on Borough Road 2016.	Patrol sign with single flasher on each approach. School signing on each approach on Borough Road. Upgraded to LED Added to Central Management System (CMS)
Torquay Boys Grammar	No	Pedestrian phase added to traffic lights.	Existing New Pedestrians crossing sign installed 2015
Torquay Community College (now Torquay Academy)	No	Automatic lights and zebra crossing. Introduction of variable 20mph speed limit on Cricketfield Road, installed 2016.	Existing Some signs upgraded during 2010. Upgraded with LED lighting 2015/16 Added to Central Management System (CMS)
Torquay Girls Grammar	No	New puffin crossing	Existing

Spiers School, TORQUAY	No	No	Existing
Special Schools (3)			
Combe Pafford, TORQUAY	No	As Watcombe, TRO,s	Existing
Torbay school, PAIGNTON	No	No	Existing
Mayfield, TORQUAY	No	As Watcombe	Existing
Private Schools (3)			
Tower House School	No	No	Existing
The Abbey, TORQUAY	No	Pedestrian phase at junction access to car park.	Existing.

Note:

- All schools have a No Stopping Clearway on the school entrance markings.
- Some schools had their markings refreshed as part of TOR2's ongoing maintenance regime.
- All school flashing warning signs to be upgraded as and when possible to timer systems to improve their performance and eliminate issues where lights are remaining on overnight.

Previous Years Schemes that have not been completed

- **Abbey Gates, Torquay**

Pedestrian facilities will be introduced in the future as part of an upgrade of the equipment at this junction. A full traffic survey (both vehicular and pedestrian) was undertaken during 2012, following which a design brief was produced for a significant upgrade of the junction, as and when funding allows.

- **Strand, Torquay**

The Torwood Street redevelopment is now underway and the Torbay Development Agency (TDA) driven scheme to rework the Strand, (including a 20mph speed limit) has progressed through preliminary design and initial consultation. However further progress is dependent upon funding.

Pedestrian collisions during the evening/early hours of the morning continue. A three year collision analysis of the harbourside area (Cary Parade, Strand and Torwood Street) identified 13 pedestrian related collisions (3 serious and 10 slight), of which 5 took place between 0100 and 0400.

The implementation of a scheme to introduce an evening 20mph speed limit through the area of The Strand / Torwood Street and Victoria Parade has been proposed and previously agreed by members. These works, including the proposed right turn for buses exiting Fleet Street, could be incorporated into the TDA scheme.

- **Barton Hill Way**

Investigation of the collisions at the Southern end of Barton Hill Way (in the vicinity of the allotments/industrial estate), where poor forward visibility due to high levels of parked cars has led to a number of injury collisions has been undertaken.

Following which, a scheme was designed to restrict parking, which was presented to and approved by the Executive Lead.

However, advertising of the required Traffic Regulation Orders has yet to be undertaken.

- **Totnes Road/Blagdon Road, Paignton**

It is not possible to incorporate the required central island to protect right turning traffic into Blagdon Road, without obstructing the passage of large loads turning right towards Totnes and therefore this scheme has been dropped.

- **Totnes Road/Parkers Arms, Paignton**

Due to the available road width it is not possible to incorporate a build out to improve visibility at the zebra crossing, without narrowing the lane width to such an extent it compromises vehicle safety.

Analysis of schemes identified in 2017/2018

As a recommendation of the Road Safety Initiatives Report for 2017/18, the following works were carried out:

- **Barton Hill Road/Great Hill Road, Torquay**

A signing and lining scheme was carried out on the approach to the right hand bend (heading Northbound at the junction with Kingskerswell Road) to highlight the location of this bend), works included applying high friction surfacing to a manhole cover located in the vehicle wheel tracks.

- **20 mph zones outside schools**

An ongoing program of schemes continues to be delivered and the following schools were treated during the 2017/2018 financial year.

Primary/Junior Schools

Barton Primary and Nursery, Torquay	Advisory when lights flash
Oldway School, Paignton	Permanent 20mph limit
Priory, Torquay (undertaken with St Margarets)	Permanent 20mph limit
Shiphay, Torquay	Permanent 20mph limit
St Margarets, Torquay (undertake with Priory)	Permanent 20mph limit
St Marychurch (Primary / Nursery) Torquay	Advisory when lights flash

Note: Signs and wig wags were installed and implemented on Hartop Road but not on Petitor Road, due to space limitations.

As a recommendation of the Road Safety Initiatives Report for 2017/18, investigations were carried out at:

- **A3022 Riviera Way, junction Brownsbridge Road, Torquay**

This junction is no longer listed as a cluster site (i.e. 3 KSI collisions within three years and within a radius of) 50m.

The junction has continued to be monitored and three collisions have been recorded in the last three years, 1 serious (cyclist reported as crossing on amber) and 2 slight (both cars, one elderly driver was reported as confused and turned right on a red light and one collided with the rear of a stationary vehicle). Analysis continues to show no conclusive link between the recorded injury collisions.

As with all roads within the bay area, this location will continue to be monitored and reviewed as appropriate.

Proposed Schemes for 2018/19

Schemes in priority order and subject to funding.

- **20 mph zones outside schools**

An ongoing program of schemes will continue to be developed and presented for consideration by the Executive Lead and schemes identified for 2018/2019 will include:

Primary/Junior Schools.

Babbacombe Primary School, Torquay (Quinta Road may be suitable for treatment but not Reddenhill Road)

Cockington Primary School, Torquay (Old Mill Road entrance – variable 20mph when lights flash)

Secondary Schools

Spiers College (formerly Westlands), Torquay

As this programme begins to draw towards completion, it should be noted that the following schools are yet to be treated, however it should be noted that some of these cannot be treated and these have the reasons included below.

Primary/Junior Schools

Collaton St Mary, Paignton - Investigated 2016/17 but road too narrow to implement required signage, no option to improve.

Furzeham, Brixham - Investigated 2016/17, traffic does not pass school entrance which is effectively in a cul-de-sac, the proposal is to investigate a possible variable 20mph scheme for Higher Furzeham Road, South Furzeham Road and Rope Walk.

Galmpton, Brixham - Further discussions are required with Devon County Council due to the close proximity of the derestricted speed limit on the approach to the village. However, high levels of congestion lead to lower speeds at school times. This scheme may need to be included as part of a larger scheme which includes Churston Ferrers Grammar School.

Kings Ash Infants, Nursery and Junior, Paignton* - School crossing patrol may be deleted, traffic calmed therefore permanent 20mph limit could be considered.

Upton St James, Torquay - Possible advisory 20mph zone when lights flash.

Warberry, Torquay* - Possible advisory 20mph zone when lights flash)

White Rock, Paignton - Possible advisory 20mph zone when lights flash)

Secondary Schools

Churston Ferrers Grammar - Greenway Road or consider this scheme as part of a larger scheme which includes Galmpton Primary school.

Torquay Girls & Boys Grammar School, Torquay - Investigated 2016/17 but traffic does not pass school entrance which is effectively in a cul-de-sac)

Private Schools

The Abbey, Torquay

Note: Schemes marked thus * could be permanent 20mph speed limits as opposed to variable, as the existing road lay-out already features traffic calming.

- **Barton Hill Road/Great Hill Road, Torquay**

Following the works undertaken on the Northbound (Newton Abbot) side of the Great Hill Road/Kingskerswell Road junction (signing and lining works), local residents supported by their ward councillors have lobbied for investigations to be undertaken into the speed of traffic entering the bay from the North. Comments have also been made into the size and number of inappropriately sized vehicles using this route to enter / leave the bay area and which are breaking the posted Traffic regulation Order.

A vehicle speed survey is currently being undertaken, the results of which will be shared with the Police, whilst also talking with officers in Devon to formulate a joint approach to those drivers making a conscious decision to ignore the legally enforceable TRO.

As part of these works, a Vehicle Activated Speed Sign, which failed earlier this year, is being replaced with a more visible alternative.

Any proposed scheme to be approved by the Executive Lead for Community Services.

- **Emergency Service Requests.**

Mount Pleasant Road/Elkins Hill/North View Road, Brixham

Following the receipt of correspondence from both the Fire Service and Ambulance, a meeting was arranged with local ward councillors (Mike Morey and Vic Ellery) and the emergency services regarding a number of access issues to properties in these roads.

This was brought about after a fire in Garlic Rea where the fire service were unable to get their appliance in due to parked vehicles.

A walk through was undertaken to identify problem areas with a view to mapping a possible solution. The route took in Mount Pleasant Road (Which fire appliances from Brixham would use to access other roads) as well as Elkins Hill and North View Road, both of which are severely restricted for emergency service vehicle access.

Due to the narrow width of the roads full access to these would be difficult without removing large sections of parking. However in considering these issues we also have to consider displaced parking and the effect this may have on creating other pinch points and likely result in significant objections.

Progression would be subject to the agreement of the Parking Operations Panel.

Rea Barn Close, Brixham

A request has been made by Devon and Cornwall Police regarding access issues in and out of their station in Rea Barn Close, Brixham. This would require additional restrictions at the junction with Rea Barn Road to prevent parking on the apex of the junction, which restricts both access and visibility.

Progression would be subject to the agreement of the Parking Operations Panel.

- **School 'Wig Wag' Warning Lights**

Problems have been identified with the existing Central Management System (CMS) which controls the operation of the warning lights and there is a need to invest and switch these to a timer control system.

Meeting: Transport Working Party

Date: 29th November 2018

Wards Affected: All

Report Title: Introduction of 20mph zones in residential areas (Scoring Matrix)

Executive Lead Contact Details: Robert Excell, Executive Lead for Community Services

Supporting Officer Contact Details: John Clewer, Senior Engineer (Traffic & Transport)

1. Purpose

- 1.1 Following a request from members, highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas. The purpose of this report is to seek approval for the Policy Criteria and Matrix in Appendices 1 and 2, which will be used to score and rank proposed schemes prior to implementation, as and when suitable funding becomes available.

2. Proposed Decision

- 2.1 It is proposed that members recommend the Policy Criteria and Matrix above, allowing Highways to continue to carry out further investigation, in readiness to progress with the introduction of such limits/zones, as and when suitable funding becomes available.

3. Action Needed

- 3.1 Following the support of the Working Party for the proposed decision in item 2 (above) the schemes will be scored by Highways and Transport officers and the Executive Lead member to establish a priority for scheme implementation.

4. Summary

- 4.1 Following the recommendations of the Working Party in May 2018, officers have further investigated residential 20mph limits or zones and come up with a scoring matrix in readiness for implementation as and when suitable funding becomes available.
- 4.2 The programme of schemes outside of schools in Torbay has been continuing and is yet to be completed.
- 4.3 As part of the current Local Transportation Plan a £65,000 allocation was agreed by Full Council to fund Road Safety Improvements, including Residential 20mph limits. The Working Party is therefore requested to recommend that schemes will be scored by Highways and Transport officers and the Executive Lead member to establish a priority for scheme implementation.

Supporting Information

5. Position

- 5.1 Following a request from members, highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas, subsequent to which, a report was presented to the Transport Working Party on 30th June 2016.

The purpose of this report however, is to seek approval for the matrix, which will be used to score and rank proposed schemes prior to implementation, as and when suitable funding becomes available.

- 5.2 The introduction of 20mph speed limits aimed at protecting pedestrians and cyclists has been gathering momentum over the last decade. However, whilst there is great support for their introduction, there is a gap between driver attitudes and actual behavior. This may be due to habit, the presence of wide straight roads and peer pressure from other drivers, social norms or lack of enforcement.

In the 2012/2013 Road Safety Initiatives report it was proposed that an ongoing programme of schemes would be developed to introduce 20mph zones outside schools and which would be based around a policy which would be presented for consideration by members at a future meeting of the Transport Working Party.

The first batch of schemes were presented to members as part of the Road safety Initiatives Report 2013/2014, with further schemes proposed in subsequent years. These schemes were made up of a selection of variable advisory 20mph zones and permanent 20mph limits.

- 5.3 Evidence from several towns and cities across England shows that the implementation of 20mph limits reduces the number and severity of road traffic collisions and therefore the government has recommended to local authorities that they consider introducing 20mph zones. This is based on the evidence that 20mph makes roads safer and helps to reduce the number and severity of collisions.

Reducing the speed limit to 20mph will have a direct impact on pedestrian safety and is one of the principal reasons for introducing the original schemes fronting educational establishments across the bay area.

- 5.4 As noted above, 20mph speed limits are being introduced more widely in several parts of the country and highways continue to receive representations and requests. Therefore the council needs to take a fair and objective approach to considering potential 20mph speed limits and use speed limits appropriately to achieve the outcomes it wishes to achieve.

Highways have considered a range of evidence and published information in order to put forward recommendations on where 20mph speed limits (including zones) should be considered appropriate in Torbay Policy Criteria and Matrix in Appendices 1 and 2) and how the relative priority of different locations, given the limited resources available, should be determined, based as far as possible on objective criteria.

A local traffic authority may introduce a 20mph speed limit or 20mph zone without obtaining consent from the Secretary of State. However a consultation process must be followed before implementing a new speed limit or zone as an essential part of the implementation process and needs to include local residents, members, the Police and other emergency services and any other relevant local groups.

- 5.5. In June 2016 members approved a report into the introduction of 20mph speed limits in residential areas and following a further report in May 2018 instructed Highways to carry out further investigations in readiness to progress with the introduction of such limits/zones as and when suitable funding becomes available.

“Appendix 3 of that report listed areas, split into three categories, based on the ease of implementation and predicted effectiveness of each scheme. The recommendation of the Working Party was:

That Members recommend the consultation, preparation and implementation of Residential 20mph limits to areas listed as ‘Category A’ in Appendix 3, the number of schemes subject to the limit of current budget allocation; and

That the priority sites are agreed by the Executive Head of Assets and Business Services in liaison with the Executive lead for Community Services with progress reported back to a future meeting of the Working Party”.

- 5.6 In general the Police are unable to enforce 20mph zones but we are currently seeking clarification of this point from Devon and Cornwall Police. The Police have limited resources to enforce 20mph speed limits and as a result, any speed limit should fit the road environment in order that it can be self enforcing

6 Possibilities and Options

Option 1

It is recommended that members give approval for Highways to use the Policy Criteria and Matrix in Appendices 1 and 2, which will be used to score and rank proposed schemes prior to implementation, as and when suitable funding becomes available.

Option 2

Do not approve the undertaking of further design works.

7 Preferred Solution/Option

Members are recommended that item 6, option 1 above, is the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to the Executive Lead for Community Services.

8 Consultation

Consultation will be undertaken with Council ward members and major stakeholders prior to the finalisation of any scheme. Where changes to the existing Traffic Regulation Orders are involved, these will be advertised and should there be any objections these will be presented to the Executive Lead for Community Services for consideration.

9 Risks

Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, 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 the Executive Lead for Safer Communities.

Appendices:

Appendix 1 20mph Residential Criteria
Appendix 2 20mph Residential Scoring Matrix.

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

TWP Report - Introduction of 20mph zones in residential areas (30th June 2016)
TWP Report - Strategy for Prioritising 20mph zones in residential areas (10th May 2018)

20MPH SPEED LIMIT POLICY CRITERIA

1.0 Introduction

- 1.1 Torbay Council supports in principle the introduction of 20mph speed limits and zones where appropriate to do so.
- 1.2 This policy sets out the background to such limits that the Council will use to consider whether to introduce such limits and how potential schemes would be prioritised across the bay area.
- 1.3 The number of schemes which will be introduced will depend upon available funding.

2.0 Background

- 2.1 The Department for Transport has asked local Highway Authorities to consider introducing more 20mph limits and zones over time in urban areas and built up village streets that are primarily residential.
- 2.2 20mph zones and limits are now relatively wide-spread with more than 2,000 schemes in operation in England. The majority of these are 20mph zones. 20mph zones require traffic calming measures (which can be a range of road features, including but not restricted to, road narrowing or humps) or repeater speed limit signing and / or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature.

In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads. 20mph limits are signed with terminal and repeater signs (minimum of one repeater but dependent on the length of the limit), and do not require traffic calming. 20mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.

- 2.3 There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6%. There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.
- 2.4 Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving local environment.

3.0 Threshold Criteria for Initial Consideration of Potential Schemes.

- 3.1 The Council will evaluate schemes against this methodology on a location by location basis.
- 3.2 Unless in exceptional circumstances, locations will not be considered for 20mph schemes where any of the following apply:
1. They are on A or B class roads.
 2. Have existing mean speeds above 30 mph.
 3. There is none or insufficient community support for such a scheme, as assessed by the local ward Councillor.

In assessing community support, officers should review the views of local ward members, town councils and give weight to petitions and local residents' views.

- 3.3 Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:
1. Current mean speeds are at or below 24 mph
 2. There is a depth of residential development and evidence of pedestrian and cyclist movements within the area.
 3. There is a record of injury accidents (based on police collision data) within the area, over a period of the last five years.
- 3.4 Locations where the road lay-out is restricted by highway width (e.g. historic areas) and other areas of high visual amenity, will not normally be considered suitable for sign only 20mph limits unless there will be minimal adverse visual impact. In these areas any 20mph restrictions will normally be through 20mph zones.

4.0 Criteria for Prioritisation of Schemes

- 4.1 Assuming a potential scheme meets the requirements at Section 3.3 there is a need for a mechanism to prioritise these for consideration to be funded from budgets that may be available from the Council.
- 4.2 If opportunities exist to fully fund 20mph schemes from external sources (e.g. capital or Section 106 funding), or as part of a wider project that has already been funded, then any 20 mph scheme need only to meet the requirements of Section 3.3. If such funding is available only to part fund a 20mph scheme, then this will not affect the prioritisation for any other available Council funding for 20mph schemes.
- 4.3 The Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities. The promotion of healthier lifestyles, sustainability benefits, improvements to the social interaction and economic

wellbeing of an area are important considerations alongside reduction of collisions or traffic speeds. With these factors in mind, a Priority Criteria Matrix incorporating these factors will be used to prioritise schemes using a scoring and weighting mechanism. A copy of the matrix is at Annex A.

- 4.4 It is recognised that the matrix scoring relies on both objective and subjective judgements. In order to introduce fairness and importantly consistency in judgement, evaluations will be undertaken by a highways officers, in consultation with the Executive Lead Member for Highways.
- 4.5 The scoring matrix is attached to this document and outlines the criteria and the score weighting which will be used to compare areas proposed for 20mph zones or speed limits to assist with prioritisation and ensure appropriateness of the proposal. It should be noted that any scheme that results in an overall score of zero or below would not be considered further.

Clarification for scoring matrix

1. When considering the criteria for locations where the road lay-out is restricted by highway width (e.g. historic areas) and other areas of high visual amenity widths of footways should be a consideration in the scoring within the relevant band.
2. Officers will provide available factual evidence of the levels of pedestrian and cyclist use where available. This will include data on local school travel plans and implementation (where available) and local cycling strategies.
3. The Deprived Areas criterion is based on 2015 Lower Super Output Areas (LSOAs) which are used for the collection and publication of small area statistics and are more uniform in size and nature than electoral wards or divisions.

Scoring Matrix for Consideration of Residential 20mph Schemes						
Scheme: Roads and Narrative						Notes
Date:						
	-1	0	1	2		
The Proposed Scheme:-						
Is the area already traffic calmed?						
Yes (+1)						
No (0)						
Is the area predominantly residential?						
Yes (+1)						
No (0)						
Is the area on a route to schools?						
Yes (+1)						
No (0)						
Is the area on a route to a park / playground?						
Yes (+1)						
No (0)						
Vehicle speeds						
>25mph (-1)						
20 - 25mph (0)						
<20mph (+1)						
Is there an existing 20mph school scheme in the area?						
No (-1)						
Variable (0)						
20mph limit (+1)						
Injury Collision Record						
No injury collisions in 5 years (-1)						
1 - 3 injury collisions recorded over 5 years (+1)						
4 injury collisions or more over 5 years (+2)						
Road lay-out restricted highway width (e.g. historic areas)						
Yes (+1)						
No (0)						
Pedestrian facilities						
Footway width >2.5m and controlled crossing facilities (-1)						
Footway width <2.5m and good crossing facilities (0)						
Footway width <1.0m or just on one side (+1)						
Environmental						
Cycling and pedestrian levels which encourage healthy life styles						
Yes (+1)						
No (0)						
Deprived areas - based on 2015 Lower Super Output Areas (LSOA's)						
Top 30% LSOA in England (1)						
Top 30 - 60% in England (0)						
Top 60 - 100% in England (-1)						
Public Opinion						
Evidence of Support from affected stake holders?						
Yes (+1)						
No (-1)						
Supported by ward members?						
Yes (+1)						
No (-1)						
Sustainable Transport						
Sustainable transport options, walking , cycling, public transport						
Yes (+1)						
No (0)						

Supported by the Police						
Yes (+1)						
No (0)						
Value for Money						
20mph zone can be implemented with signage/markings only (+1)						
20mph limits can be implemented with signage/markings only (0)						
20 mph zone or limit requires additional engineering work (-1)						
Total Score						



Meeting: Transport Working Party

Date: 29 November 2018

Wards Affected: All

Report Title: Local Transport Plan - Implementation Plan Update

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1. Purpose

- 1.1 This report sets out an update on the current position of the Local Transport Plan - Implementation Plan 2016-2021 ("Implementation Plan").
- 1.2 Decisions were taken by Council in October 2016, September 2017, and October 2017 which agreed a framework for spending the £5.315m up to March 2021.
- 1.3 Below provides information on the decisions taken and capital schemes approved through the Implementation Plan.

2. Proposed Decision

- 2.1 No decision is required.

3. Council Decisions

- 3.1 In October 2016 members adopted the Implementation Plan for the period April 2016 to March 2021.
- 3.2 At that meeting members also determined that £0.3m be committed to developing business cases in addition to £2.41m on the following schemes:
 - (i) Western Corridor
 - (ii) Fleet Street
 - (iii) Torquay Gateway
 - (iv) Edginswell Station
 - (v) Torquay Town Centre Access
 - (vi) Torquay Station

- (vii) Safety/Congestion/Minor Engineering work
- (viii) Western Corridor
- (ix) Fleet Street
- (x) Torquay Gateway
- (xi) Edginswell Station
- (xii) Torquay Town Centre Access
- (xiii) Torquay Station
- (xiv) Safety/Congestion/Minor Engineering work

3.3 In September 2017 members reaffirmed commitment to existing schemes (ii-vii) and agreed to a reduction in Business Case development to £0.29m. An updated business case was provided for Western Corridor (3.2 i) where the budget committed to the project was increased.

3.4 At that meeting members committed the remainder of the five year budget to one specific scheme, design work for the junction upgrade at Torquay Road/Rathmore Road. In addition commitment was made to three strategic business cases:

- (i) Healthy Mobility
- (ii) Rail and Bus Infrastructure
- (iii) Transport Network Resilience

3.5 In addition, following an amendment, funding was committed to 20mph zones in residential areas. The specific projects within these allocations was delegated to the Executive Head in consultation with the Executive Lead. Further reports have been provided to the Transport Working Party on this matter.

3.6 In October 2017 members considered an update on Edginswell Station. At that meeting it was determined that the project should remain a strategic priority but that no further Council capital resources be committed at this stage. It was then necessary to re-commit the funding previously allocated to this scheme. In accordance with the decision taken in September 2017, it was reallocated to Education and Employment Access.

4. **Progress of Agreed Schemes**

4.1 Fleet Street has been completed as proposed.

- 4.2 Western Corridor, Torquay Gateway and Torquay Town Centre Access are all schemes supported by Growth Deal funding through the Local Enterprise Partnership. Torquay Town Centre Access has been completed, along with three of four phases of Torquay Gateway and significant elements of the Western Corridor. The final phases of Torquay Gateway is expected to be on site in 2019-20 and Western Corridor works should be completed in the Summer of 2019.
- 4.3 Work is progressing on Edginswell Station through the use of Section 106 development funding. There are some key issues to resolve with Network Rail but it is expected that the next stage in their approvals process (GRIP) will be achieved this financial year.
- 4.4 The Torquay Station funding is set aside to support an improvement scheme predominantly funded by the rail industry. However, the scheme is currently on hold while Network Rail consider a new lift proposal for the Station.
- 4.5 The safety/congestion/minor engineering work allocation is committed for small scale interventions that arise throughout the Implementation Plan period.

5. **Executive Head Decisions**

- 5.1 The following five schemes have been approved by the Executive Head (in consultation with the Executive Lead) and are available to view on the Council's website:
- (i) Bus lay-by, Long Road (09.02.2018)
 - (ii) Community buses for 60, 65, and 67 (28.02.2018)
 - (iii) Sea Front barriers (Network Resilience) (30.07.2018)
 - (iv) Traffic signal upgrade (Network Resilience) (30.07.2018)
 - (v) Occombe culverted watercourse (Network Resilience) (30.07.2018)
- 5.2 The business cases for the Sea Front barriers (4.1 iii) and Traffic signal upgrade (4.1 iv) were not agreed in full. This was due to the review of current Council spending for the 2017-18 financial year. It was agreed that the schemes would be implemented in part with the remainder delivered in the following years.
- 5.3 The Bus lay-by at Long Road (4.1 i) was agreed to improve road safety and reduce congestion on Long Road, as well as to support the implementation of South Devon College's current on site development – there was a requirement set out in the planning consent alongside a financial contribution.

- 5.4 Torbay Community Development Trust (TCDT) identified an opportunity to continue to operate threatened bus services. However, capital funding was required for vehicles. An opportunity was identified to specifically grant the TCDT £95,000 funding for this purpose. Services 60 and 65 were implemented but unfortunately notice has been served on these services as the TCDT have been unable to operate them viably. The replacement service for the 67, a dial-a-ride opportunity, has yet to be implemented. Officers have contacted other operators to enquire about their potential interest in operating some or all of the 60 and 65 services. However, the TCDT notice was served recently and no further update is available at the time of writing. Members may note that officers will review the grant agreement terms and consider the opportunities that exist moving forward.
- 5.5 The Ocombe culverted watercourse has required significant maintenance in recent years and this opportunity allows for capital invest to undertake preventative maintenance.
- 5.6 Collectively the three Network Resilience schemes would have fully committed that respective allocation if agreed in full. However, given the current budget constraints this is not the case. It is envisaged that, before the end of this financial year, the Executive Head will be asked to consider committing the remainder of the funding to complete the schemes identified in those business cases (4.1 iii and iv).

6. **Next Steps**

- 6.1 Before the end of this financial year officers propose to submit a series of business cases, for specific schemes, to the Executive Head for consideration. These are expected to, if approved, fully allocate the funding for the Implementation Plan to March 2021. Delivery of these schemes will commence in 2019.
- 6.2 It is expected that a business case will be submitted for access to Claylands, as part of the strategic allocation to Employment Access.
- 6.3 A matrix will be established to prioritise schemes, particularly for Rail and Bus Infrastructure and Healthy Mobility.
- 6.4 Members will note that no specific funding has been allocated from Healthy Mobility to date. This is the only strategic funding allocation without commitments.
- 6.5 Officers will work with colleagues in Town Centre Regeneration and Public Health, as well as referring to the previous consultations when considering schemes to submit.

7. **Funding Position**

- 7.1 Of the total £5.315m for the period 2017-21, in 2017-18 and 2018-19 the total spend was £1.767m – leaving £3.548 to spend.
- 7.2 Approximately £2.5m has been committed which leaves approximately £1m to allocate.