

Transport and Parking Working Party Meeting Agenda

Thursday, 19 October 2023 at 5.00 pm
to be held via Zoom

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Membership

Councillor Nicole Amil
Councillor Steve Bryant
Councillor Mike Fox
Councillor Jason Hutchings

Councillor Katya Maddison
Councillor Andrew Strang
Councillor Ras Virdee

1. **Minutes of the last meeting held on 22 February 2023** (Pages 2 - 4)
To agree the minutes of the last meeting held on 22 February 2023
2. **Action Tracker/Matters arising from the last meeting** (Page 5)
3. **Proposed ZEBRA Bid - Peter Knight from Stagecoach attending at 5.15 pm**
4. **The Plan for Drivers - new government policy paper**
Link to website for further information - [Plan for drivers - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
5. **Road Casualty Reduction Report 2022** (Pages 6 - 15)
6. **Road Safety Initiatives 2023/24** (Pages 16 - 22)

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Email: governance.support@torbay.gov.uk - www.torbay.gov.uk

Minutes of the Transport and Parking Working Party

22 February 2023

-: Present :-

Councillor Nicole Amil, Councillor Ray Hill, Councillor Chris Lewis, Councillor Swithin Long, Councillor Robert Loxton and Councillor Mike Morey and Councillor Steve Darling
(Substitute for Councillor Jermaine Atiya-Alla)

(Also in attendance: Councillor Andrew Barrand, Councillor Anne Brooks, Councillor Nick Bye, Councillor Christine Carter, Councillor Darren Cowell, Alan Denby, Councillor Margaret Douglas-Dunbar, Councillor Hazel Foster, Susie Hayman, Ian Jones, Councillor Cordelia Law, Adam Luscombe, Councillor James O'Dwyer, Lorraine Stewart and Councillor Jacqueline Thomas)

54. Minutes of the last meeting held on 10 November 2022

All agreed that the minutes of the last meeting held on 10 November 2022 were an accurate record of the meeting.

55. Action Tracker/Matters arising from the last meeting

Cllr NB raised that he is still awaiting a response from the request for the Traffic Regulation Orders (TRO's) for Wellswood and would like to know which TRO is referred to a year ago? There are still actions outstanding and would like updates as to what is going on with these especially the request for barrier at Kilmorie Car Park. As residents in Meadfoot are keen to understand if the funding allocated for works to car parks can be allocated to this area for a barrier to be fitted. SH advised that the team have looked at all of the options and a report has been created for submission. The issue is that the income is very low in the car park and shows very low use. There are no facilities to open the barrier every day as there is still a shortage of officers within the Parking team. SH advised that if the members of the community wish for a barrier to be placed in, then would there be any members of the community who would be able to open the car park. Security team have advised that they can close it. Cllr MM asked that the options available are sent to Cllrs NB & JO'D for their attention. **ACTION – SH**

Cllr NB raised that there is no progress being made on this and the police are keen on resolving the issues at this area for ASB. Cllr NB advised that he has spoken to the security team who have advised that they are able to open and close the barrier. AD commented that he believes the next steps are to speak with members of the Wellswood community partnership to discuss this and then the proposal can be taken forward. Cllr NB advised that AD has been invited to attend the Wellswood community partnership meeting.

Cllr MM asked IJ to provide an update on the outstanding TRO for Wellswood. IJ advised that he believes that this is for Asheldon Road and this TRO is being taken forward. The order is waiting to be written and advertised by parking services team.

AD will chase the highways spend information being sent out to members.

ACTION – AD

LS will request for officers to update the action tracker and then to send out updated action tracker with updates. **ACTION – LS**

Cllr CL asked for an update on the paper with regards to proposal for the issues with motor homes and camper vans parking as believed an update was coming to this meeting. IJ commented that it was agreed that a paper would be written but was not agreed to be for this meeting. Cllrs NB and CL both commented that they thought this paper was being taken to Cabinet meeting. Cllr NB advised that he has been speaking with a resident who has carried out some investigations into what Falmouth Council have carried out to resolve this issue and would like to know who to send this too. AD asked for this information to be sent to him. **ACTION – Cllr NB**

56. Review of 20mph zones in residential areas 2023

Cllr SD commented that it is the speed of traffic that causes issues within residential areas. The footprint of the 20 mph zones in residential areas would result in speed of traffic and a culture change within Torbay. Cllr SD has taken the liberty of contacting some of the schools that are mentioned in the appendices and the feedback has been shared with Chairman and IJ. There is strong support from the schools to see this implemented.

Cllr MM commented that it is the views of the working party that is being sought after today and then a consultation process will start.

IJ ran through the highlights of the report. There have been some areas, which have had schemes implemented as part of the current Strategy, namely in, in Foxhole, Paignton and Barton Road (South) are, Torquay. There is a scheme which is being implemented in the Fore Street Barton area shortly and there are other areas being progressed including Queensway area, Torquay and Fisher Street Area, Paignton.

The proposal is that areas the current strategy of considering areas listed within the category A list in the 2018 report, will be investigated first. It is then proposed that the boundaries for the locations listed in Appendix 1 to this report will be developed in liaison with the Cabinet Lead Member.

Cllr CL asked if the police have been consulted with respect to enforcing the 20 mph zones and IJ advised that conversations will be held with the police and Vision Zero South West, where issues are identified. However we need to understand that some of these locations may be considered as lower priority for enforcement. There

may also be opportunities for Community Speed Watch to be encouraged with residents in these areas.

Cllr CL commented that if the zones are being put in areas around secondary schools, then it could be a good idea to work with the school and the police where school pupils could monitor and take pictures of cars not adhering to the limits.

Cllr JO'D asked how long the initial 6 areas in Appendix 1 will take to put in place. Cllr JO'D asked if the areas in the Appendix 1 list will be implemented, will this be at the expense of other areas with high accident rates. IJ commented that we have a duty to review areas with concerns regarding collisions and this will need to continue as a priority. However there are other priorities which are highlighted within the road safety budget. IJ advised that from national guidance there is evidence that the introduction of these zones will help to bring the speed of drivers down but there cannot be any guarantees that all drivers will adhere to the speed limits within the zones.

Cllr JO'D asked which Schools had not had any 20mph limits implemented to date. IJ commented that there are areas, mainly with some primary schools, which are in more remote areas where it is physically difficult to put a 20 limit immediately outside of the school. These were identified in the Road Safety Initiatives Report last year and some areas are included in Appendix 2.

Cllr HF queried what times of the day the 20 mph zones would come into force. IJ commented that any zones that are introduced will be permanent and in operation 24 hours a day.

A positive conversation was held where members advised that they are in support of this scheme and other various schools which they believe should be included on the list were suggested including Ilsham Valley Primary School, Sherwell Valley Primary School and St Marychurch Primary School. Ward members asked if it was possible for these schools to be given priority. IJ commented that the areas detailed are not exhaustive and other areas will be considered.

Cllr CL asked if it was possible to have flashing lights within the areas where the zones will be implemented. IJ commented that his understanding was that it was not legal to have warning lights on speed limit signs, however in areas with schools, however there will be beacons which flash advising that there is a school nearby, Vehicle Activated signs can be used where appropriate. IJ will look into this further as part of developing the schemes. **ACTION - IJ**

57. Any other business

Nothing for discussion.

Transport and Parking Working Party Action Tracker

DESCRIPTION	BY WHO	UPDATES/NOTES
Meeting Date - 22 February 2023		
Kilmore Car Park - options available to be sent to Cllrs NB & JO'd for their attention	SH	
Chase up highways spend information being sent out to members	AD	
Officers to update the action tracker and then to send out updated action tracker with updates.	LS	COMPLETED
Motorhomes and camper vans parking - information regarding how Falmouth Council have resolved their issues to be sent to AD	Cllr NB	
Look into having flashing lights introduced were 20 mph zones are implemented	IJ	

Road Casualty Reduction Report 2022

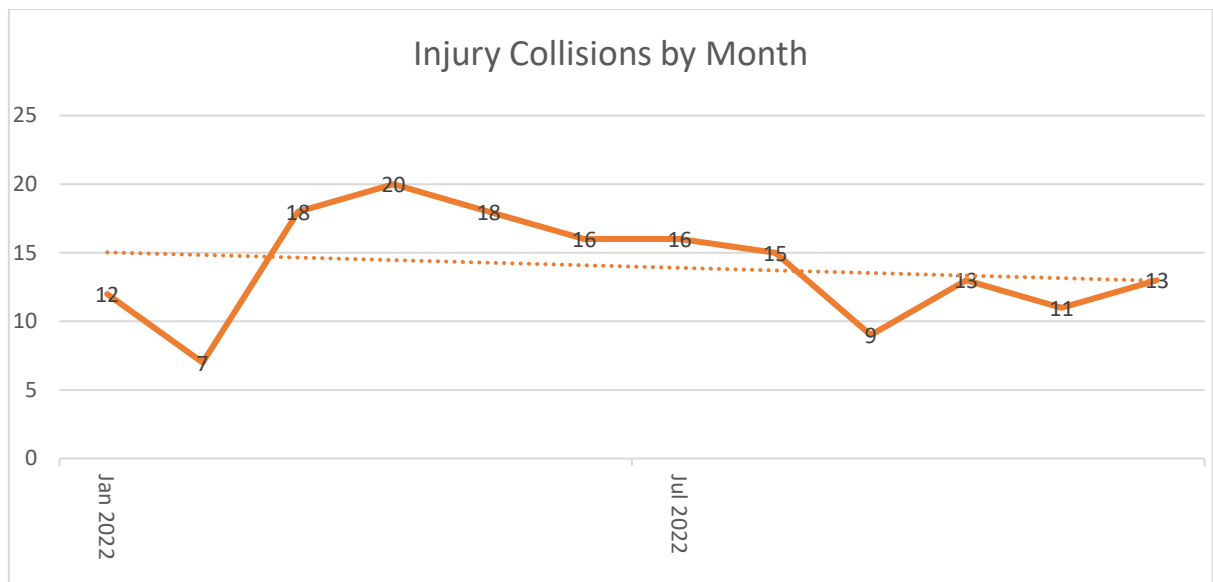


1. Casualty and Collision data 2022

- 1.1. This report highlights road casualty and collision data for the calendar year 2022 along with details of forthcoming Road safety activities within Torbay.

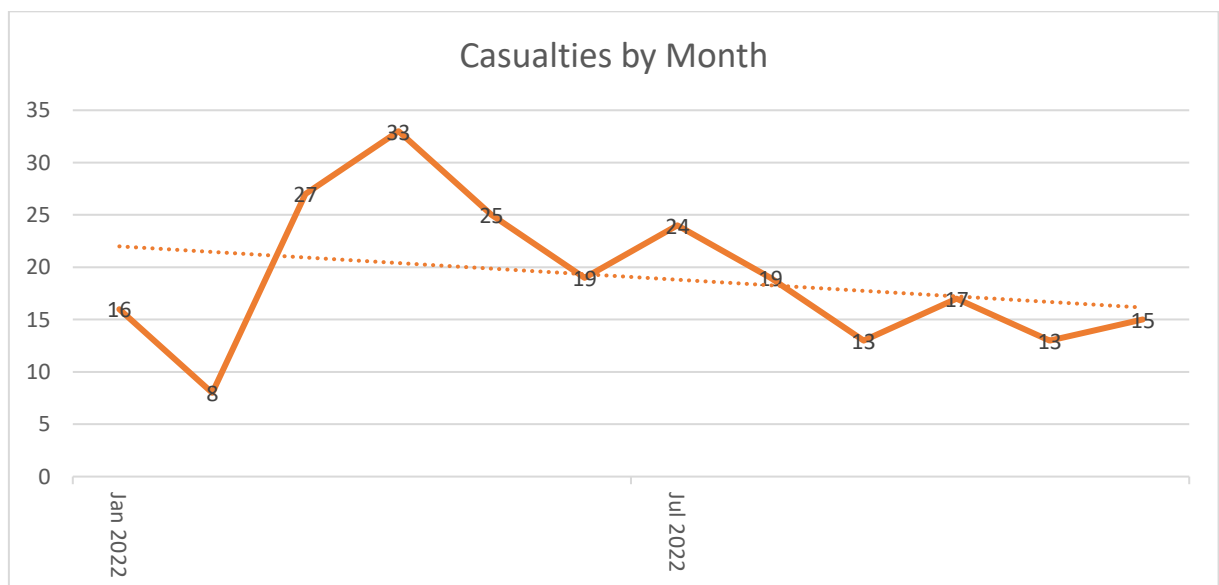
The total number of collisions within Torbay for this year were 168 for all types. This is down from 230 for 2021.

Fig 1 – Injury collisions per month 2022



- 1.2. The total numbers of casualties within Torbay for this year generally are also down from 2021 with 229 casualties compared to 295 from 2021.

Fig 2 – casualty numbers per month 2022



- 1.3. Regrettably 2022 saw 3 recorded fatal casualties within Torbay compared to 2 in the previous year.

Serious injuries were down from 49 serious in 2021 to 46 in 2022 and slight injuries were 180 in 2022 compared to 244 in 2021.

- 1.4. The year shows that there was a general downward trend in the level of casualties by month from January to December from an average of 22 casualties per month to 16 per month, with April being the worst month for casualties at 33.

Fig 3 – Collisions by road user type 2022

Collisions involving	Fatal	Serious	Slight	Total	%
Motor vehicles only	2	28	99	129	77
2 wheeled motor vehicles	1	7	15	23	14
Pedal Cycles	0	6	10	16	9
Horses & other	0	0	0	0	0
Total collisions	3	41	124	168	

- 1.5. Collisions overall show that while there has been an increase in percentage of collisions involving motor vehicles, all other types of road user collisions are down from 2021 and actual numbers are lower this year than in 2021.

The notable changes are that serious collisions involving cars have risen by 5 from last year to 28, and there was one fatal involving a motorcycle.

Fig 4 – casualties by road user type 2022

Casualties involving	Fatal	Serious	Slight	Total	%
Vehicle driver	1	7	76	84	37
Vehicle passenger	0	8	53	61	26
Motorcycle rider	1	7	15	23	10
Cyclist	0	6	10	16	7
Pedestrian	1	18	26	45	20
Other	0	0	0	0	0
Total collisions	3	46	180	229	

- 1.6. The categories which have shown an increase are 'Vehicle Passengers' and 'Pedestrians'. Vehicle Passengers account for the most significant increase over 2021. All other categories are showing a reduction.

Whilst motorcycle casualties have reduced overall, this regrettably did see 1 fatal in 2022.

Pedestrian casualties have risen for serious injuries but fallen for slight, injuries however regrettably there was 1 recorded fatality in this category.

The fact that casualty numbers have decreased overall shows a positive trend within Torbay, however casualty figures have not reduced in line with targets since 2010 or the more ambitious targets now set regionally by Vision Zero South West.

2 Planned expenditures for Road Safety Initiatives

- 2.1.** The cluster site review for the Torbay area has raised some locations for consideration, however some of these have either already been addressed or will be addressed as part of ongoing schemes already in the planning and implementation stages.

The progress and future recommendations for road safety interventions will be outlined in the Road safety Initiatives Report 2023/24 to the Transport and Parking Working Party.

At a local level 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.

3 Casualty and collision data

- 3.1** A Casualty is a person killed or injured in a reported collision 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 2010 to 2022 compared against Torbay Council's 2011-2021 targets and the newer regional targets set by Vision Zero South West (VZSW) (VZSW targets are to reduce all KSI's by 50% by 2030 and to zero by 2040).

- 3.2** It has long been known that non-fatal (and particularly slight) casualties are underreported to the police and therefore this figure is likely to be an underestimate of the total.

The introduction of online self-reporting by the Metropolitan Police Service at the end of 2016 and a few other forces in 2018, is likely to have led to an increase in the number of non-fatal (and particularly slight) casualties reported in these forces and therefore impact the total for Great Britain.

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

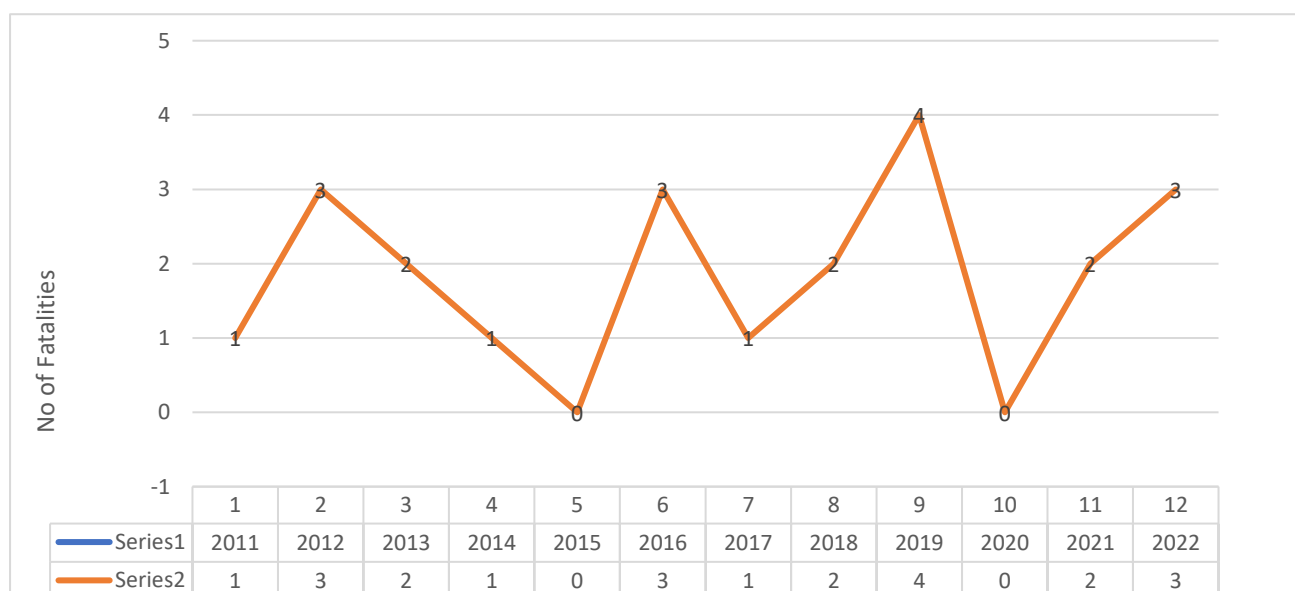
from these systems using injury-based methods are expected to be more accurate than the data from other systems.

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, it should be noted that this still showed an increase in our KSI figures of 15% between 2015 and 2016.

3.3. Fatalities

Fig 5 – all fatalities 2011 - 2022



As reported, regrettably fatal casualties have risen to 3 in this year. Any fatality on Torbay’s highway Network is one too many and we continue alongside VZSW to work towards an aspiration of having a 50% reduction of fatal by 2030 and zero fatalities by 2040.

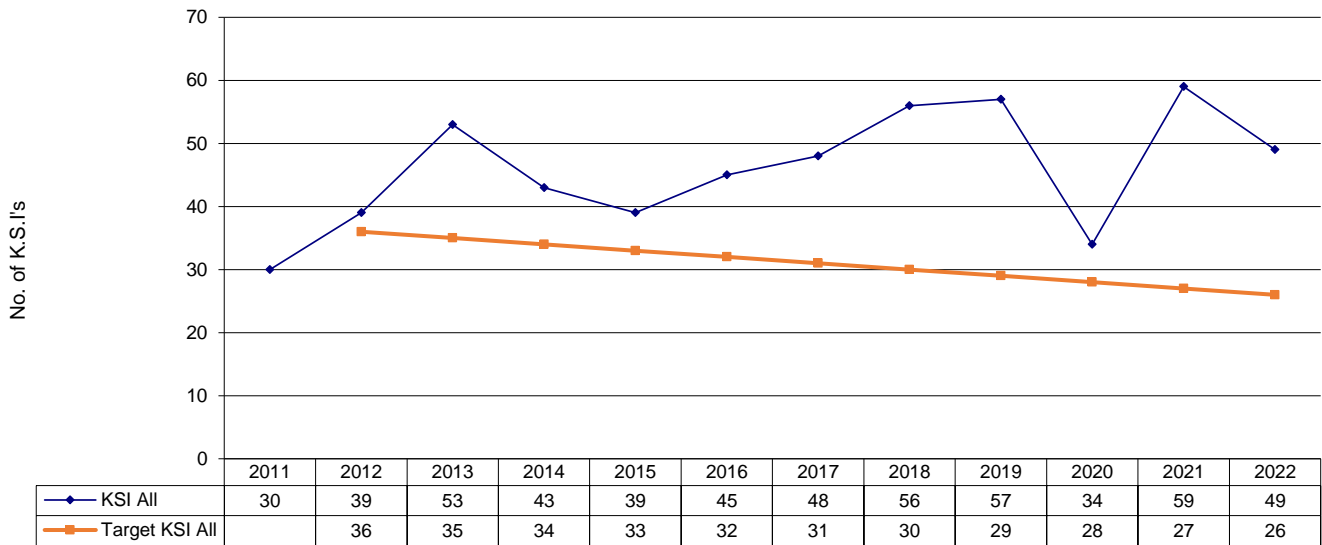
However, it should be noted that these fatal collisions were generally due to the poor judgement of individuals rather than the road conditions or design and as such engineering interventions are unlikely to have prevented these collisions, however collision cluster sites and locations of concern will continue to be considered for improvement, where this is likely to support continued collision reductions.

3.4. Our KSIs for all ages remain high at 49 for 2022, but this is a drop from the 59 of 2021.

It remains the Councils priority to identify sites where clusters of such incidents have occurred, with a view to engineering out any Highway issues or road user actions that may contribute to these and either reduce the level of severity or remove its risk altogether.

However, some issues such as excessive speeding or actions by road users under the influence of drink or drugs cannot be engineered for but may be achieved by means of Police enforcement.

Fig 6- Killed and seriously injured (K.S.I.) (all ages)

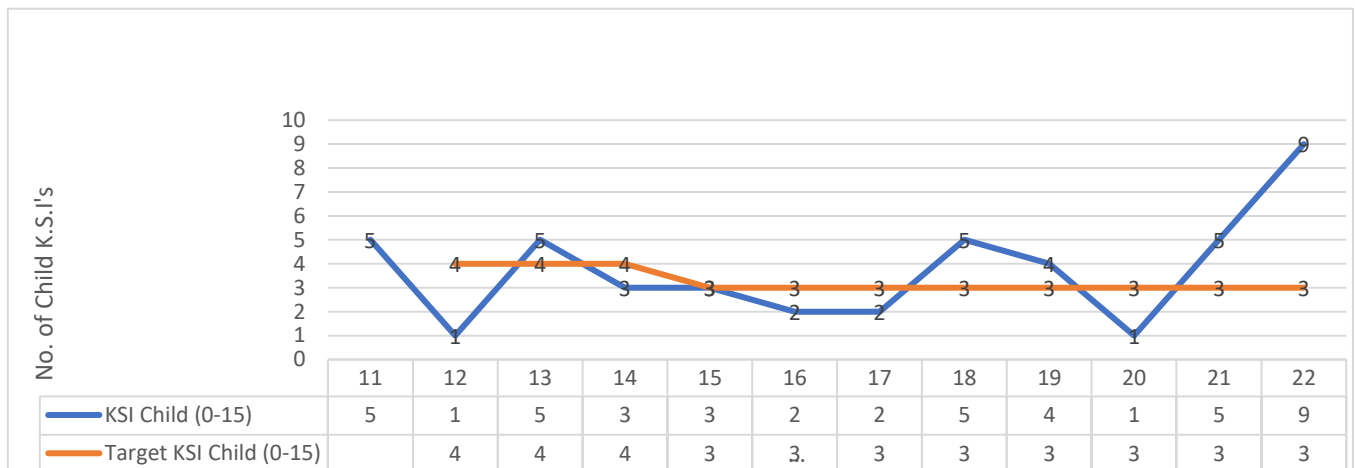


3.5. KSIs for children 0-15 have risen from the 5 of 2021 to 9 in 2022, though none were fatal.

Most of the injuries were due to the casualty entering the road without adequately looking or not adhering correctly to traffic signals.

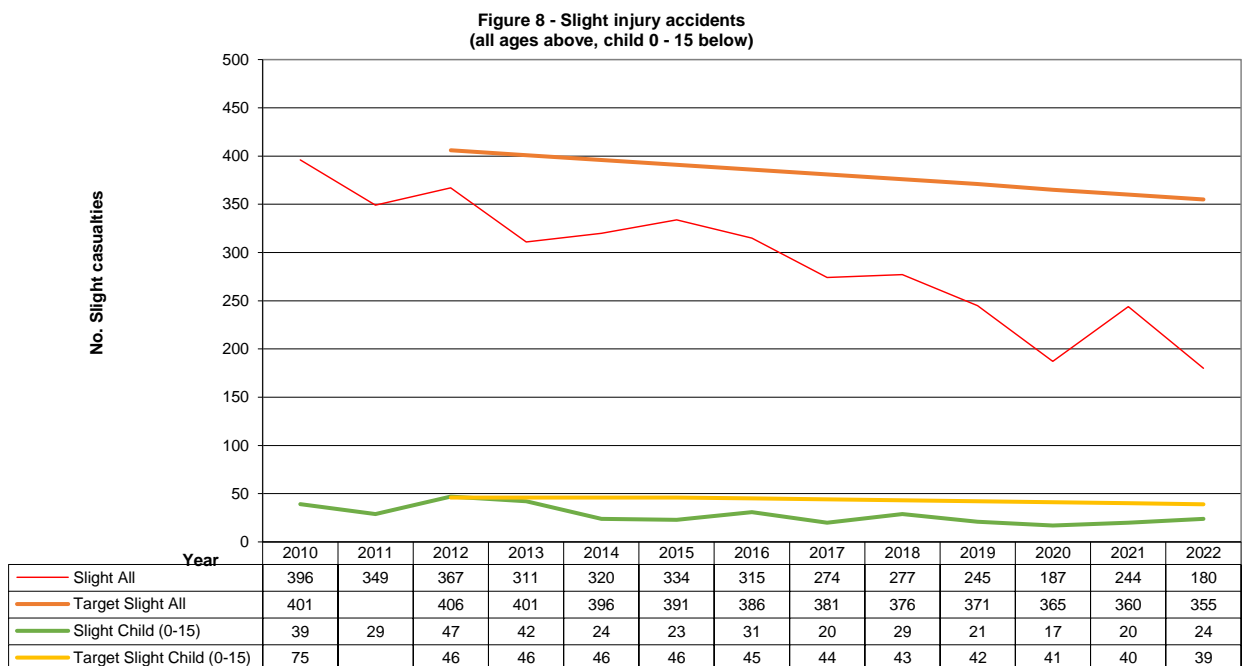
Ideally education on road safety would be appropriate, however with the loss of Torbay Council’s Road Safety Team as part of budget savings, this has reduced significantly. However, our Communications Team has undertaken substantial time and effort in promoting our Road Safety messages and improvements across the Bay.

Fig 7 - Killed and seriously injured (K.S.I.) (0 - 15 year age group)



3.6. Slight injuries (all ages)

Fig 8 shows the slight injuries for all ages and the 0-15's within Torbay



Whilst 'slight' overall are down from previous years, and the lowest since 2010 at 180, 'slight child 0-15' are up from last year by 4. However, both remain below the target levels for 'slight' all and 'slight child 0-15'.

Of these 'slight child 0-15' casualties, 8 were pedestrians, 13 were passengers in a vehicle, 2 were on cycles and 1 on an electric scooter.

Of these 24 injuries the child could have been at fault due to inexperience or failure to look when entering the road, whilst 17 of the injuries were either due to them being a passenger in a vehicle that was hit (13) or hit due to the fault of another driver as a pedestrian (4)

As such the greater number of child slight injuries were unavoidable by the child as opposed to 7 collisions where education may have prevented the incident from occurring.

The slight casualties broken down by age and sex are:

Age	Male	Female	Total
0-15	10	14	24
16-24	14	11	25
25-64	51	40	91
65-99	10	10	20
Unknown	5	2	7
Total	90	77	167

Our greatest area of slight injuries are within the 25-64 age group, with males being the higher number of injuries over females.

Fig 9 – causation factors in slight injuries

Count of CF	Column Labels			
Row Labels	Female	Male	Not known	Grand Total
Behaviour/Inexperience	7	15	2	24
Driver/Rider Error	35	56	7	98
Impairment/Distracted	4	16		20
Injudicious Action	2	19	1	22
Pedestrian Only	12	18		30
Road Environment	5	7		12
Special Code	2	5		7
Vehicle Defect	1	2		3
Vision Affected	8	5		13
Grand Total	76	143	10	229

This shows the main causation factors in all our 124 slight collisions. Some collisions will have more than one causation factor, explaining why the total number of factors is higher than collisions or slight injuries.

The main factor still remains that of driver/ rider error, with pedestrian only being the second highest factor (failure to look, distracted, use of unsafe or inappropriate crossing point etc)

4.0. Vision Zero South West

- 4.1. 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 Vision Zero South West partnership to use camera enforcement and education to reduce speeds and red-light violation.
- 4.2. There will be no revenue funding for the operation of Safety Cameras in 2023/24, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.
- 4.3. The partnership are responsible for the maintenance of the cameras, whilst the authority are responsible for the poles and housings and any works required would be funded from our maintenance budget.
- 4.4. 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.
- 4.5. It is anticipated that some existing fixed camera sites, which are reaching the end of their operational life, will be considered for upgrade during the forthcoming year as part of the ongoing programme of improvements by Vision Zero South West.
- 4.6. Over the coming years Torbay, in line with our partners in Vision Zero South West (VZSW), will move towards the Safe Systems approach to road safety with a target of providing a safe transport system, free from death and serious injury.

5 PLANNED ROAD SAFETY CAMPAIGNS 2023/2024

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

However, during 2022/23, following a 'one off' funding allocation, officers within Torbay Council's Communication and engagement Team produced a Road Safety Communications and Engagement Plan which was introduced early in the 2022/23 school year. The actions included the following:

- A highly visual campaign was run across a variety of platforms and media outlets that targeted a variety of road users encouraging them to think about how their own actions and behaviours could contribute to a road traffic casualty.
- Schools were provided with materials to enable them to discuss with pupils the importance of staying alert to road safety at all times.

- The hosting 'pop up' events in Torbay town centres with partner agencies to raise awareness that road safety is everyone's responsibility.
- Engaging with and sharing content Road Safety Awareness Week 14-20 November. (Theme for 2022 is Road Safety for all).

No specific funding has been allocated by Torbay Council for 2023/24 and therefore there are no planned Road Safety Education Campaigns programmed for the forthcoming year.

The Communications and Engagement Team along with Highways Officers will continue to engage and support Vision Zero South West in 2023/24 to promote Road Safety Campaigns and Education across Torbay and the Devon and Cornwall Region. This will include sharing content for Road Safety Awareness Week (Week commencing 19th November) (Theme 'Let's Talk about Speed').

Transport and Parking Working Party

19th October 2023

Subject: Road Safety Initiatives 2023/24

Author: Ian Jones – Head of Service, Highways (SWISCo)

Director: Alan Denby, Director of Pride in Place

Cabinet Member: Councillor Adam Billings - Cabinet Member for Pride in Place, Culture & Events and Parking

1. Purpose of Report

- 1.1 Contained within the Local Transport Plan Implementation Plan (2021/22 - 2026/27) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Road Safety, 20mph Areas and Minor Works

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.

- 1.2 The expenditure for minor schemes in 2023/24 is expected to be £60,000, however the use of other Integrated Transport Block funding may be considered where schemes provide other transport benefits.

The purpose of this paper is to:-

1. Inform the members of the Transport and Parking Working Party of previous years supported schemes, which have not been completed, as identified in **Appendix 1** and completed or 'in progress' schemes as identified in **Appendix 2**.
2. Seek support from the Transport and Parking Working Party to progress the list of schemes for 2023/24, as identified in **Appendix 3**, and to provide recommendations to the Cabinet Lead member on which schemes should be treated as the highest priority for the available funding.

2. Reason for Proposal and its benefits

- 2.1 It is proposed that the Transport and Parking Working Party recommends continuing with the programme of implementation.

The implementation of the proposed schemes in **Appendix 3** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

3. Recommendation(s) / Proposed Decision

3.1 It is recommended that the Transport and Parking Working Party supports the proposals outlined in **Appendix 3**. And provides recommendations to the Cabinet Lead Member on which schemes should be prioritised for the available funding.

3.2 Summary

3.2.1 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.

3.2.2 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.

3.2.3 An evidence based approach to road safety engineering will be used in Torbay to identify and target investment where it is most needed.

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

3.3 Possibilities and Options

3.3.1 Option 1

Continue with Programme of Implementation as set out in Section 2 to this report.

3.3.2 Option 2

Discontinue the Programme of Implementation.

3.4 Preferred Solution/Option

3.4.1 The Transport and Parking Working Party is recommended that Option 1 in section 3.3.1 above, would be the most appropriate option. However, 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 Cabinet Member for Pride in Place, Culture & Events and Parking for further consideration.

3.4.2 It should be noted that the purpose of this report is to enable the Transport and Parking Working Party to provide comments and recommendations to the Director of Pride in Place,

as the decision maker, following consultation with the Cabinet Member for Pride in Place, Culture & Events and Parking.

3.5 Consultation

3.5.1 Consultation will be undertaken with Council Ward Members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are required, these will be advertised (both on site and in the local media) and should there be any objections, these will be presented to the Cabinet Member for Pride in Place, Culture & Events and Parking for further consideration.

3.6 Risks

3.6.1 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 Cabinet Member for Pride in Place, Culture & Events and Parking for further consideration.

3.6.2 It is highly likely that the available funding for the Road Safety Initiatives for 2023/24 will not be sufficient to fund all of the proposed schemes in Appendix 3 to this report. It is therefore recommended that the Working Party provides recommendations on which schemes are considered as the highest priority for the available funding.

Appendices:

Appendix 1: Update of previous schemes, which have not been completed.

Appendix 2: Completed analysis of schemes identified in the 2022/2023 Road Safety Initiatives Report.

Appendix 3: Schedule of all proposed Schemes for 2023/24.

APPENDIX 1

Previous Years Schemes that have not been completed:

Abbey Gates, Torquay

A new traffic study was commissioned in 2022/23, with a view to carrying out further work with regards to a future significant upgrade of the junction, as and when funding allows.

The Strand, Torquay

This scheme is now being progressed by the Torbay Development Agency (TDA) and we will look to being advertising the new parking restrictions and moving traffic orders this year.

This includes introducing a permanent 20mph speed limit through the area of The Strand / Torwood Street and Victoria Parade as well as the proposed right turn for buses exiting Fleet Street.

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 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. This was considered and advertised in 2019 with some objections received. These were overruled by the Executive Lead for Transport under safety grounds and the works are now nearing completion; however, access and parking issues mean that some sections still require completing on Mount Pleasant Road.

A385 Totnes Road (near Devon Hills Holiday Park)

Upgrades to warning signs have been completed. Some changes to carriageway markings were also being investigated, however this was dependent on some changes to the entrance to 'Devon Hills', which were not possible.

Preston Down Road (Near Preston Down Avenue)

Investigations have been undertaken to see if it is possible to implement a controlled crossing in the vicinity of the shops, however without removing parking and relocating the bus stop this does not appear possible. However, it may be possible to implement an uncontrolled crossing, but this will still require the loss of some parking in the vicinity of the shops. It is therefore recommended to continue monitoring the location.

Additional warning signage has been implemented to warn approaching drivers of the sharp bend.

APPENDIX 2

Analysis of schemes identified in 2022/2023 and which have been completed or are due for completion in 2023.

As a recommendation of the Road Safety Initiatives Report for 2022/23, the following works were carried out:

A3022 Brixham Road / Roselands Drive, Paignton

At the request of Devon and Cornwall Police, highways were asked to investigate this junction, with a view to reconfigure the current signalised junction to include a green filter phase for traffic turning right from Brixham Road into Roselands Drive. This work has now been completed.

Barton Road (Torquay Academy), Torquay

At the request of the Torquay Academy Head and local Ward Members, Highways have been asked to investigate and implement a Zebra Crossing on Barton Road, Torquay, in the vicinity of Fairfield Road.

Currently works ongoing to install, due to be completed October 2023

Clennon Lane, Torquay

At the request of local Ward Members, Highways have been asked to investigate making the 'dual carriageway' section of Clennon Lane, officially 'one way' in each direction, by the introduction of suitable signing and an enforceable Traffic Regulation Order.

At present Highways still need to look to advertise this scheme and if approved, implement. This may not be until early 2024.

Browns Bridge Road / Condor Drive, Torquay

At the request of local residents and Ward Members, Highways have been asked to investigate and improve the pedestrian facilities on Browns Bridge Road in the vicinity of Condor Drive, to improve the safety of the footway link to the Willows shopping area.

This is currently undergoing a trial with barriers in place and the success of this will be considered by the Cabinet Lead in October 2023.

Sands Road, Paignton

At the request of local residents and Ward Members, Highways have been asked to investigate and improve the pedestrian facilities on Sands Road. Unfortunately, due to the horizontal curvature of the road and the number of existing road junctions and entrances, it was not possible to find a safe and suitable location.

Therefore, the only option is to investigate improving the pedestrian facilities at the existing splitter island at the junction of Sands Road/Esplanade Road/Roundham Road. Due to be completed in November 2023.

Mount Pleasant, Brixham

Further to the advertising and implementation of the new restrictions in Mount Pleasant Road and surrounding roads to assist the emergency services, we received further comments from the fire service and residents, raising concerns with access

through a particular section which seems to have been unduly affected by displacement of parking.

This section is between 49 and 57 Mount Pleasant Road and parked vehicles here, now narrow the carriageway width, so that a fire appliance would not pass through. As such, Highways advertised this and have now implemented the parking restrictions.

A379 Dartmouth Road, Paignton

Due to a number of cycle related collisions on the route from Waterside to Windy Corner, it is proposed to implement a signing scheme to highlight to drivers the presence of riders, especially around junctions.

Signage has been developed with our partners in Vision Zero South West and it is envisaged that the same style will be used across the Devon, South Hams, Torbay area.

These signs are now in place.

Residential 20 mph zones

Fore Street Barton, Torquay

This location has now had the 20mph zone advertised and implemented, however the parking restrictions are yet to be installed.

The planned one-way system for Clennon Lane is also still to be finalised and advertised

Fisher Street, Paignton

Consultation has been undertaken with residents and ward Cllrs. Results are now being compiled by our consultants WSP and subject to support, formal advertisement of Traffic Regulation Orders will commence in late 2023 with a view to implementation in 2024.

Queensway – Torquay

Consultation has been undertaken with residents and ward Cllrs. Results are now being compiled by our consultants WSP and subject to support, formal advertisement of Traffic Regulation Orders will commence in late 2023 with a view to implementation in 2024.

Primary/Junior Schools

Furzeham, Brixham – an experimental Prohibition of Driving order (School Street) has been implemented here as a trial. If successful, this is planned to be made permanent.

APPENDIX 3

Proposed Schemes for 2023/24

Schemes in recommended priority order and subject to funding.

Teignmouth Road, Torquay

Proposed new controlled crossing adjacent to St Cuthbert Mayne School.

Estimated cost £70,000

Newton Road/ Lowes Bridge Junction, Torquay

Implement 'No U Turn' Traffic Regulation Order to junction

Estimated Cost £20,000

Old Woods Hill/ Barton Road

To consider options and implement proposed improvement to crossing point on Old Woods Hill arm of mini roundabout. New Tactiles, possible improvement to splitter island.

Estimated Cost £20,000

New 20mph Zones around Schools on Major Routes

Following the support of the Transport and Parking Working Party in February 2023, 20 mph zones to be developed and progressed for the following priority schools:

(Note priority order to be agreed with Cabinet Lead, it is likely that only 2-3 will be taken forward in 2023-24)

- Hayes School (Totnes Road & St Michael's Road) (Hayes Road already has permanent 20mph zone)
- Cockington School (Avenue Road & Mill Lane areas)
- Sacred Heart School (Cecil Road area)
- Barton Academy (Barton Hill Road)
- Torquay Academy (Barton Road & Cricketfield Road areas)
- St Cuthbert Mayne (Teignmouth Road & Westhill Road areas) (could include St Margaret's and Homelands Schools)