



Tuesday, 1 May 2018

## **TRANSPORT WORKING PARTY**

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

**Thursday, 10 May 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 Brooks  
Councillor Doggett  
Councillor Morey  
Councillor Excell

Councillor Mills  
Councillor Darling (M)  
Councillor O'Dwyer

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**A prosperous and healthy Torbay**

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# **TRANSPORT WORKING PARTY AGENDA**

1. **Apologies for absence**
2. **Election of Chairman**
3. **Minutes of last meeting** (Pages 3 - 8)  
To confirm as a correct record the Action Notes of the meeting of the Transport Working Party held on 12<sup>th</sup> October 2017 and to receive any feedback.
4. **Report Strategy for prioritising 20mph zones in residential areas** (Pages 9 - 20)
5. **Western Corridor Scheme - Verbal Update**
6. **Fleet Street - Verbal update**
7. **Update on storm issues - verbal update**
8. **Local Transport Plan Business Cases - Verbal update**
9. **Date of Next Meeting**  
The next meeting of the Transport Working Party will be held on Thursday 29<sup>th</sup> November at 4pm in the Meadfoot Room, Town Hall.



## Minutes of the Transport Working Party

12 October 2017

-: Present :-

Councillor Ian Doggett, Councillor Robert Excell (Vice-Chair), Councillor Mark King (Chairman), Councillor Vic Ellery and Councillor Richard Haddock

(Also in attendance: Ian Jones, Adam Luscombe and Kirsty Shears)

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### 240. Apologies for absence

Cllr D Mills (Substitute Cllr R Haddock RH), Fran Hughes, Cllr R Stringer, Cllr M Morey (Substitute Cllr V Ellery), Cllr A Brooks.

### 241. Minutes of the last meeting

Minutes were agreed as a correct representation.

**Proposed:**

Cllr Excell

**Seconded**

Cllr Doggett

All in favour.

### 242. Election of Chairman and Vice-Chairman

**Chairman**

**Proposed**

Cllr Excell proposed for Cllr King to take on the role of Chairman.

**Seconded**

Cllr Ellery.

All in favour.

**Vice-Chairman**

**Proposed**

Cllr King proposed for Cllr Excell to take on the role of Vice-Chairman.

**Seconded**

Cllr Haddock.

All in favour.

### 243. Road Safety Strategy 2017 - 2020

- The Road Safety Strategy that is currently in place and was approved by the Transport Working Party and published in 2013. This Strategy has now been revised due to the budget cuts this year and incorporates the reduced staffing levels, affecting the Road

Safety Education Service. It is important that the Strategy is clear in respect of what can be delivered in the next three years.

- The authority has a statutory duty to reduce road casualties and much of this work continues under the revised Strategy, e.g. the collision data analysis and site reviews along with the provision of school crossing patrols and child cycle training. Road Safety Education has moved towards a posted service on the Council's website. The proposed revised Strategy is recommended to be in place until 2020 following which a new Strategy will be developed.
- Cllr Haddock enquired whether Bikeability training remains a service that is offered. IJ confirmed that it did and this is a service that now sits under the Culture and Events Service. Secondary schools still provide this service directly.
- Cllr Ellery and Cllr Haddock raised an issue relating to road safety education within schools following an experience with a primary school in the bay that refused to accept advice from a councillor campaign. IJ advised it is at the school's discretion whether they accept any offer of Road Safety education. IJ advised that Highways still undertake reviews around school sites and review collision data and would still liaise with schools should safety concerns arise as a result.

**Recommendation**

To support the revisions to the Strategy and to be published on the website for next 3 years.

**Proposed**

Cllr Ellery proposed to support the Strategy.

**Seconded**

Cllr Haddock seconded the motion.

All in favour.

#### **244. Road Casualty Reduction Report 2016**

- The Road Safety Reduction Report is an annual statutory report that publishes collision figures for the year. This report is always a year behind due to the verification process by the DfT. IJ advised there is no recommendation for approval for this item, but the report is presented for comments or questions before it is published.
- IJ advised that regrettably there were 3 fatalities on Torbay's roads in 2016, which was an increase on the previous year. In terms of the KSI's, there was a slight increase over the previous 2 years but still remains at fairly constant levels year on year. Child KSI's went from 3 to 2, with both being pedestrians. For slight injuries there was a 6% reduction and that continues the overall downward trend, however Child slight injuries showed an increase of 34%, although again it should be noted that this again refers to relatively low base numbers.
- Cllr Ellery raised whether there could be a local target figure shown on the graphs to show the comparison from 2010. IJ to take this on board and implement in future graphs.

#### **245. Road Safety Initiatives**

- The report is an annual assessment of road safety interventions to date and details of the annual collision site reviews, which provides the evidence to gauge where engineering interventions are recommended for the forthcoming year. A site review looks at collision data and identifies anywhere that may be deemed as a collision cluster. Other issues addressed are works to provide safer routes to schools.
- Appendix 1 to the report summarises Safer Route Schemes to schools to date.
- Appendix 2 – advises of our approved schemes yet to be implemented. There was a proposal to make the Strand a 20mph zone, however there has been difficulty in implementing this due to recent changes to DfT guidance. This is to be reviewed and

may be brought back to the TWP at a later date. It was noted that the TDA is also looking at the Strand as part of the list of places that may need Town Centre Investment.

- Appendix 3 is the analysis of last year's priorities, recommended from the Road Safety Initiatives Report 2016/17. Teignmouth Road shows no further serious collisions however monitoring of this area will continue, but there are no further works planned at present. Sands Road and Totnes Road – schemes expected to be implemented during the forthcoming autumn/winter period.
- Appendix 4 is the recommendations of priorities for Road Safety Schemes for 2017/18.
- There remain 3 cluster sites identified as Riviera Way at the junction of Browns Bridge Road, Teignmouth Road (near King George V playing field) and The Strand, Torquay. The two areas of concern are the sites at Barton Hill Road, junction of Great Hill and Barton Hill Way, Torquay.
- Riviera Way remains a cluster site however a connection between collisions is not obvious. A video survey and further research is recommended to be undertaken over a number of days.
- Barton Hill Road/Great Hill Road has experienced some loss of control collisions – recommend to investigate whether this is due to speed, the surface or the layout or markings
- Barton Hill Way there is a potential visibility issue due to parking – a review of the layout is required and potential parking restrictions may be proposed. 20mph zones outside schools - continue with 20mph as detailed in Appendix 3 and Appendix 4 details areas to be assessed in the current year.
- As part of the Road Safety Initiative a scheme to implement advisory 20mph around the area of Oldway School was proposed. However concerns were raised by Ward Councillors due to the scheme extending beyond the vicinity of the school. The proposal takes into account the extent of the existing traffic calming already in place, the alteration to some parking and is a slight deviation from the current remit given to officers by the Transport Working Party for 20 mph zones around schools. The Executive Lead for Transport requested this scheme be brought to Members for a formal recommendation to progress as proposed, or to progress as a reduced zone and to leave the parking restrictions unaltered.
- Cllr Ellery raised the need for a 20mph zone to be listed Eden Park School in Brixham. Cllr Haddock and Cllr Ellery both raised serious concerns regarding safety outside the school due to the parking. IJ agreed to raise this through the traffic team to look into although advised that quite a lot of work had already been implemented as part of a Transport Action Zone, developed in conjunction with the schools.

#### **Recommendation**

To continue with the Programme of Implementation.

#### **Proposed:**

Cllr Ellery.

#### **Seconded.**

Cllr Haddock seconded the motion.

All in favour.

### **246. Fleet Street - Verbal Update**

- Fleet Street Stage 3 has been delayed from the previous proposed start date due to resource issues. Consultation has been carried out with Traders of Fleet Walk who were in favour of a January 2018 start date. 8<sup>th</sup> January is now the proposed start date, however no contractor has been appointed yet. There will be an expected 8 week road closure from the start of the scheme. Officers are currently liaising with the bus companies regarding bus routes,
- Scheme will hopefully be completed by the start of the Summer season 2018.

- This is the final phase of the Fleet Street Regeneration and the biggest phase. The scheme has been reduced slightly due to the expectation of regeneration of the GPO Roundabout in the future.
- IJ confirmed that Braddons Hill Road West will be included in the scheme and some housekeeping will take place on traffic orders and signage.
- Cllr Doggett enquired regarding the bus service during the works. IJ confirmed currently in liaison with bus operators to try and run a No 12 bus as close to the area as possible as was the case in the previous phase.

#### **247. Western Corridor Update - verbal**

- Tweenaway to Waterleat section is complete and is working well.
- Churscome Cross to Luscombe Lane Scheme is well underway with the full closures having taken place in February and March, followed by a number of evening closures whilst resurfacing work is taking place. The scheme remains on target and is scheduled for completion in the latter part of November.
- Roselands Drive to Yalberton junction (past Sainsburys). Contractor has been appointed and commencement of works is likely to start in January 2018 – subject to Wales and West Utilities starting work on the gas main diversion, which is a pivotal part of the scheme. Completion is programmed for the following Christmas and the scheme will have to run through the summer. It was recognised that this will be a challenging scheme, however everything will be done to keep the traffic flowing, however some delays are inevitable. There are 3 retaining structures that need to be built as part of the scheme as this is a significant road widening scheme.
- Cllr Haddock requested there are Press releases 5-6 weeks in advance of the works and diversion routes identified. It was enquired whether preparatory works for Claylands could take place at the same time. IJ advised that a press release would be issued in due course, however with regard to Claylands, it is likely to be too problematic to have them undertaken at the same time.
- Long Road – there is a future scheme for a new bus bay near South Devon College. Cllr Excell raised concern regarding speeding cyclists down Long Road.
- Windy Corner – IJ advised the Land Exchange was advertised during the Summer and the Planning Inspectorate have advised no objections were raised. The Order is being progressed and a further Notice will go up as part of this process. Hopefully this will finalise the process. Currently it is looking at a start date of September 2018, this is due to the timescale on the utility searches and the desire not to progress the scheme over the summer season.
- At the last Council meeting approval was given for the revised funding package for the Western Corridor. The LEP also approved the £950,000 transfer of funds from the Torquay Gateway to Western Corridor and there is now sufficient funding in place to continue delivery of the scheme.

#### **248. Torquay Gateway and Torquay Town Centre Access - Verbal**

- There is one scheme outstanding for the Torquay Gateway Project, which is the widening of Newton Road from Shiphay Lane to Woodlands Road. This scheme has decreased from the original plan up to Lowes Bridge as it would be difficult to deliver due to Network Rail issues. IJ advised the Engineers are in liaison with Network Rail for the revised scheme and hopefully the scheme will commence in September 2018.
- Torquay Town Centre Access – works in Morgan Avenue have commenced.
- Brunswick Square Crossing is underway. The scheme has been delayed due to some technical issues with the surfacing. Awaiting a date for the rescheduled works.

- Tor Church Junction – a review has taken place by an independent consultant who is an expert in traffic signals. IJ is awaiting the formal response with recommendations. IJ has been advised in advance of the report that there appears to be more capacity to the junction, and that the issues are with the how intelligent control systems of the junction work. Hopefully a solution can be sought and implemented.

**Other Issues**

- AL confirmed that the LTP implementation plan schemes have been approved by full Council and individual business cases are being built for these schemes within the approved headlines. The business cases will be presented to Cllr King as Executive Lead for approval in conjunction with Kevin Mowat. Any larger scale schemes will be raised to a higher level for agreement.
- Edginswell Rail Station report will be presented to the Council meeting next week. Despite being unsuccessful in obtaining funding from the DfT, they have provided positive feedback. Another funding opportunity needs to be sought to progress this scheme. However AL confirmed that the LEP funding is now at huge risk and the LEP have acknowledged that all schemes must be implemented by 2021, therefore if there is no funding in place by 2019, delivery of the scheme would not be possible by 2021.

**249. Date of Next Meeting**

**PROPOSED DATE:**

Thursday 18<sup>th</sup> January 2018, 4pm, Meadfoot Room.







**Meeting: Transport Working Party**

**Date: 23rd April 2018**

**Wards Affected: All**

**Report Title: Strategy for Prioritising 20mph zones in residential areas**

**Executive Lead Contact Details: Councillor Robert Excell**

**Supporting Officer Contact Details: John Clewer, Senior Engineer**

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## **1. Purpose**

Following a request from members, highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas.

Subsequently, in June 2016, highways brought a report to the Transport Working Party to seek approval to carry out further investigation in readiness to progress with the introduction of such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available.

Some funding has now been identified as part of the current Local Transport Plan funding allocation and therefore members are being invited to consider priority areas for potential reduced speed limits

This report highlights what progress has been made and, as requested by members in 2016, details recommendations of possible areas that could be considered.

## **2. Proposed Decision**

- 2.1 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
- 2.2. 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.

## **3. Action Needed**

- 3.1 If the recommendations in 2.1 and 2.2 above are supported, priority sites will be identified and consultations commenced. Traffic Regulation Orders for new speed limits will need to be formally advertised and any objections will be considered by the Executive Head of Assets and Business Services in liaison with the Executive Lead for Community Services.

#### **4. Summary**

- 4.1 Following the recommendations of the Working Party in June 2016, officers have further investigated potential areas for residential 20mph limits or zones in readiness for implementation as and when the existing programme of schemes outside Educational Establishments is complete and 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 the type of areas where this funding should be directed, based on the categories identified in Appendix 3 to this report.

#### **5. Supporting Information**

- 5.1 Nationally, 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, 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.

The first batch of schemes were presented to members of the Working Party 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.

The current situation regarding the implementation of schemes fronting educational establishments is as listed in Appendix 1.

- 5.2 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.

Speed significantly increases the chance of being injured in a collision. Research has shown that the risk of death for pedestrians struck by cars increases at higher impact speeds, although the exact risk levels varied between the studies.

The severity of injuries sustained in the event of a collision is directly linked to the speed at which vehicles travel. According to ROSPA, up to 45% of motorists exceed the current 30mph limits, however a pedestrian struck at 20mph has a 97% chance of survival whilst this falls to 80% at 30mph and 50% at 35mph.

Evidence suggests that casualty reductions are more successful in 20mph zones than 20 mph limits and that 20mph limits in roads where there are not already speeding problems, only shows an average speed reduction of 1mph.

5.3 In 1999, the law was changed by the Road Traffic Regulation Act (Amendment) Order 1999, which gave Highways Authorities more flexibility so they no longer had to apply for permission to introduce a zone. The updated legislation made two distinct types of 20mph speed limit possible:

- 20mph limits, which consist of just a speed limit change to 20mph which is indicated by the speed limit (and repeater) signs, and
- 20mph zones, which were designed to be “self-enforcing” due to the traffic calming measures that were introduced along with the change in the speed limit.

It, therefore, suggests that 20mph limits are appropriate for roads where average speeds are already low (below 24mph) and 20mph zones used where there are existing traffic calming measures. Ultimately the Local Authority is responsible for deciding which of these was the most appropriate.

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.

5.4 It should be noted that there is a significant difference between 20mph speed limits and 20mph zones and these are as listed below:

#### **20mph Speed Limits**

- These do not require the presence of physical traffic calming measures, such as road humps.
- Areas are signed on entry with corresponding 30mph signs on exit and include further 20mph speed limit repeater signs and / or markings within the area.
- Entry and exit signs can be illuminated though the repeater signs do not need to be.
- 20mph limits are most appropriate for roads where average speeds are already low, and the guidance suggests below 24mph.
- The layout and use of the road must also give the clear impression that a 20mph speed or below is the most appropriate.

#### **20mph Zones**

- These use traffic calming features throughout the area to encourage compliance with the speed limit.

- These zones can include a range of traffic calming features including road humps, raised tables, speed cushions, traffic chicanes, road narrowing, coloured surfacing and other physical / visual measures to emphasise the nature of the road.
- Signage is at entry and exit points and does not need to be illuminated and repeater signs within the area are not required.

Traffic calming programmes can incorporate a wide range of measures designed to work in partnership to reduce speeds and improve the overall environment, and in effect this means there can be significant differences between schemes.

There are four main techniques to traffic calming programmes:

- Vertical deflections
- Horizontal deflections
- Road narrowing
- Central islands

Vertical deflections in the carriageway are the most effective and reliable of the speed reduction measures currently available. There are several different techniques available to achieve this:

- Road hump
- Plateau (speed table)
- Cushion
- Uneven road surface (rumble strips)

However, it should be noted that both Torbay and other authorities are moving away from this form of physical calming due to complaints re noise and pollution (residents) and poor ride quality (buses and emergency vehicles).

Some traffic calming measures can be unpopular due to the inconvenience and discomfort caused to some road users, including cyclists and motorcyclists.

The introduction of physical traffic calming measures also leads to a significant increase in costs resulting in a smaller number of areas being treated from any available budget.

Physical road narrowing and other traffic calming features can also require parking restrictions to be implemented resulting in a potential loss of on street parking provision.

- 5.5 Accident risk is not usually the only intended outcome to a traffic calming scheme, as 20mph zones and limits can also lead to a number of other benefits, such as a reduction of traffic flow in the area. Although results of studies do vary, it is generally suggested that traffic volumes reduce following the implementation of a 20mph zone or limit. Roads no longer become so appealing for those commuters, looking to short cut areas of congestion.

- 5.6 As well as road safety benefits, it is important to highlight the contribution that 20mph zones can have in improving air quality, reducing noise pollution and encouraging more physical activity, such as walking and cycling, by contributing towards a safer environment. The money spent on the schemes can also greatly improve the residential area.

A recent study calculated casualty rates and the effects of vehicles on air pollution in 30mph zones in Wales. The researchers then estimated the casualty rate and the impacts of vehicles on air pollution in 20mph speed limit areas.

Evidence from the study suggested that a default speed limit of 20mph would substantially reduce road traffic casualties, and at worst would not lead to a direct change in air pollution. However, indirectly, if reduced traffic speeds encourage people to switch to active modes of travel, such as cycling and walking, there are likely to be greater reductions in air pollution.

The study concluded that health and costs savings are likely to be substantial, and the costs of implementing 20mph limits are likely to be far lower than the benefits reduced speeds bring.

- 5.7 The Department for Transport is currently conducting a review into the use of 20mph speed limit zones, based on studies of implemented schemes which is expected to be published later this year.

- 5.8 There are a number of areas within the bay which are already traffic calmed and all new and recent housing developments (e.g. Great Parks, The Willows etc) have been designed and engineered with traffic calming features in place which encourage people to drive slower and may therefore be relatively easy to implement as a 20mph zone (see appendix 3)

The costs of implementation are not to be underestimated and a basic cost to sign, implement an order and carry out consultation would be around £20,000 minimum cost for an average development area. If additional traffic calming is also implemented the cost would increase considerably.

- 5.9 As part of the current Local Transport Plan, Full Council have allocated a budget of £65,000 to implement Road Safety Schemes including Residential 20mph Zones as part of the Implementation Plan for 2016-2021.

- 5.10 Historic requests have been received from the following areas for the reduction of the speed limit to 20mph:

- Cecil Road / Woodland Park (outside Sacred Heart School) – Now a 20mph limit school scheme.
- Colley End Road
- Galmpton village
- Hayes Road, Paignton – Part already 20mph outside school.
- St Marys, Brixham
- The Willows estate

It was noted that in the areas stated there have been no KSI Casualties in the last 3 years.

- 5.11 In order to consider areas that would be appropriate for reduced speed limits, locations have been divided into 3 categories, which are detailed in Appendix 3 and are based on the levels of likely effectiveness and difficulty to implement a 20 mph zone. The areas listed are not necessarily exhaustive and there may be further areas that could be considered for inclusion in categories A and B in the future. There are however likely to be many areas in Torbay that will require significant engineering measures to meet the criteria for a self-enforcing 20 mph zone.
- 5.12 In general the enforcement of 20mph zones / limits are not seen as a priority by 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**

- 6.1 Members recommend that the current funding allocation is directed to consultation, preparation and implementation of 20mph limits to areas identified in Appendix 3 to this report under Category A. It is likely that the allocation may be sufficient to fund limits in up to 3 Category A areas.
- 6.2 Members recommend that the current funding allocation is directed to consultation, preparation and implementation of 20mph limits to areas identified in Appendix 3 to this report under Category B. It is likely that the allocation may be sufficient to fund limits in 1-2 Category B areas only.
- 6.3 Members recommend not to direct this funding to residential 20 mph limits and that implementation of limits outside of Educational Establishments only continue.

## **7. Preferred Solution/Option**

- 7.1 Members are recommended that option 6.1 above, would be 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**

- 8.1 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**

- 9.1 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 (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.

- 9.2 There is a risk that consultation in some areas may show that there is low support for the implementation of a 20 mph Zone or Limit.
- 9.3 There is a risk that the implementation of a 20 mph zone to an area may not deliver the expected reductions in vehicular speeds.

**Appendices:**

Appendix 1 – The current situation regarding the implementation of schemes fronting educational establishments

Appendix 2 – List of current permanent 20mph limits and 20mph zones within Torbay

Appendix 3 – Current list of possible roads by category for possible treatment.

**Additional Information:**

None

**Documents available in Members' Rooms:**

None

**Background Papers:**

ROSPA Road Safety Factsheet November 2017 - '20mph Zones and Speed Limits'.

Report to Transport Working Party June 2016.

## **Appendix 1**

Schools that have 20mph limits implemented at March 2018.

### **Primary Schools**

- Barton Primary and Nursery, Torquay #
- Brixham Infants and Nursery, Brixham #
- Cockington Primary School, Torquay
- Curledge Street Primary, Paignton
- Hayes Road, Paignton #
- Homelands, Torquay
- Ilsham, Torquay
- Preston, Torquay
- Roselands, Paignton
- Sherwell Valley, Torquay
- Watcombe, Torquay #
- Sacred Heart, Paignton (Cecil Road)

### **Secondary Schools**

- Brixham Community College, Brixham #
- St Cuthbert Mayne, Torquay.
- Paignton Community College (Lower school) Waterleat Road. Paignton #  
Paignton Community College (Upper school) Borough Road, Paignton
- Torquay Academy, Torquay

### **Special Schools**

- Combe Pafford, Torquay #
- Mayfield, Torquay #

### **Note:**

Schools marked # Permanent 20mph speed limits, all others variable 20mph advisory limits.



## **Appendix 2**

List of current permanent 20mph limits and 20mph zones within Torbay

Current 20 limits include:

- Ilsham Marine Drive

20mph zones:

- Church Street, Paignton (Part)
- Crown and Anchor Way, Paignton
- East and West Pafford, Torquay
- Eastern Esplanade, Paignton
- Higher Polsham / Oldway Road / Southfield Road and Woodland Park, Paignton (ongoing, under construction)
- Well Street, Paignton.
- Winner Street, Paignton
- Shiphay Manor Drive, Torquay

## **Appendix 3**

Areas have been split into three categories based on the ease of implementation and predicted effectiveness of each scheme. Please note that the lists of areas in Categories A and B are not necessarily exhaustive.

### **Category A**

Areas that are traffic calmed on main through routes with side roads off and areas that have been engineered and constructed to 20mph design speeds. Areas will be self-enforcing and cost effective to implement. These roads will normally have little evidence of collision history or speed related problems.

Possible areas that could be considered under category A could include:

- Barton Road (lower section) Torre Marine area, Torquay
- Exe Hill area, Torquay
- Fisher Street area, Paignton
- Fore Street, Barton area, Torquay
- Foxhole Road area, Paignton
- Great Parks development, Paignton
- Queensway area, Torquay
- Roselands Drive area, Paignton
- St Marys Hill development area, Brixham
- Willows development areas, Torquay
- Yannons Farm / Whiterock developments, Paignton

### **Category B**

Areas that are self-contained and generally have a residential environment which would encourage slower driving. Areas are unlikely to have any evidence of collisions or speed related issues, however the addition of traffic calming or additional engineering measures is unlikely to be required to encourage compliance.

Possible areas that could be considered under category B could include:

- Broadpark Road / Broadley Drive area, Torquay
- Chelston area / Sherwell Valley area, Torquay
- Churston Village, Brixham
- Clifton Road / Primley Park area, Paignton

- Galmpton Village, Brixham
- Hele Village (Audley Avenue – Hele Road) area, Torquay
- Higher Preston Down Road estates, Paignton
- Hookhills / Cherrybrook area, Paignton
- Kingsway Avenue / Gibson Road area, Paignton
- Lyme View Road / Perrinville Road area, Torquay
- Penn Meadows / Penn Lane area, Brixham
- Roselands Drive (South area) Paignton
- Shiphay area, Shiphay Lane area, Newton Road / Edginswell Lane, Torquay
- St Michaels area, Paignton
- Summercourt Way estate, Brixham
- Wall Park Road area, Brixham

### **Category C**

All other residential areas that are not identified as Category A or B. These include areas that are not self-contained, may be small or single street residential areas or have environments that may not encourage drivers to maintain speeds below 20mph currently.

These areas will have a higher level of difficulty to implement both in terms of physical constraints and environment. Such areas are unlikely to see any significant reduction in speed from signage alone and are likely to require additional engineering in places.

### **Non 20mph roads**

Major routes and distributor roads are not generally suitable for 20mph limits and traffic speeds are deemed to be appropriate at 30mph or posted higher limits. These roads in Torbay will include some residential properties but will have strategic importance. Consideration of these roads for permanent or variable 20 mph speed limits may only be appropriate where they are in the vicinity of Educational Establishments.

Roads unsuitable for 20mph limits could include:

- All Principal Roads (A classification)
- All B Classification Roads
- Strategic Distributor Roads including but not restricted to the following:
  - Barton Hill Road / Great Hill Road, Torquay.
  - Bascombe Road / Copythorne Road, Brixham

- Browns Bridge Road, Torquay
- Colley End Road, Paignton.
- Goodrington Road, Paignton
- Lindthorpe Way / Northfields Lane, Brixham
- Marldon Road / Shiphay Avenue, Torquay
- Monksbridge Road / Burton Street / Gillard Road, Brixham
- Preston Down Road – Headland Park Road, Paignton
- Newton Road, Torquay
- St Marychurch Road, Torquay
- Westhill Road, Torquay