

Proposed Schemes for 2017/18

Schemes in priority order and subject to funding.

- A3022 Riviera Way, junction Browns Bridge Road, Torquay

Carry out a video survey to further analyse the vehicle movements at this junction, especially the possible prevalence of drivers approaching from the West (i.e. Hamelin Way) failing to stop at a red light.

Results of the survey and subsequent investigation to be presented to a future meeting of the Transport Working Party.

- Barton Hill Road / Great Hill Road, Torquay

Investigate the increasing number of loss of control collisions at this junction and treat as appropriate (i.e. possible resurfacing with high friction surfacing, signing and lining works) to highlight the location of this bend.

Any proposed scheme to be approved by the Executive Lead for Planning, Transport and Housing.

- Barton Hill Way

Investigate the number of 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.

Any proposed scheme to be approved by the Executive Lead for Planning, Transport and Housing.

- **20 mph zones outside schools**

An ongoing program of schemes will continue to be developed and presented for consideration by the Executive Lead.

Initial schemes will be selected from the following schools:

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)

Collaton St Mary, Paignton (investigated 2016/17 but road too narrow to

implement signage, no option to improve)

Furzeham, Brixham (investigated 2016/17, traffic does not pass school entrance which is effectively in a cul-de-sac, investigate Higher Furzeham Road, South Furzeham Road and Rope Walk?)

Galmpton, Brixham (high levels of congestion lead to lower speeds at school times – put on hold and consider as part of a future full 20mph scheme for Galmpton village?)

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 as part of a future full 20mph scheme for Galmpton village?)

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

Westlands (AKA Spiers), Torquay

Private Schools

Tower House School, Paignton (traffic calmed could become a permanent 20mph limit with Curledge and Fisher Streets)

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.

Officers will look to identify a program of sites from the above list (possibly three schemes) to develop during the current financial year and seek the permission of the Executive Lead for Planning, Transport and Housing to progress when appropriate.

Oldway Road / Southfield Road – 20mph zone, Paignton

As part of the Road Safety Initiative to implement either advisory 20mph 'when lights flash' or if suitable, permanent 20mph zones, it has been considered to implement a permanent 20mph Zone around the Oldway school area.

However, due to the existing traffic calming already being in place, consideration is being made to extend the 20mph Zone for the whole length of Oldway Road, to its junction with Upper Manor Road and encompass the following roads:

Oldway Road
Southfield Road
Higher Polsham Road
Woodland Park
Central Avenue

This would be a deviation from the agreed scope of such schemes to only cover the areas directly outside of schools, but due to the fact there is existing traffic calming and that to sign the end of a 20mph limit and commencement of a 30mph limit within a traffic calmed area, is deemed confusing to the driver and inconsistent with good practice.

Additionally, as the section of Oldway Road by its junction with Laura Avenue (the original termination of the 20 zone) only has a footway on one side, this would make signage difficult to implement.

The cost difference between signing by the junction with Laura Avenue or Upper Manor Road would be negligible (the cost of two extra signs, and possibly an extra 20mph roundels on the highway), approximately £240.00 extra.

In addition to this there is proposal to change the existing 8am-6pm restriction opposite Laura Avenue (Oldway Road) to a no waiting at any time restriction. This is due to the fact the existing signage for the 8am-6pm restrictions are no longer present and to re-fix would be difficult due to the fact there is no footway in which to fit posts and signs, nor would the wall allow for signs to be fitted to it (leaving the current restriction unenforceable). Therefore to allow enforcement and for safety at this junction, it would be prudent to change this restriction to 'no waiting at any time'.

This scheme was presented to the Ward Councillors for both Preston and Clifton with Maidenway. However due to comments and concerns with regard to the loss of parking and the extent of the zone (i.e. deviating from the current remit given to officers by the Transport Working Party) no agreement could be reached.

Therefore the Executive Lead for Transport requested this scheme be brought to members for a formal decision to progress as proposed, or to progress as a reduced zone and to leave the parking restrictions unaltered.