

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)

1. **Apologies**

- Cllr D Mills (DM)
- Cllr I Doggett (ID)
- Cllr M Morey (MM)

2. **Election of Chairman**

- 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. **Minutes of last meeting (12th October 2017)**

- Minutes were agreed as read.

4. **Report Strategy for prioritising 20mph zones in residential areas – Ian Jones**

- 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 there 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.