



Wednesday, 2 July 2014

TRANSPORT WORKING PARTY

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

Thursday, 10 July 2014

commencing at **3.00 pm**

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

Members of the Committee

Councillor Hill (Chairman)

Councillor Addis

Councillor Cowell

Councillor Amil

Councillor Doggett

Councillor Brooksbank

Councillor Pountney

Working for a healthy, prosperous and happy Bay

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TRANSPORT WORKING PARTY AGENDA

- 1. Apologies for absence**
- 2. Minutes from last meeting 27th March 2014** (Pages 1 - 7)
- 3. Road Casualty Reduction Report 2013** (Pages 8 - 19)
- 4. Road Safety Initiative 2014/15** (Pages 20 - 34)
- 5. Western Corridor Update Briefing Note** (Pages 35 - 39)
- 6. Local Sustainable Transport Fund 2015/16 - Funding Application** (Pages 40 - 42)
- 7. Heart of the South West Local Enterprise Partnership - Strategic Economic Plan - Transport Schemes** (Pages 43 - 46)
- 8. Transport Related Capital Programme 2014/15** (Pages 47 - 48)
- 9. Any Other Business**
- 10. Date of Next Meeting**
27th November 2014, 4.00pm.



Minutes of the Transport Working Party

27 March 2014

-: Present :-

Councillor Pete Addis, Councillor Stephen Brooksbank, Councillor Darren Cowell, Councillor Ian Doggett, Councillor Robert Excell, Councillor Ray Hill (Chairman) and Councillor Mark Pountney

(Also in attendance: Patrick Carney, Sue Cheriton, Sally Farley, Councillor David Thomas and Councillor John Thomas, Chris Widdicombe)

Public speaking: Chris Forster (Heles Angels), Mr Jones, Mr Daniels

Minutes: Shirley Hopkinson

161. Apologies for absence

Apologies were received from Councillor Amil who was represented by Cllr Excell.

162. Minutes of last meeting

The previous minutes were agreed as a true and accurate record.

Proposed by: Cllr Cowell

Seconded by: Cllr Addis

In favour: All

163. Hele Air Quality Management Plan

Patrick Carney distributed Hele AQMA action plan and advised that Community Safety are the lead and have updated the Action Plan. Chris Widdicombe advised that the level of pollution has been monitored and now stands just below the standard level of 40. It is planned to continue to monitor the area for another 12 – 18 months and to revoke the AQMA if improvements continue. Chris Widdicombe advised that a report on the current levels is due to be made to DEFRA at the end of the month. Cllr Cowell raised concerns over ongoing issues with Heles Angels and that there are still issues regarding HGV's and coaches continuing to use the route. Patrick Carney advised that a survey was carried out with the types of vehicles and companies being recorded who have been contacted and advised of the preferred route that they should be using. Councillor Excell highlighted that there is a petrol station at either end of Hele Road and this causes congestion at both ends.

Cllr Addis queried if the readings are affected by weather conditions and PC confirmed that warmer weather improves the air quality

Chris Foster from Heles Angels advised that he was disappointed not to receive a copy of the Action Plan before the meeting but confirmed that he had been advised that it would be distributed at the meeting. Chris considered that the current level was still too high as the level of 39 is only an average and he queried why the air quality in Hele should be any different to the rest of the Bay. Chris advised that 1400 cars an hour use the road and that residents have been requesting a weight restriction on the road and debating on whether the road should be made one way. Chris requested that the AQMA is kept on the agenda and that the Council work with Heles Angels to improve the air quality further.

Patrick confirmed that there is currently no intention to remove the AQMA for at least 18 months to 2 years whilst it is continued to be monitored. Patrick advised that a weight limit is not necessarily required at the moment as the air quality level is going in the right direction, however if it goes up then measures will be taken.

Cllr J Thomas queried if it would be possible for the Ministry of Transport to put a check on the road for vehicles that are not serviced. PC advised that the Ministry of Transport no longer provide this service as they do not have the required equipment.

Cllr Excell queried if monitoring had also taken place on Sundays and Chris Widdicombe confirmed that it is monitored continuously and that there are differences in the level on a Sunday.

Chris Widdicombe left the meeting.

164. Tweenaway Cross, Paignton Proposed Parking Restrictions

RH advised that following questions at the last meeting, this report had been amended. Patrick Carney advised that the diagrams show how the junction operates on site now. Patrick Carney outlined the options that are being considered within the report and advised that the recommendation was to implement as advertised. Patrick Carney stated that they understand the concerns of residents but the need to improve traffic flow has to take priority.

Mr Jones suggested that the area should be the subject of an AQMA. He stated that the residents were assured in July 2010 that no double yellow lines were necessary in the area and that they had no concerns at all with the traffic flow. He advised that he had been told that sensors had already been installed controlling the traffic and he believed that a decision had already been made to install the parking restrictions. Mr Jones stated that he does not know how the yellow box can be used as it's not legal and removing this would reduce the need for parking restrictions. Mr Jones advised that he had written in with objections to the proposal and that the lights were changed 3 or 4 days after this causing back up of traffic to stop. Mr Jones highlighted that the pedestrian crossing by Bookers appears to work when there are no pedestrians around which causes issues with traffic backlog. Mr Jones advised that from various comments he has heard the decision

on these restrictions is already a done deal and that the residents have not been listened to.

Mr Daniels advised that after the last meeting he went home and there was a continuous stream of traffic through the junction. He stated that he sat in the traffic for 30 minutes and that there was no backup at all, however there were small delays caused by roadworks. Mr Daniels considered that there would be no difference made to the traffic by the restrictions despite the surveys that have been carried out. Mr Daniels considered there to be no issues changing lanes at the junction. Mr Daniels raised concerns that the residents would become isolated and have to walk up to half a mile from their cars to their homes. He queried how the restrictions had been calculated and considered that the surveys carried out were not accurate enough.

Patrick Carney responded to Mr Jones advising that the sensors he mentioned had been installed as part of the scheme and that all traffic lights have these sensors to alter timings to traffic on demand. Patrick advised that no reports had been received about the pedestrian crossing by Bookers and that he would look into this. Patrick confirmed that he had spoken to the Police concerning the yellow box and that they had advised that no offence would be committed if vehicles were to sit in the box if they are prevented from exiting by oncoming traffic. Patrick advised that the capacity of the queue length builds up with every sequence of the lights depending on the flow of vehicles. Patrick confirmed that the road is not serving the junction fast enough to balance the traffic flow.

Cllr Brooksbank queried comments from the last meeting about looking at the sequence. Patrick advised that a survey was carried out and no issues were found during the 120 second cycle. However, Patrick advised that if the traffic is light then the cycle will be shorter and as the traffic increases the cycle is lengthened.

Cllr Cowell queried the need for the yellow box for the rear access lane as it can also be accessed by the school and if the opposite bank could be removed to allow parking. Cllr Cowell also stated that those that live there need to be considered and that he does not understand why the access cannot be improved for residents.

Patrick advised that there is a proposal to remove the bank to create a larger merge to improve the junction and right turn to Waterleat Avenue. Patrick stated that he thought that the yellow box would be appreciated by the residents as it improves their access to the lane.

Cllr Excell considered that the yellow lines would not solve the issue as it would not prevent parking by blue badge holders. Cllr Addis queried if a number of cars can park at the tile shop and Patrick advised that this proposal was rejected by residents, however the offer was still there.

Sally Farley advised that Strategic Transport support the proposal for the lines as they will help to improve the flow of traffic across the Bay. Cllr Excell advised that he is unable to support the proposal for the lines unless they are "clawed" to prevent parking by disabled badge holders. Patrick advised that there are no issues in the area with parking by disabled badge holders.

Recommendation

That additional waiting restrictions are implemented to a reduced length of approximately 25m and monitored on a trial basis.

Proposed by: Cllr Addis

Seconded by: Cllr Cowell

In favour: 4

Abstained: 2

Cllr John Thomas left the meeting.

165. Newton Road Pay & Display Review - Six month review - DEFERRED FROM LAST MEETING

Patrick Carney presented the report and advised that the scheme had been successful but was only showing an occupancy level between 40% and 50% during the week and 10% at weekends. It is therefore proposed to reduce the cost of the parking to £1 all day to encourage more people to use the area.

Recommendation

Undertake a promotion of reduced charges for three months to increase usage of the area and report back to Members at the end of this period with further recommendations. This will be:-

All day = £1 (minimum charge and no 4 hour charge)
Weekly ticket = £5

Proposed by: Cllr Cowell

Seconded by: Cllr Doggett

In favour: All

166. Proposed Relaxation of Parking Restrictions - Torbay (various roads)

Patrick Carney presented the report to relax parking restrictions to make the bay more car friendly. Patrick outlined that following consultation with the public 25 – 30 requests had been received for the removal of lines and that 12 requests had been received for additional restrictions to be introduced. These 12 additional requests have not been considered as part of this report with only the removal of restrictions being considered.

Patrick highlighted those roads within the report that were not considered suitable for removal of restrictions. Cllr Brooksbank advised that people are still parking in

Polsham Park and that removal of lines would cause issues during the summer. Patrick advised that he would speak to Parking Services and arrange for the faded lines to be repainted. It was recommended that the proposed changes to restrictions in Polsham Park should be withdrawn.

Recommendation

To advertise and implement, should no objections be forthcoming, the proposed implementation of the Traffic Regulation Order, as detailed in Appendix 2, with the exception of Polsham Park which is withdrawn.

Any objections will be referred to the Executive Lead.

Proposed by: Cllr Excell

Seconded by: Cllr Pountney

In favour: All

167. LSTF Update (Verbal)

Sally Farley gave a verbal update on the LSTF. Sally advised that a 5 year contract has been signed with Brixham Express Limited for the new fast ferry service to commence in December 2014.

Sally confirmed that procurement has been completed on the RTI package and a contract is due to be awarded.

Sally stated that they are due to place a bid for the second LSTF of £665,000 for 2015/16, which will be for revenue only and it is planned to use this for travel planning, smart ticketing and a walk to school scheme.

Cllr Addis expressed thanks from the Board to Sally for her team's work.

168. Transport Asset Management Plan

Patrick Carney advised that Councils must have asset management plans and that the highway is its most valuable asset. Patrick highlighted that some funding levels are linked to the plan and that the plan was currently in a draft stage.

Cllr Pountney queried if any roads are to be declassified as in Devon and Patrick advised that these are only declassified where the roads are only used by farmers.

Cllr Addis queried the number for reporting potholes as he had not yet seen it in the paper. Patrick advised that a press release is due to be issued. Cllr Cowell asked how long a road takes to deteriorate and Patrick advised that this depends on the weather, but in normal weather it is usually a year.

Patrick advised that it is planned to invest as much as possible in residential roads together with those with a large number of potholes.

It was requested that the Members of the TWP read the Transport Asset Management Plan and respond to Patrick Carney by email with their comments/approval within the next two weeks.

169. Roundhill Road, Torquay - Provision of loading Bay

Patrick presented the reports and advised that this was a request made by the local post office for the implementation of a loading bay fronting 18 Roundhill Road. It was highlighted that the maximum length of stay in the bay would be 20 minutes.

Patrick stated that both one letter of objection and one letter in support had been received. As these had not been attached to the Agenda, Patrick read them to the meeting.

Recommendation

To implement the proposed Traffic Regulation Order as advertised, of an 11m loading bay, operational only between the hours of 8am and 6pm, with a maximum stay of 20mins

Proposed by: Cllr Pountney

Seconded by: Cllr Addis

In favour: All

170. Hayes Road, Paignton - Parking Restrictions

Patrick presented the reported and advised that this was in response to a request made by Torbay Local Link, the operator of the local bus service, due to delays which are affecting their service due to parked vehicles reducing the width of the available carriageway. It was confirmed that this would be funded from Capital budget. Cllr Excell stated that he had been on site and noted that vehicles struggle to negotiate the gap and that it would be impossible for the Emergency Services to get through.

Recommendation

To advertise and implement, should no objections be forthcoming, the proposed Traffic Regulation Order to:

- Remove the existing 3 car parking bay (fronting the school) on Hayes Road and replace with 'No waiting at any time' restrictions
- Cut back the existing 'No waiting at any time' restrictions (opposite the school) by 4m and to extend the existing parking bay by 4m
- Cut back the existing bus bay (fronting property nos 24 – 26) from 19m to 13m and extend the existing parking bay by 6m. The public transport officer will have to consult with the local residents with regard to the resiting of the bust stop flag and pole.

Any objections will be referred to a future meeting of the Transport Working Party.

Proposed by: Cllr Brooksbank

Seconded by: Cllr Excell

In favour: All

171. Any Other Business

- **Parking Policy** - Patrick Carney advised that as the TWP is now only meeting twice a year the Parking Policy requires changing to reflect this. It was confirmed that local consultations are to be carried out first, followed by consultation with the Executive Leads unless the request is from the Emergency Services. A copy of adverts is to be forwarded to all Ward Members and it was agreed that they would be made aware of any objections that are received. Time will be made to allow them to comment if they wish to. A final decision is to be made by the Director. The process is to be similar for CPZ's.

Members noted this and no objections were received.

- **Parking Summer Charges** - Cllr Excell advised that it was proposed to extend the £2 parking promotion until May and to change to the Summer parking rates. It is then proposed to decide next winter on future charges. Cllr Excell highlighted that the cost of changing ticket machines to prevent the sharing of tickets was £180k and that they are currently losing too much money through the sharing of tickets. Members are to discuss future winter charges with traders.

Cllr Cowell welcomed the extension of the parking promotion as it should have finished at the end of February, although no feedback had been received on the impact of the promotion. Sue Cheriton confirmed that feedback had been collated and passed to Cllr Excell and that losses were £44k due to the scheme. It was confirmed that feedback had been received from traders who have confirmed that the promotion was positive for traders and was of economic benefit. It was also considered to have improved the image of the Council. Cllr Cowell queried why the charges were also the same for leisure car parks when they are not used all day. Cllr Excell advised that this was a pilot scheme and will be calibrated next time.

Cllr Addis queried Torbay Council commercial vehicles being parked all day in the Town Hall Car Park. Sue advised that these were no longer being parked there and that she regularly checks as the only vehicles authorised to park there is the library vehicle overnight and liveried vehicles for a maximum of two hours in the back Town Hall parking bays.

172. Date of Next Meeting

10th July 2014, 4.00pm.

ROAD CASUALTY REDUCTION REPORT 2013



Streetscene & Place
Lower Ground Floor
Town Hall
Torquay
TQ1 3DR

1 INTRODUCTION

- 1.1 This report highlights the road casualty and collision data for the Torbay Area during the calendar year 2013. Torbay Council's proposals for improving road safety for the next year are identified in the Torbay Council Road Safety Strategy 2012 - 2020, however, this report highlights in more detail the activities for 2014.

2 TORBAY'S TARGETS

- 2.1 In March 2000 the Government announced new targets for reducing casualties nationally. The targets are the percentage reductions to be achieved by 2010 compared with the average results for the base years, 1994 – 1998. The targets set by the Government were as follows:
- *40% reduction in the number of people killed or seriously injured in road crashes/collisions;*
 - *50% reduction in the number of children killed or seriously injured;*
 - *10% reduction in the slight casualty rate, expressed as the number of people slightly injured.*
- 2.2 In 2011 and for the years ahead, it is the intention for the development and implementation of local road safety strategies to enhance road safety delivery by focussing on casualty reduction with objectives and targets to support that aim and programmes planned to achieve that, thus improving casualty reduction.

The development of a local road safety strategy is included within the new Local Transport Plan 3 (2012 – 2020), to ensure greater reductions in road casualties locally by:

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

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

An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Plan, which was approved by members of the Transport Working Party at their meeting on 25th April 2013. The new Road Safety Plan reflects local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

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

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

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

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

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

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

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

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

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

- Fatal

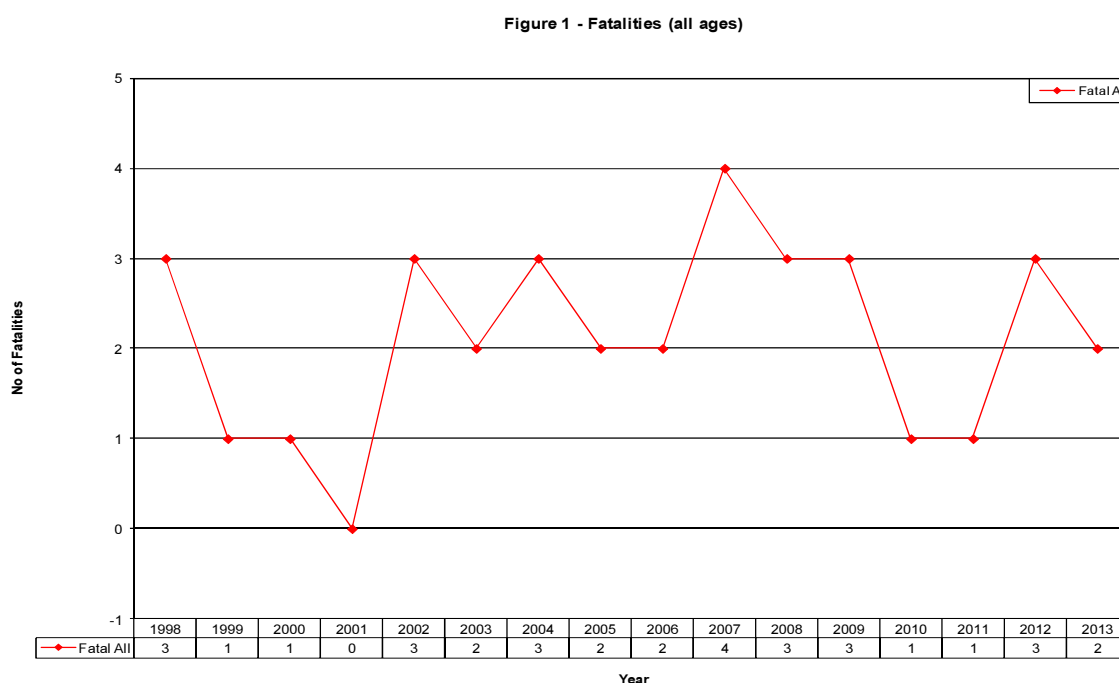
- Killed and seriously injured
- Killed and seriously injured (0 – 15 years-old)
- Slightly injured
- Slightly injured (0 – 15 years old)

3 CASUALTY AND COLLISION DATA

3.1 The graphs below outline the road casualty and collision data for the years 1998 to 2013 compared against the government targets (where applicable).

3.2 Fatalities

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

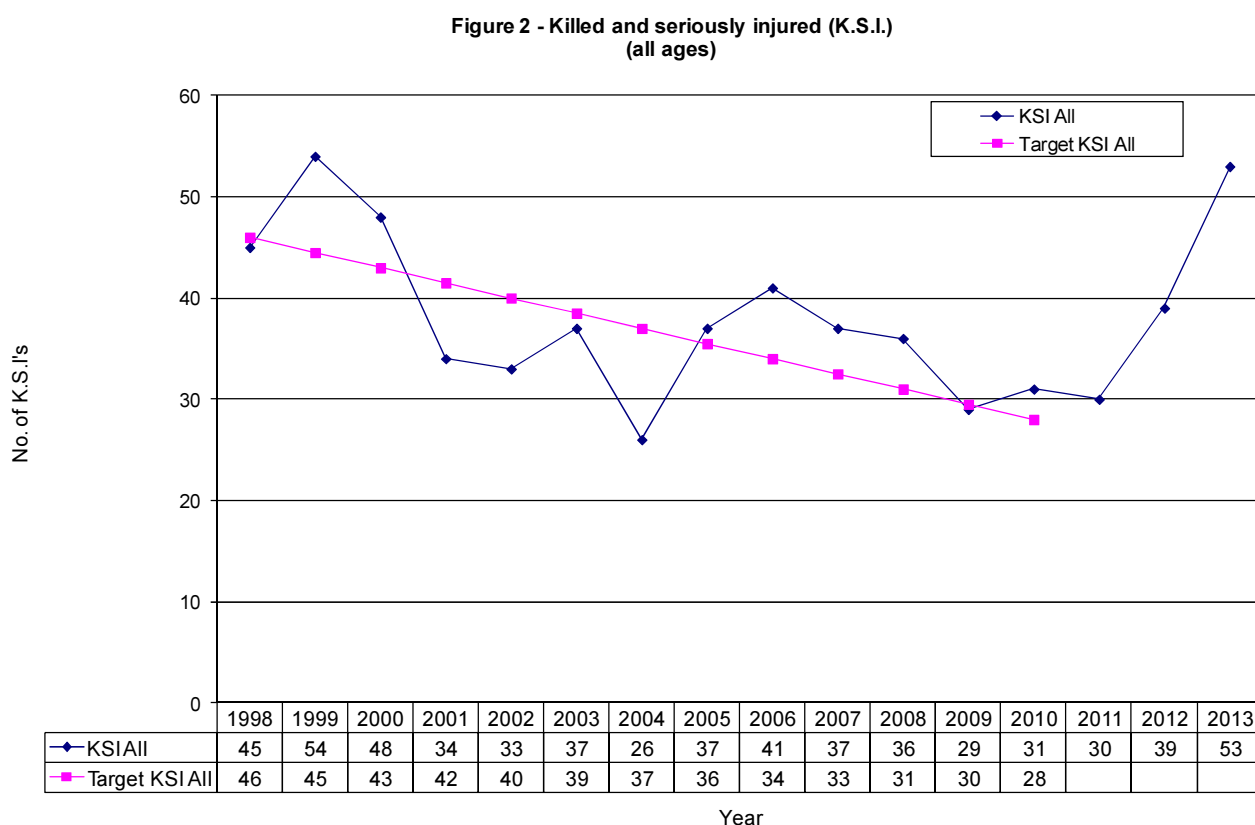


The results show 2 fatalities on Torbay roads in 2013, which is a decrease on the previous year. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced.

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

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

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



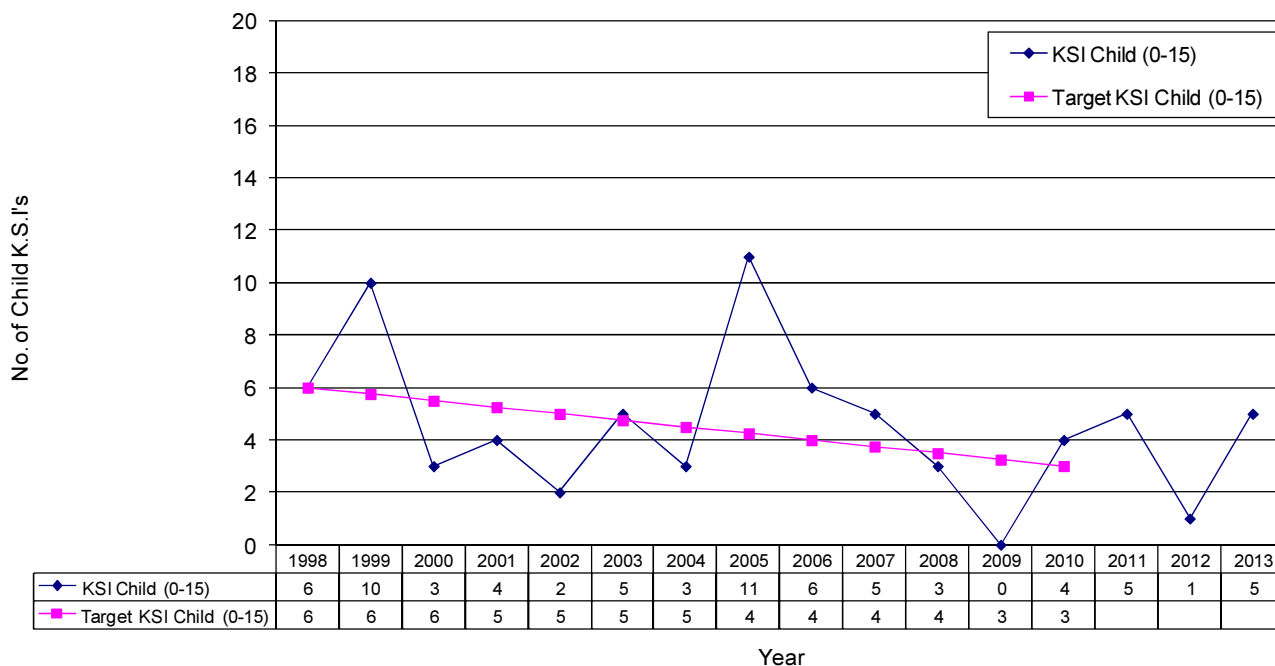
The results show there has been an increase of 31% in the number of killed and seriously injured since last year, this is the second year in succession that there has been an increase of around 30%.

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

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

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

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



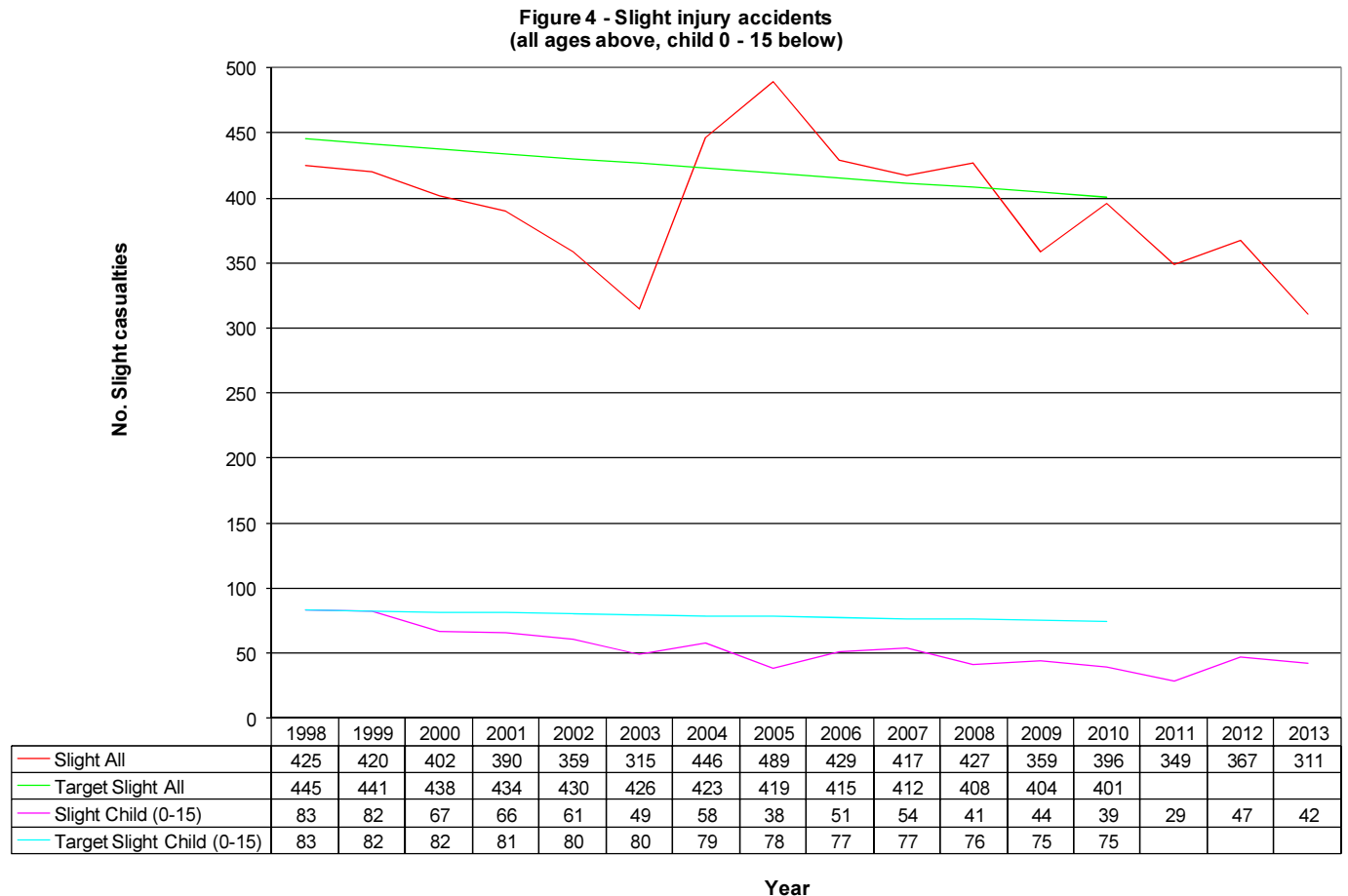
The results show there has been an increase in the number of killed and seriously injured (0-15 age group) over the past year, from 1 to 5.

Provisional analysis shows that 4 of these casualties were pedestrians, with 1 rear seat passenger.

Continued targeting of road safety education to this age group will take place as part of our 'Learn to Live' and teenage road safety weeks.

3.5 Slight Injuries

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



All ages

The results show slight injury casualties down by 15% to 311, continuing our general downward trend from the 1988 baseline, with a current reduction of 30%.

Children (0-15 age group)

There has been an 11% decrease in child slights for 2013 and provisional analysis shows that 50% of these casualties were pedestrians, 25% front seat passengers, 13% rear seat passengers and 12% cyclists.

4 PLANNED ROAD SAFETY CAMPAIGNS 2014

- 4.1 Appendix 1 lists the road safety campaigns which will be undertaken by the Road Safety Team during 2014. Wherever possible, the local media (newspaper, radio and TV) will assist and are key to getting the message across to the target audience. The team continue to have a good working relationship with the media and enjoy a high profile, with positive stories being run and picked up by both local and national newspapers and television.

Road safety education will continue to be delivered in accordance with the Road Safety Strategy 2012/2020. However, collision data for the last three years is currently being analysed to establish the road users most at risk in relation to age and sex so that campaigns can be tailored to this priority. The budget for road safety education for 2014/15 is £15,500.

5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES

- 5.1 Contained within the Local Transport Plan 2011 – 2016 are the budgets for carrying out all Road Safety initiatives. This information is shown under the following headings:

Road safety initiatives (Safer routes)	£ 70,000
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5.2 TRAFFIC ACTION ZONE

The Local Transport Plan 3 (2011 – 2016) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

The objective of the projects is to enable communities to become involved with the re-design of their streets to reduce vehicle speeds and provide safer / better access to the schools and other facilities within the TAZ.

The Coombe Pafford and Hele Traffic Action Zone was identified in a briefing note to the Transportation Working Party on 18th March 2011 and was implemented during 2013/2014.

There is no funding identified for Traffic Actions Zones in the 2014 / 2015 financial year.

5.3 ROAD SAFETY INITIATIVES

With the implementation of various road safety schemes over the thirteen years since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented. However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of accidents to identify any linear routes which have a higher than normal collision record. Further details of the engineering measures to be carried out in 2014/15 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

5.4 PENINSULAR ROAD SAFETY PARTNERSHIP

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

Once again there will be decreased funding for the operation of Safety Cameras in 2014/15, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

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

Brixham continues to operate a Community Speed Watch initiative which works in partnership with, and uses the combined efforts of, the local residents and is supported by both the Police and the Peninsular Road Safety Partnership.

Community Speed Watch is a scheme to help people reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally. The use of the radar devices to record vehicle speeds will not lead to prosecution; drivers will get a letter from the police instead, but will help to underline the community's commitment to reducing speed.

Appendix 1

Torbay Council Road Safety Team Calendar for 2014.

Month	Week Commencing	Campaign	Action
January	Vehicle and road user conspicuity	Vehicle lighting and visibility	Road Safety Officers / Police
February	10 th – 16 th	Young drivers & speed	Road Safety Officers / Police / DSFR / Press office.
	26 th	For My Girlfriend - Young Drivers	Road Safety Team
March	10 th - 16 th	Seatbelts	Road Safety Team / Police / Press Office
April	14 th - 20 th	Speed	Road Safety Team / Safety Camera Partnership / Police / DSFR / Press Office
May	2 rd - 4 th	BMAD Bike Festival	Road Safety Team / Safety Camera Partnership / Police / DSFR

Month	Week Commencing	Campaign	Action
June	2 nd – 8 th	Drink / Drug Driving (ACPO & Tispol National & EU Campaign)	Road Safety Officers / Police
	9 th to 14 th	Child car seat checks	Road Safety Team / Police / Press Office
		World Cup Drink Drive	Road Safety Officers / Police / DSFR / Press office
	5 th	BMAD Wednesday Bike Nights, Paignton (4 th June – 24 th Sept)	Road Safety Team
July	TBA	Scooter and motorcycle safety	Road Safety Officers / Police / DSFR / Press Office / Max Rider
August	11 th to 16 th	Summer Drink Drive	Road Safety / Police / DSFR / Press Office
	18 th – 24 th	Excess & Inappropriate Speed (Tispol week)	Road Safety / Police / DSFR / Press Office
September	8 th – 14 th	Seatbelts (Tispol week)	Road Safety / Police / DSFR / Press Office
	29 th September to 5 th October	Tyre Safety	Road Safety Team / Police / Press Office

Month	Week Commencing	Campaign	Action
October	6 th to 12 th	Older Drivers Week	Road Safety Team / Press Office / ADI / Police / Health / Trade
	20 th to 25 th	Cycle safe - Be Safe Be Seen campaign.	Road Safety Team / Press Office
	21 st – 23 rd	Learn 2 Live	Road Safety Team / Press Office
November	11 th	Learn 2 Live Riviera Centre	Road Safety / Police / DSFR / Press Office
	17 th – 21 st	National Road Safety Week	Road Safety Team / Police / DSFR / Press Office
December	8 th – 14 th	Drink Drive Campaign	Road Safety Team / Police / DSFR / Press Office

Note:

ADI	Advanced driving instructor
BMAD	Bikers Make A Difference
DSFR	Devon & Somerset Fire and Rescue
JRSO	Junior Road Safety Officer

Agenda Item 4



Meeting: Transport Working Party

Date: 10th July 2014

Wards Affected: All

Report Title: Road Safety Initiative 2014/15

Executive Lead Contact Details: Sue Cheriton, Executive Head – Residents & Visitor Services

Supporting Officer Contact Details: John Clewer, Senior Engineer - Highways Development & Traffic

1. Purpose

Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2014/15.

The purpose of this paper is to:-

- a) Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- b) Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2**.
- c) Seek approval from Members to implement the list of Safer Travel Schemes for 2014/15, as identified in **Appendix 3**.

2. Proposed Decision

That members recommend to continue with the Program 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. Action Needed

- 3.1 That members approve the proposals outlined in **Appendix 3**.

4. Summary

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

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

- 4.1 Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.
- 4.2 An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Strategy 2013 – 2020, which was presented to the Transport Working Party on 25th April 2013. The new Road Safety Strategy will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.
- 4.3 Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

Supporting Information

5. Position

- 5.1 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2013/14.
The purpose of this paper is to:-
- Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
 - Inform Members of previous years approved schemes, which have not been completed **Appendix 2**.
 - Seek approval from Members to implement the list of Safer Travel Schemes for 2013/14 as identified in **Appendix 3**.

(i) Safer Routes Schemes

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

A common response to the question of why so much vehicle traffic is generated at "school run" times is that many of the routes that could be walked by pupils are perceived as dangerous for pedestrians. This perception, coupled with the previous national casualty reduction target of

reducing child injury collisions on the highway by 50% by 2010, has resulted in emphasis being placed on Safer Routes Schemes that improve these areas of the highway network. They comprise routes or junctions that are either overly represented in road casualty figures and / or where parents and pupils have a perception of danger for pedestrians.

With this in mind schemes are identified based upon:

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

Unfortunately in 2013 there was an increase in child KSI's within the bay area from one to five, provisional analysis shows that 4 of these casualties were pedestrians, with 1 rear seat passenger.

Further targeting of road safety education to this age group will continue to take place as part of our 'Learn to Live' and teenage road safety weeks, this will be required if the authority is to continue to maintain our good casualty record with regard to this age group. A complete list of all works carried out on the safer routes schemes is included in **Appendix 1**.

It should be noted that Parking Services are currently not using their camera enforcement vehicle which was being used to target a number of offences, including the indiscriminate parking on 'School – Keep Clear' markings which endanger the lives of school children at the majority of schools across the bay.

It is proposed to continue the implementation of 20mph limits outside schools in 2014/15.

(ii) Safer Travel Schemes

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

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

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

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against. However the DfT have now published its Strategic Framework for Road Safety (May 2011) which is

designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

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

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

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

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

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'. The form of presentation has yet to be decided but it is likely that this will include, where appropriate, use of rolling averages and percentage changes to monitor progress.

An analysis of the collision data for the period 2012-2014 has shown that there is two cluster sites (3 No. killed or seriously injured casualties within a 50m radius) identified, however there are also a number of sites identified which cause concern, the top five of which are identified as below:-

Cluster Site:

- A380 Hamelin Way, Torquay
- A385 Totnes Road, Paignton

However it should be noted that the cluster on A380 Hamelin Way is due to the unfortunate double fatal collision of July 2012 and this area is due to be partially reworked as part of the current construction of the South Devon Link Road. Whilst the cluster on the A385 Totnes Road was treated as part of the works identified in last year's Road Safety Initiatives Report.

Sites for concern:

- The Strand / Torwood Street, Torquay
- Torbay Road (Abbey Meadows), Torquay
- Hyde Road / Torquay Road, Paignton

Full details of the proposals for these sites can be found in **Appendix 3**.

An update of previous schemes identified as Safer Travel Schemes is shown in **Appendix 2** and a schedule of all proposed Safer Travel Schemes for 2013/14 is included in **Appendix 3**.

6. Possibilities and Options

Option 1

It is recommended that members approve the following:

Continue with program 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.

Option 2

Discontinue Program of Implementation

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

7. Preferred Solution/Option

Members are recommended that item 5, option 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 a future meeting of the Transport Working Party.

8. Consultation

Consultation will be undertaken with Council ward members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are involved these will be advertised and should there be any objections these will be presented to a future meeting of the Transport Working Party.

9. Risks

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

Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders (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 a future meeting of the Transport Working Party for consideration.

Appendices:

Appendix 1	Works carried out on the safer routes schemes
Appendix 2	Update of previous schemes identified as Safer Travel Schemes
Appendix 3	Schedule of all proposed Safer Travel Schemes for 2013/14

Additional Information:

None

Documents available in Members' Rooms:

None

Background Papers:

Devon and Torbay Local Transport Plan 2011 - 2026

Agenda Item 4

Appendix 1

Road Safety Plan

APPENDIX 1

School	School Crossing Patrol Service Provided	Engineering Measures Provided	Flashing Warning Lights and signs Provided
Primary Schools (31)			
Babbacombe Primary School, TORQUAY	Redenhill Rd / Quinta Rd/ Warboro Rd junction	Dropped kerbs, red anti skid crossing point, road markings to diagram no. 545	3 signs with automatic flashers approaching school entrance. 4 signs with automatic flashers approaching SCP site. Upgraded to GMS (mobile phone control) 2010/2011
Barton Primary and Nursery, TORQUAY	Barton Road outside school entrance	Road narrowing, barriers, car park, red anti skid crossing point, road markings to Diag.No 545 -SCP site upgraded to new zebra crossing facility.	2 signs with double flashers approaching SCP site. Signs / flashers replaced and upgraded to GMS (mobile phone control) 2008/2009
Brixham Infants and Nursery, BRIXHAM	Higher Ranscombe Road outside school entrance	New standing area with drop crossings and railings. Following redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol at the new school entrance, this included alterations to the kerb lines and the provision of new high friction surfacing and pedestrian guard rails. Introduction of permanent 20mph speed limit due summer 2014.	2 signs with flashers approaching SCP. Flashers / warning signs relocated due to redevelopment.
Cockington Primary School, TORQUAY	Avenue Road back entrance. Old Mill Rd main entrance.	Old Mill Road new kerb alignment, thermo plastic feet markings, entrance signing. Red anti skid crossing point, road markings to diagram no. 545 on both sites. Introduction of variable 20mph speed limit on Old mill Road, due summer 2014.	2 signs with double flashers approaching Avenue Road SCP. 2 signs and single flashers approaching Old Mill Road SCP
Collaton St Mary, PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present
Curledge Street Primary, PAIGNTON	Dartmouth Road Curledge Street	Dartmouth Road junction improvement with footway widening. Curledge Street footway widening both sides, safety barriers, bollards, seats. Red anti skid crossing point, road markings to diagram no. 545 on both sites. New Lighting to Station lane car park with parking permit scheme.	Dartmouth Road 2 signs with flashers on each side of road on each approach to SCP. Curledge Street 1 sign and flasher approaching SCP site (one-way street). Upgraded to GMS (mobile phone control) 2010/2011
Eden Park Infants, BRIXHAM	Drew Street	New footway build-outs, bollards, red anti skid crossing point, road markings to diagram no. 545 Burton St. pavement widening. As part of the Higher Brixham Traffic	2 signs with flashers approaching SCP Burton Street 2 signs

<i>School</i>	<i>School Crossing Patrol Service Provided</i>	<i>Engineering Measures Provided</i>	<i>Flashing Warning Lights and signs Provided</i>
		Action Zone the existing red anti-skid surfacing was renewed and shared space in both Knick Knack Lane and Penn Lane formalised with buff high friction surfacing and appropriate signage.	
Eden Park Juniors, BRIXHAM	As above	As above	As above
Ellacombe Primary, TORQUAY	Ellacombe Church Road	SCP relocated footpath widened, red anti skid crossing point, road markings to diagram no. 545.	2 pairs of double flashers approaching school 2 single approaching SCP
Furzeham, BRIXHAM	No	New link footpath between school and residential area to the east. New footway links along the playing field to the west. New bus stop facility. Parking restrictions opposite school have been revised.	Existing signs present
Galmpton, BRIXHAM	No	New length of footway and widening on opposite side with drop crossing. Installation of Bollards.	2 new signs on approach to school entrance
Hayes, PAIGNTON	Totnes Road	Kerb buildout at rear entrance SCP site, bollards, pedestrian guard rail, realignment of road markings. Footway works carried out to improve the safety of pedestrians crossing the junction of Collingwood Road / Hartley Road and Hayes Road. Works were undertaken on Totnes Road to upgrade the zebra crossing near the junction of Elmbank Road with the fitment of internally illuminated poles and LED halos around the beacons to improve pedestrian links. Footway works were undertaken on Hayes Road at the junction of Derrell Road / Elmbank Road and on Derrell Road (fronting the upgraded play park) to improve pedestrian links. Revisions to the parking restrictions on both Hayes and Totnes Roads have been carried out. Introduction of variable 20mph speed limit on Totnes Road, due summer 2014.	2 new signs and flashers on approach to rear school entrance SCP site Upgraded to GMS (mobile phone control) 2010/2011
Chestnut, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone works were undertaken on Milton Street to improve pedestrian access in the vicinity of Pack Hall Lane.	Existing

<i>School</i>	<i>School Crossing Patrol Service Provided</i>	<i>Engineering Measures Provided</i>	<i>Flashing Warning Lights and signs Provided</i>
Homelands, TORQUAY	Westhill on new Zebra Crossing	Footway widening, zebra crossing, bollards and guard rail	School signing and Patrol signing with flashers one double (southbound) and single (northbound). Upgraded to GMS (mobile phone control)
Ilsham, TORQUAY	No	Kerb-buildout, bollards and slow road markings.	Signing on each approach to school entrance Upgraded to GMS (mobile phone control)
Kings Ash Infants and Nursery, PAIGNTON (formerly known as Foxhole)	Fernicombe Road	Pavement widening, dropped kerbs, safety barriers, red anti skid crossing point and road markings to diagram no. 545. Following the redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol to the new school entrance in Smallcombe Road. This work included alterations to the kerb lines, and the provision of new high friction surfacing and pedestrian guard rails.	2 signs with flashers approaching SCP Flashers / warning signs relocated as part of the redevelopment.
Kings Ash Juniors, PAIGNTON (formerly known as Foxhole)	As above	As above	As above
Preston, TORQUAY	Position currently being advertised	No	Existing Upgraded to GMS (mobile phone control) 2010/2011
Priory, TORQUAY	No	Improved pedestrian footways with traffic calming and congestion reduction measures.	Existing school signing on approaches.
Queensway, TORQUAY	Queensway	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with double flashers (northbound) and sign with single flasher (southbound) Upgraded to GMS (mobile phone control) 2010/2011
Roselands, PAIGNTON	No	Footstep markings. Introduction of variable 20mph speed limit on Roselands Drive, due summer 2014.	Existing signs
Sacred Heart, PAIGNTON	Cecil Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Installation of Guard-rails. Introduction of variable 20mph speed limit on Cecil Road, due summer 2014.	Patrol sign with single flasher on each approach

School	School Crossing Patrol Service Provided	Engineering Measures Provided	Flashing Warning Lights and signs Provided
Sherwell Valley, TORQUAY	Hawkins Avenue	Footway widening and dropped kerbs. Red crossing point , anti skid surfacing and road markings to diagram no. 545 Upper Cockington Lane Kerb buildout with bollards. Domed mini roundabout and improved visibility on island crossing.	Hawkins Ave. Patrol sign with single flasher on each approach Upper Cockington Lane school signs Marldon Road school signs and automatic flashers Upgraded to GMS (mobile phone control) 2010/2011
Shiphay, TORQUAY	Exe Hill	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with single flasher on each approach. Sign / flasher replaced and upgraded to GMS (mobile phone control) 2008/2009
St Margaret Clitherow, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone a virtual footway was implemented on Horsepool Street, along with slow road markings and traffic calming. A short section of Dashpers was made 'One-Way' to improve pedestrian safety.	Existing
St Margarets, TORQUAY	No	Kerb build out railings and bollards.	Existing
St Marychurch, TORQUAY	Petitor Road	Hartop Road/Petitor Road widened footway SCP refuge, bollards and railings. Teignmouth Road widened footway, drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 at both sites	Hartop Road School sign and patrol sign with flasher. Petitor Road Patrol sign with flasher. Teignmouth Road patrol signs with flasher both approaches.
Torre, TORQUAY	No	Footpath widening (existing speed humps scheme).	Existing
Upton St James, TORQUAY	Forrest Road	Forest Road dropped crossings, red crossing point , anti skid surfacing and road markings to diagram no. 545 St. James Road kerb buildout, bollards railings and new TRO's Teignmouth Road improved crossing point with parking permit scheme. Improvements to Lymington Road including New pedestrian Crossing.	4 Patrol signs with single flasher on each approach. School sign on approach to school annexe. Upgraded to GMS (mobile phone control)
Warberry, TORQUAY	Cedars Road	Kerb build out with priority give way, railings, bollard, parents waiting area, TRO's Windsor Road new footway link Lyme View Road footway link	Windsor Road school signing Cedars Road new street lighting, signing and flashers planned for 2004
Watcombe, TORQUAY	No	Alternative kerb build out scheme traffic calming scheme.	Existing
White Rock, PAIGNTON	No	Bollards at the entrance. New parking restrictions introduced around the school entrances.	Existing

School	School Crossing Patrol Service Provided	Engineering Measures Provided	Flashing Warning Lights and signs Provided
Secondary Schools	(8)		
Brixham Community College.	Higher Ranscombe Road	As Brixham infants school	As Brixham infants school
Churston Ferrers Grammar.	No	New footway and bus drop-off/ collection area. Virtual footway installed on Greenway Road, pedestrian guard rail upgraded at Dartmouth Road / Greenway Road junction in 2010.	School signing on each approach. Signs upgraded on Dartmouth Road in 2010
St Cuthbert Mayne, TORQUAY.	No	Bus parking facilities improved. New kerb build out constructed to slow traffic on approach to bus parking, pedestrian guard rail and signs upgraded in 2010. Introduction of variable 20mph speed limit, due summer 2014.	Existing Signs upgraded in 2010
Paignton Community College (Lower school) Waterleat Road.	No	Waterleat Road Traffic calming.	
Paignton Community College (upper school) Borough Road, PAIGNTON	Totnes Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Junction improvement to junction of Borough Road and Totnes Road. Improvements to Borough Road including kerb build outs to assist pedestrians, HGV ban and parking restrictions. Cycle way constructed to link school with existing route.	Patrol sign with single flasher on each approach. School signing on each approach on Borough Road.
Torquay Boys Grammar	No	Pedestrian phase added to traffic lights.	Existing
Torquay Community College	No	Automatic lights and zebra crossing.	Existing Some signs upgraded during 2010.
Torquay Girls Grammar	No	New puffin crossing	Existing
Westlands Bi-lateral, TORQUAY	No	No	Existing
Special Schools (3)			
Combe Pafford, TORQUAY	No	As Watcombe, TRO,s	Existing
Torbay school, PAIGNTON	No	No	Existing
Mayfield, TORQUAY	No	As Watcombe	Existing
Private Schools (3)			
Tower House School	No	No	Existing
Stoodley Knowle, TORQUAY	No	Kerb build out, bollards	Existing

<i>School</i>	<i>School Crossing Patrol Service Provided</i>	<i>Engineering Measures Provided</i>	<i>Flashing Warning Lights and signs Provided</i>
The Abbey, TORQUAY	No	Pedestrian phase at junction access to car park.	Existing.

Note : All schools have a No Stopping Clearway on the school entrance markings.
Some schools had their markings refreshed as part of TOR2's ongoing maintenance regime.

APPENDIX 2

Previous Years Schemes that have not been completed

- **Abbey Gates, Torquay**

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

- **Ellacombe Church Road**

Following consultation, a design has been produced for pedestrian facilities fronting Ellacombe Academy and construction will be undertaken shortly.

- **Kings Ash (by Spar shop, junction of Waterleat)**

The provision of a protected right turn facility (into Waterleat Road) will remain as a follow on to the recently completed Tweenaway Cross scheme, with future funding being sourced from the Local Transport Board. A detailed study and review of the collision data for this junction was carried out in 2011 / 2012, this proved inconclusive with numerous non-related collisions.

It has therefore been decided to continue to monitor the collision record of this junction.

- **Strand, Torquay**

This scheme continues to be dependent on Torquay Development Agency's proposals for the redevelopment of the harbourside area. However a review of the collision data for the harbourside was carried out in 2011 / 2012 and shows that pedestrian collisions during the evening / early hours of the morning were continuing.

A scheme to widen a short section of the South Eastern footway was decided upon after discussion with the Police and was undertaken during the winter of 2012 / 2013.

A more detailed review has been undertaken in 2013 / 2014 and a design brief will be prepared for the implementation of a scheme to introduce a 20mph speed limit through this area during the evening.

- **20 mph zones outside schools.**

A strategy for 20mph zones outside schools was presented to and approved by the members of the Transport Working Party at their meeting of 31st January 2013. It is proposed that an ongoing program of schemes will be developed and which will be based around a policy which will be presented for consideration by members at a future meeting of the Transport Working Party.

An ongoing program of schemes is being developed and the following schemes were presented to and approved by the members of the Transport Working Party. After delays due to supply and service connections, these initial schemes will be commissioned during the summer of 2014.

Brixham	Brixham C of E, Higher Ranscombe Road
Paignton	Hayes Academy, Totnes Road Roselands School, Roselands Drive Sacred Heart School, Cecil Road
Torquay	Cuthbert Mayne, Cockington, Avenue Road

APPENDIX 3

Proposed Schemes for 2014/15

Schemes in priority order and subject to funding.

- **20 mph zones outside schools**

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

Initial schemes will be selected from the following schools:

Paignton	Curledge Street Academy, Dartmouth Road Paignton Community and Sports Academy, Borough Road
----------	--

Torquay	Barton Hill Academy, Barton Hill Road Torquay Academy, Cricketfield Road Homelands Primary School, Westhill Road
---------	--

- **The Strand / Torwood Street / Victoria Parade, Torquay**

Implement a variable 20mph speed limit which will operate during the times of the night time economy.

- **Hyde Road / Torquay Road, Paignton**

Carry out a detailed study and analysis of the collision data for the junction of Hyde Road / Torquay Road, with a view to preparing a design brief for future related improvements if required.

- **Torbay Road, Torquay**

Carry out a detailed study and analysis of the collision data for Torbay Road (fronting Abbey Meadows), with a view to preparing a design brief for future related improvements if required.

- **South Street / East Street, Torquay**

Carry out further analysis of the collision data for this junction, to establish why drivers are failing to comply with the traffic signals.



Title: **Western Corridor Improvement, Paignton.**

Wards Affected: **Blatchcombe and Goodrington with Roselands**

To: **Transport Working Party**

On: 10th July 2014.

Contact Officer: Ian Jones

☎ Telephone: 01803 207835

✉ E.mail: highways@torbay.gov.uk

1. Key points and Summary

- 1.1 The improvement of the A380/A3022 through Paignton, known as the 'Western Corridor' is identified as a priority of the current Local Transport Plan. Opportunities to apply for funding have been identified through the Local Enterprise Partnership (LEP) and this briefing note has been prepared to update the Working Party on the current position.

2. Introduction

- 2.1 A briefing note was presented to the Working Party in December 2013, detailing the successful award of funding towards the Western Corridor improvement under the funding stream titled 'Pinch Points', advising that the funding was sufficient to implement the widening of the section of the A3022, Brixham Road, Paignton between Long Road and the recently constructed junction at Roselands Drive/Wilkins Drive.
- 2.2 Detailed design is continuing on this section, however there have been a number of technical issues which have delayed the issue of scheme plans to date. An outline scheme is however now being presented to this Working Party under **Appendix 1** and, subject to any comments from members will be placed on the Torbay Council Website for public comment. It is also considered appropriate to send the scheme plan to affected residents as a matter of courtesy.
- 2.3 The works are scheduled to be commenced in October 2014 with completion in April 2015. There will however be on going preliminary works within the location prior to this time.
- 2.4 Members will also be aware that the Council has been actively progressing an application through the LEP under the allocation for schemes under its Local Transport Board (LTB). A summary of the application is attached in Appendix 2 for Members' information. A decision on whether or not the scheme can be progressed to 'Programme Entry' is expected by the end of July 2014, following which preliminary and detailed design works will be commenced on the remaining sections of the scheme. Further briefing notes will be provided to the working Party to advise members of the progress on this high profile scheme.

Sue Cheriton
Executive Head – Residents and Visitor Services

Appendices

Appendix 1 - Outline Scheme Plan of Western Corridor Improvement – Long Road – Roselands Drive (South)

Appendix 2 - Summary of Application to LTB for funding for the Western Corridor Improvements

Documents available in members' rooms

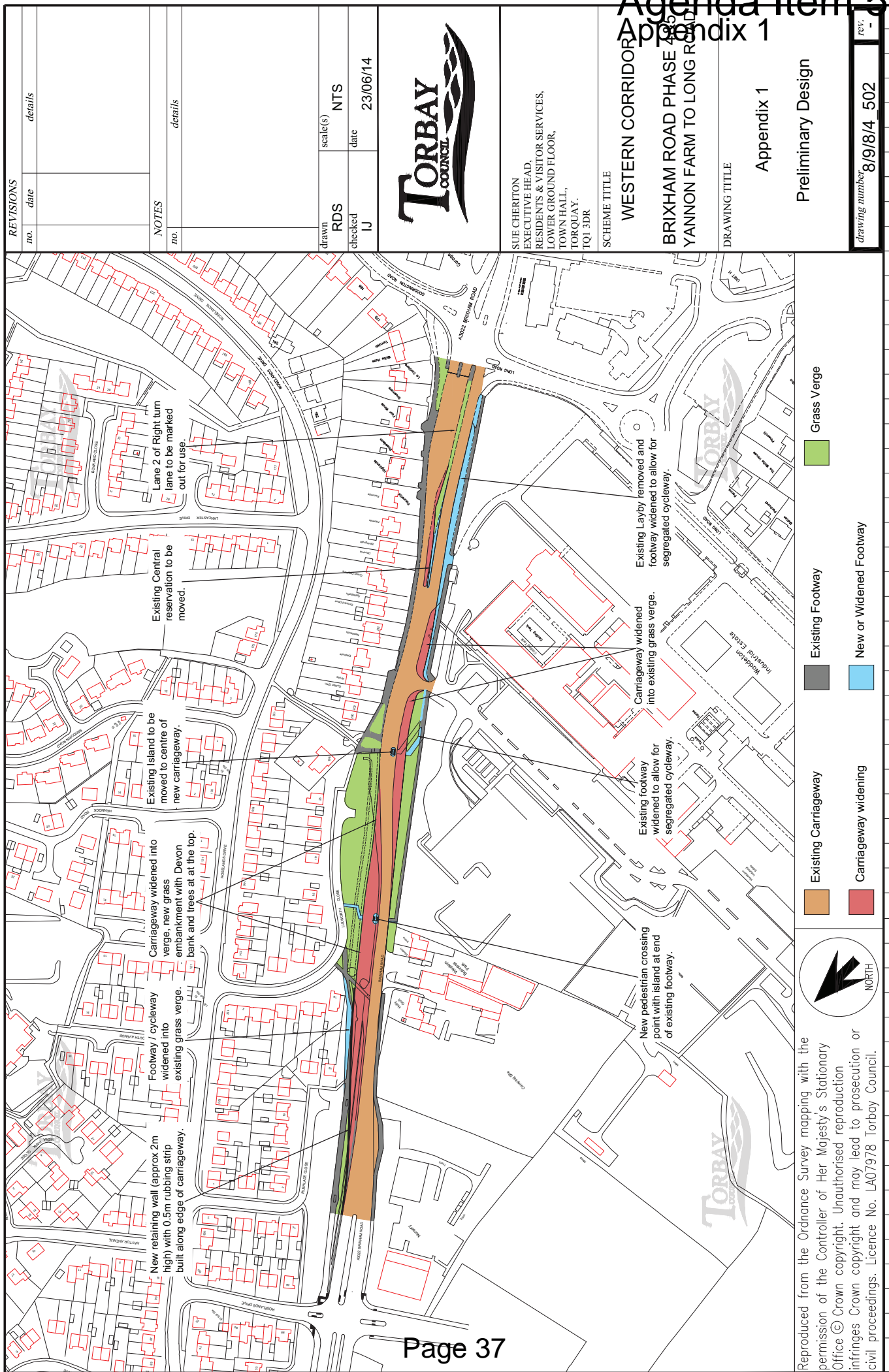
None

Background Papers:

The following documents/files were used to compile this report:

Local Transport Plan 3

Application to LTB for Western Corridor Improvements.

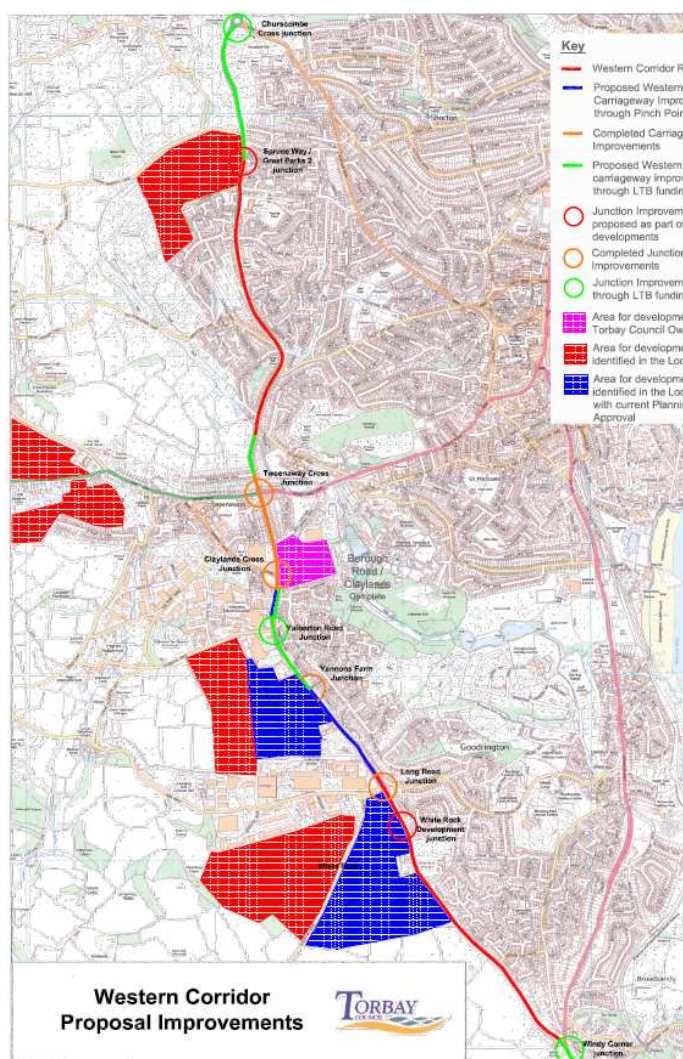


Torbay Western Corridor Regeneration Scheme

What the problem is?

The Western Corridor (defined as the A380 and A3022) is one the two Torbay principal routes connecting it to the M5, Exeter, Newton Abbot and wider Devon area in the north, to Paignton, and then Brixham via Torquay in the south, as well as westwards to Totnes and Plymouth via the A385.

It is a vital economic and social link important to sustaining Torbay which otherwise is isolated from national transport networks. The route is heavily congested at peak times and often difficult to use during inter peak times, and delays are rising, and perceived to be significant inward investment barriers. Without improvement, regeneration and revitalisation of much of Torbay but especially Paignton, outlined to receive significant growth in the emerging new Local Plan, cannot be sustained and opportunities brought about by the new South Devon Link Road (SDLR) will fail to be realised.



What the scheme is?

Road widening, junction capacity improvements, provision for off road cycling, enhanced pedestrian routing, and new landscaping are proposed. Specifically widening at

- the A3022 Brixham Road southbound between Claylands Cross and Yalberton Road to a two lane dual carriageway,
- the A380 Kings Ash Road from Tweenaway Cross to Waterleat Road,
- the A3022 from Yalberton Road to Roselands Drive,
- the A380 Kings Ash Hill between Churscombe Cross and Spruce Way to two lanes north bound and alterations to the existing Churscombe Cross junction,
- the A3022/A379 'Windy Corner' junction, and
- pedestrian and cycle enhancement between Tweenaway Cross and Windy Corner to complete a shared use path.

How the intervention addresses the Problem?

By reducing delays and improving journey times, the largest barrier to inward investment into the Bay is removed. The "Future Growth Areas" south and north of Tweenaway, already identified for new development, are more likely to occur, stimulating further investment west of Torbay, not inhibiting it. Torbay's tourism industry will be encouraged, especially the growing short term breaks sector. There will be opportunities for economic diversification beyond the seasonal, low paid tourist industry towards B1 and B2 related occupations, directly due to the improved accessibility to / from regional and national markets, and capitalising upon South Devon College Energy Centre and the Torbay Development Agency's proposed Innovation Centre that can flourish successfully.

The Scheme should also provide increased resilience as the only alternative route via the coastal A3022 is itself congested and susceptible to climate change and flooding – in the last 5 years it has been closed on 14 occasions and with rising sea levels this is expected to increase.

What options have been considered?

Alternative options including improving other modes, promoting smarter choices, new road building, or improving existing, have been assessed. Only the outlined scheme satisfies fully all scheme objectives, and it alone can unlock the barriers to growth in the west of Torbay unlocking Paignton and then onwards to Brixham.

What growth it unlocks?

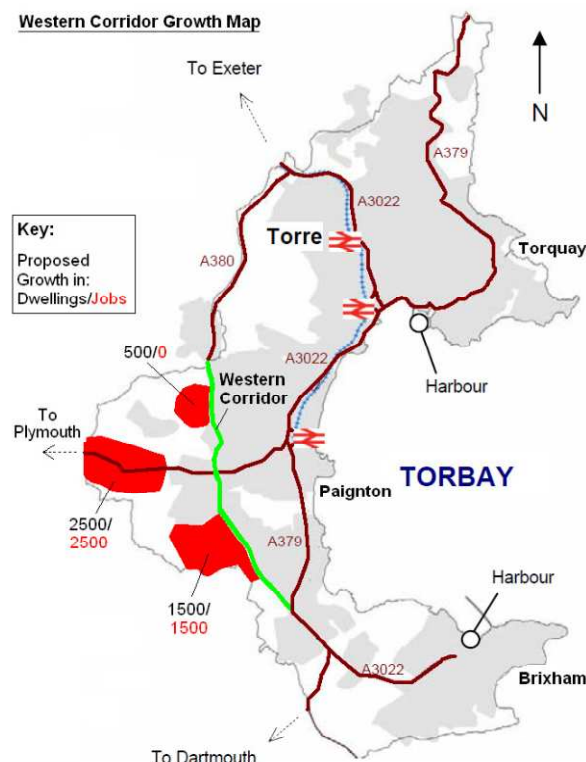
Future growth across Torbay is mainly identified to the west and the north with 9000 new homes, commercial development, and the expansion of South Devon College. From the map to the right, the developments shown in red include 4,500 new homes, which have specific relevance to the Western Corridor which is key to the accessibility of Paignton and Brixham and their economic regeneration.

What it will cost?

£8.5 million (with 50% risk and contingency included as per WeBTAG)

What funding it is looking for from the growth deal?

£ 7.3 million



The financial profile:

Expenditure Source	2014/15	2015/16	2016/17	2017/18	2018/19
Local Contribution	£500,000	£200,000	£200,000	£400,000	-
Local Growth Deal	-	£2,600,000	£3,100,000	£1,600,000	-
Total	£500,000	£2,800,000	£3,300,000	£2,000,000	-

Statement on its value for money:

BCR will be above 4

Indication of scalability

Sections are distinct and each deliver an enhancement of the 4 mile route, reducing congestion and critically improving journey times. Only once all improvements are made will the full scheme benefits be realised.

What will happen if the scheme is not funded?

With the SDLR open by late 2015 unblocking a real obstacle to growth, it is imperative that the Western Corridor does not obstruct growth in the Bay. With the business prospects and new confidence the SDLR brings, it is now more necessary to ensure that the wider network is fit for purpose in terms of network performance, reliability and resilience.

Agenda Item 6



Meeting: Transport Working Party

Date: 10th July 2014

Wards Affected: All

Report Title: Local Sustainable Transport Fund 2015/16 – Funding Application

Executive Lead Contact Details: Cllr Robert Excell, Safer Communities, Highways, Environment and Sport

Supporting Officer Contact Details: Adam Luscombe -Transport Planner

1. Purpose

- 1.1 This report sets out Torbay Council's recent bid submission to Government (Department for Transport (DfT)) for Local Sustainable Transport Funding.

2. Proposed Decision

- 2.1 No decision is required; the report is for information only.

3. Action Needed

- 3.1 No actions are necessary.

4. Summary

- 4.1 The DfT announced a further round of funding under the Local Sustainable Transport Fund (LSTF) for 2015/16. There was a split between revenue and capital applications as those for revenue had to be submitted to the DfT whilst those for Capital had to be submitted through the Local Enterprise Partnerships, Strategic Economic Plan.
- 4.2 Torbay Council decided upon a revenue only bid, entitled "SmartTravel Torbay", given the amount of match funding required and further subsequent costs to the Authority in submitting a Capital bid.
- 4.3 The bid submitted is for an £840,000 package of sustainable transport measures, with £695,000 from the fund. The match funding element is set at a competitive but realistic point in terms of the Council's budget and will be from existing commitments in spending.
- 4.4 The package of measures six elements which are detailed below but include cross public transport ticketing, cycle training, walking to school programme, travel planning support for those in deprived areas, improvement to walking routes, and bus service enhancements particularly to and from areas of deprivation and health facilities.

- 4.5 The results of the funding application are expected in July.

Supporting Information

5. Position

- 5.1 In March 2014 the Council submitted a bid to the DfT for Revenue funding under its LSTF programme for 2015/16.
- 5.2 This fund is an extension of the current programme in which Torbay are progressing with the delivery of the Ferry and connecting Bus Service, Cycle Way, and Travel Planning.
- 5.3 The 2015/16 opportunity was targeted at connections to health. It was decided that, with Torbay having the acute deprivation issues, maximising opportunities for sustainable travel and better health in those areas was important.
- 5.4 The details of the package of measures proposed are listed in the section below.
- 5.5 A decision on the bid is expected in July, in line with the Strategic Economic Plan announcement.

6. The Package Elements

6.1 Smartcard, Cross-Public Transport Ticketing

As an integral part of the Government's Door to Door Strategy, we would build up the existing dual operator bus ticket that is available in Torbay, providing a, smart, cross modal ticket for ferry, bus and train services within the Bay and neighbouring cross-boundary towns. Including water transport and rail on the smart ticket will add interest, attractiveness and innovation to the scheme.

6.2 Cycle Training

Cycle training to all ages and abilities will be provided, building upon the experiences and complementing the ongoing Bikeability programme running successfully in all Torquay schools. It will utilise the new closed road circuit at the Torbay Cyclo Park, as well as providing instructor led cycle routes on the expanding network of off-road routes. This element is well aligned with the Prime Ministers Cycling Revolution and the Government's ambition for cycling. It directly achieves one of the fronts of cycle proofing, namely cycle training.

6.3 Walking to Schools Programme

A programme focused on increasing the numbers of pupils walking to and from school and building on that to encourage walking at other times. A coordinator will carry out dedicated work with schools, support events, and carry out route audits. This element of the project will encourage walking and sustainable travel amongst younger people and their parents, tackling the obesity levels in Torbay.

6.4 Travel Planning Support

Journey support can be provided through travel planning techniques and can be personalised to maximise the benefits to improve the door to door journey experience. This was one of four key areas highlighted in the DfT's "Door to Door Strategy" as most likely to encourage people to use sustainable transport. This work will be focused on the areas of deprivation where there are traditionally hard to reach individuals who could have better accessibility but may not be aware of how to reach it.

6.5 Walking Route Improvements

This will include works to existing routes, making the walking environment more appealing and accessible and reducing pedestrian / cycle / vehicle conflicts that lead to safety and health implications. This element will focus on signage, and promotion of the routes, both low cost and relatively, but vital, in making walking more accessible to all.

6.6 Bus Service Enhancement

This initiative would seek to connect over 8,000 residences with a fast, direct, frequent service, to the main district hospital. Improving public transport availability for patients, visitors, and staff at Torbay Hospital will reduce the burden on car parking at the site and reduce the costs incurred from missed appointments.

Background Papers:

Funding Application – online www.torbay.gov.uk/lsf "SmartTravel Torbay"



Meeting: Transport Working Party

Date: 10th July 2014

Wards Affected: All

Report Title: Heart of the South West Local Enterprise Partnership – Strategic Economic Plan – Transport Schemes

Executive Lead Contact Details: Councillor Robert Excell, Safer Communities, Highways, Environment and Sport

Supporting Officer Contact Details: Adam Luscombe, Transport Planner

1. Purpose

- 1.1 This report sets out the schemes that have been put forward for funding to Government by the Local Enterprise Partnership, after negotiation with Torbay Council, in the Strategic Economic Plan.

2. Proposed Decision

- 2.1 No Decision is required; the report is for information only.

3. Action Needed

- 3.1 No actions are necessary.

4. Summary

- 4.1 The Strategic Economic Plan (SEP) was prepared by the Heart of the South West Local Enterprise Partnership (LEP) as a funding document. It is a negotiating document between the Government departments and the LEP on various matters including Transport and a decision on funding is expected in July.
- 4.2 Torbay Council, working with the Local Transport Board (LTB) for the LEP area, put forward schemes and these were given a priority by the LTB and LEP with other schemes from across the LEP area.
- 4.3 The Torbay schemes are explained in Section 6 of this report. There were 35 schemes in total, including eight within Torbay. The schemes (and their ranking) are listed in Section 7 of this report.
- 4.4 It is not known how much funding will be awarded to the region, or how that funding will be distributed between schemes. This will become apparent after July and a further update will be given to members in due course.
- 4.5 The Government will, within the same funding allocation, be releasing the £27.1m

for major transport schemes that has already been secured. This allocation is to fund major transport schemes across the LEP area including Torbay Western Corridor and a contribution towards Edginswell Rail Station.

Supporting Information

5. Position

- 5.1 The Government requested that each LEP produce a Strategic Economic Plan as a negotiating tool for allocating finance for 2015/16 onwards.
- 5.2 It is not known what funding allocations will be given or how it will be assessed as it is a competitive process; the announcement is expected in July.
- 5.3 In July 2013 the Department for Transport allocated £27.1m to the LTB. This has been allocated to certain schemes as noted in the table in Section 7. This will not cover the entire cost of those schemes and some will also rely on a future allocation as part of the SEP process.
- 5.4 The prioritisation process was based on a number of factors (such as cost, benefit, economic development supported) and the schemes were independently assessed. Recommendations were then put to the LTB who presented a final list to the LEP to aid the negotiation with Government.

6. Torbay Schemes

6.1 Torbay Western Corridor;

This scheme, fully funded by the existing Government allocations, will deliver significant improvements to the route between Windy Corner and Churscombe Cross.

6.2 Edginswell Rail Station;

The station is part of a joint bid with Devon County Council to deliver two new stations with the other being at Marsh Barton. Most of the funding is secured through the existing Government allocations but the remainder is being sought through this process.

6.3 Torquay Gateway;

This proposal seeks to enhance the junctions and therefore the highway capacity of the route from the South Devon Link Road towards Torquay Town Centre.

6.4 Torquay Town Centre Access;

Following on from the highway improvements in the Gateway this scheme will allow traffic to take a more direct route into the Town Centre through Torre.

6.5 Paignton Rail Station;

In a joint bid with First Great Western, this would deliver significant improvements to the appearance and user experience of the station which is a key site in the

centre of Paignton.

6.6 Broadsands to Long Road Cycle Way;

Some of this route has already been completed but the funding would enable a connection from Long Road, and the developments on the Western Corridor, through to the sea front route linking across Torbay.

6.7 Torre Rail Station;

Again a joint bid with First Great Western, this scheme will improve the accessibility and user experience of the station, as well as enhancing the aesthetics.

6.8 Brixham Transport Hub;

Creation of a year round transport hub enabling cars to park and users to take other modes, such as bus or cycle, into the centre of Brixham. It would expand on the existing park and ride facility.

7. Scheme Prioritisation List

Priority	Scheme	Local Authority	Ask (£)
1*	Bridge Road, Exeter	Devon	3.37
2*	Yeovil Western Corridor	Somerset	0
3*	Torbay Western Corridor	Torbay	0
4*	Derriford Transport Scheme	Plymouth	4.78
5*	Marsh Barton and Edginswell Rail Stations	Devon / Torbay	0.6
6*	A382 Widening Newton Abbot	Devon	5.9
7*	Torquay Gateway	Torbay	3.44
8	Huntworth Roundabout	Somerset	1.91
9	A361 Portmore to Landkey Stage 1	Devon	1.5
10	Derriford Hospital Interchange	Plymouth	1.4
11	Torquay Town Centre Access	Torbay	0.4
12	Traffic Signal Improvements, Northern Corridor	Plymouth	2.1
13	Roundswell Phase 2	Devon	2
14	A38 Deep Lane Junction, Sherford	Devon	2
15	A379 Newcourt Junction, Exeter	Devon	1
16	A39 Heywood Road Junction, Bideford	Devon	1
17	Taunton Rail Station Enhancements	Somerset	4.6
18	SCN - Northern Corridor	Plymouth	2.46
19	Exeter East - West Cycle Routes	Devon	1
20	Paignton Rail Station	Torbay	1.5
21	Broadsands - Long Road Cycle Way	Torbay	1.4
22	Exmouth Rail Station Interchange	Devon	0.3
23	Newton Abbot - Torbay Cycle Route	Devon	1
24	Smart Rural Travel	Somerset	0.3
25	Barnstaple East - West Cycle Route	Devon	1
26	Queen Street, Newton Abbot	Devon	0.8

27	Torre Station	Torbay	0.6
28	Newton Abbot Station Interchange	Devon	1.8
29	Brixham Transport Hub	Torbay	0.5
30	River Parrett Walk and Cycle Route	Somerset	0.38
31	Celebration Mile	Somerset	3
32	SCN - Eastern Corridor and City Centre	Plymouth	3.42
33	Sherford Link, Taunton	Somerset	0.6
34	Newton Abbot East - West Cycle Route	Devon	1
35	Charles Cross and Exeter St improvement scheme	Plymouth	2.1
*Schemes that are fully or part funded by the committed £27.1m – subject to final approval			

Background Papers:

Heart of the South West Strategic Economic Plan

Available from: <http://www.heartofswlep.co.uk/strategic-economic-plan>



Title: **Transport Related Capital Programme 2014/15**

Wards Affected: **ALL**

To: **Transport Working Party** On: **10th July 2014**

Contact Officer: **Patrick Carney**

☎ Telephone: **01803 207710**

✉ E.mail: **Patrick.carney@torbay.gov.uk**

1. Key points and Summary

1.1 This report outlines the key transport related projects that will be delivered as part of the Council's capital programme for 2014/15. Whilst the capital programme for 2014/15 was significantly reduced from that identified within the Local Transport Plan for 2011 – 2026 there are still significant projects that can be delivered. These are as follows:-

- Highway Structural Maintenance
- Fleet Street Phase 2
- Bolton Cross
- Road Safety Initiatives
- Walking & Cycling Improvements
- Integrated Transport Schemes
- Infrastructure for the Disabled
- Western Corridor
- LSTF Cycle Route

2. Introduction

2.1 Previously the majority of capital funding for transport improvements came from the Local Transport Plan capital allocation for Structural Maintenance and the Integrated Transport Block. The priorities for this funding was identified within the Local Transport Plan 2011 – 2026 and more specifically the implementation plan which covers the period 2011 – 2016. These priorities were approved by Full Council, due to the un-ring fencing of these allocations by Central Government, the budgets were subsequently reduced by 33%. Due to this the schemes have had to be prioritised.

2.2 However, the Council has been successful in attracting other funding, most notably Local Sustainable Transport Fund to introduce a frequent ferry service, real time bus information and pinch point funding for the Western Corridor.

2.3 As a result if the above changes and the successful bids, the following projects are currently identified within the Capital programme.

- Highway structural maintenance, £961k – major resurfacing and preventative maintenance in accordance with the Asset Management Plan approved by the Transport Working Party on 27th March 2014.
- Highway Structures, £75k – repairs to failed highway retaining walls
- Fleet Street Phase 2, £218k – further improvements to Fleet Street to provide an additional running lane and improved pavement areas. The scheme will be delivered over the winter 14/15
- Bolton Cross, £72k – widening of Bolton Cross to improve air quality and reduce congestion
- Road Safety, £106k – completion of 13/14 priorities and road safety priorities as identified by the Transport Working Party
- Walking & Cycling, £75k – completion of Preston Cycle Route and match funding to the LSTF Cycle Route
- PT Infrastructure £10k – minor improvements to public transport provision
- Integrated Transport Schemes - £35k – match funding to the bus real time information project
- Infrastructure for the Disabled, £7k – Introduction of minor improvements to improve access for disabled travellers
- Western Corridor, £895k – Widening of the Western Corridor between Roselands Drive and Long Road
- LSTF Cycle Route, £250k – Continuation of cycle route from Torquay Harbour to Torquay Town Centre and Torbay Hospital as approved by the Transport Working Party on 5th September 2013.

Sue Cheriton

Executive Head – Residents & Visitor Services

Appendices

None

Documents available in members' rooms

None

Background Papers:

The following documents/files were used to compile this report:

Local Transport Plan 2011 – 2026