



Minutes of the Transport Working Party

13 August 2015

-: Present :-

Councillor Anne Brooks, Councillor Steve Darling, Councillor Ian Doggett, Councillor Robert Excell (Chairman), Councillor Derek Mills, Councillor Mike Morey and Councillor Mark King (Vice-Chair)

(Also in attendance: Ian Jones, Pat Steward, David Whiteway, Fran Hughes, Shirley Hopkinson, Councillor Nicole Amil, Councillor Vic Ellery, Councillor Richard Haddock, Councillor Terry Manning, Mayor Gordon Oliver, Councillor Julien Parrott and Councillor Jackie Stockman)

198. Apologies for absence

None

199. Appointment of Chairperson

Cllr Excell opened the meeting advising that he is the Executive Lead for Community Services which incorporates Highways and would address the first item to elect a Chair and Vice-Chair of the Working Party. The Chairperson would then chair the remainder of the meeting.

Cllr Excell requested nominations for Chair. Cllr King proposed Cllr Excell as Chair and was seconded by Cllr Mills. Cllr Morey proposed himself and was seconded by Cllr Darling. Voting followed with 3 votes for Cllr Excell and 2 for Cllr Morey. Cllr Excell was accepted as Chairman.

Cllr Excell requested nominations for Vice-Chair. Cllr Mills proposed Cllr King and was seconded by Cllr Brooks. All agreed and Cllr King was accepted as Vice-Chair.

200. Any Other Business

Cllr Excell advised that AOB would be brought forward to the start of the meeting to allow members of the public to speak and ensure that they did not need to attend the whole meeting.

Cllr Haddock addressed the meeting and gave Mrs Curtis' apologies. Unfortunately there was a mix up with the location of the meeting and she attended Brixham Town Hall. The petition that she had intended to present to the Working Party has

now been emailed in and currently has 98 signatures. The subject of the petition is to request double yellow lines at the junction of Mathill Road.

Cllr Haddock handed round a number of photos which highlight the issues that are being experienced at the junction and has been contentious for many years. The area is blocked from 7.30am – 7.30pm due to visitors to the nursing home at the junction and is also a bus route.

Cllr Haddock also requested that the roundabout is also looked at as it is difficult to see the roundabout.

Cllr Ellery advised that all five Brixham Councillors were in attendance at the meeting to support the petition and request. He advised that the primary school in the vicinity has been extended and is due to take in an extra 70 children from September which will result in an increase of traffic. There are regular near misses amounting to three a week. Cllr Ellery stated that he is concerned about the visibility from the roundabout to Longcroft Avenue which does not have a clear view due to parked cars. There is also an issue of cars not stopping at the roundabout when they approach from Horsepool Street. This is now a major issue, escalating over the last 6 years.

Cllr Ellery is concerned that the increase of traffic from September will compound the problem and feels that it is wise to consider the issue urgently and cannot wait until the next meeting in December.

Cllr Excell observed that the double yellow lines would need claws on them to prevent disabled drivers from parking on them.

Cllr King queried if there is adequate enforcement in the area.

IJ confirmed that there is adequate enforcement within the area. IJ advised that there is currently no budget for double yellow lines unless it is part of a capital scheme, funds were requested as part of a planning application, or part of the Road Safety Priorities. Numerous requests for double yellow lines are received and these have to be prioritised according to their implications and budget provision.

IJ advised there is not a collision issue in the vicinity of the roundabout and that it was originally constructed to a larger size to allow large vehicles to be able to make a U-turn if they were unable to access the roads off the roundabout.

Cllr Haddock suggested that the roundabout could be raised without kerbstones to allow this to continue especially as at the moment the roundabout is flat and the white paint has been scrubbed out by vehicles.

Cllr Morey explained further the precise location of the issue which includes a blind spot for traffic where the road bears left. Cllr Morey queried the cost of a traffic order. IJ confirmed that the average cost of an order is £1500 - £2000. Cllr Morey asked if there would be a possibility of Section 106 money to fund the works as there had been two major building enlargements in the vicinity. Pat Steward advised that generally when requesting money under Section 106 these are

normally targeted at specific projects. £5,600 was requested from St Marys towards highway safety but this may be for a specific project.

Cllr Stockman felt that there will be further parking issues created and queried if bollards and narrowing of the road to create priorities would be a better option.

Cllr Mills queried how much it would cost to add a bump to the roundabout as a short term measure. IJ advised that the cost would not be high but funding would still be an issue.

IJ advised that the Road Safety Initiatives priorities, on the Agenda, are based on evidence of collisions and that it is up to the Working Party if they accept these or if they decide if other issues are more important. There is however a fixed amount of funding for the priorities.

Cllr Manning stated that Mathill Road is full with cars parked along it and it is impossible to see what is coming out of the junctions and with the extension to the school there will be more cars using this area. Cllr Excell considered that there is a need there and that funding could be looked at through Section 106's and that this could be considered for the list of priorities.

Cllr Mills proposed that it is included within the priorities list. Cllr Doggett seconded this and agreed Cllr Excell's earlier point that the double yellow lines would need claws on them to prevent Blue Badge holders from parking on them. Cllr King felt that the issue should be proactive and not reactive, taking action to save lives.

Cllr Morey felt that if Section 106 funding is available for this then that should be used instead of funding from the road safety Initiatives. Cllr Excell agreed with this.

Cllr Haddock advised that there is a development due to start in the area of the Police Station and all the traffic for this development would be using the roundabout and suggested that Section 106 money from this development be used. Cllr Ellery agreed that there should be claws on the double yellow lines.

Cllr Morey advised that Development Management Committee have requested £40k Section 106 funding from the Wall Park Development for Century Road and Gillard Road. Pat Steward to look at this and see if any of this funding can be used.

Recommendation:

That Mathill Road is considered to be added to the Road Safety Initiatives priorities as part of this Agenda

Proposed by: Cllr Mills

Seconded by: Cllr Doggett

In favour: All

Cllr Parrott advised that he had two issues that he would like to be considered by the Working Party. These are concerning issues between Quinta Road and Windsor Road and the Ellacombe CPZ.

Cllr Parrott advised that a 2 year old child had recently been hit by a car in Windsor Road and that due to car parking issues this is a dangerous area. The part of Windsor Road where the issue lies is the lower part where it turns into Ellacombe Church Road and requested that the issue is looked at before another accident takes place.

Cllr Parrott highlighted that Quinta Road is used as a race track in the evenings with cars parked on both sides of the road being damaged and requested that traffic calming is installed. Cllr Parrott requested that this is added to the priority list to be considered for next year.

Cllr Parrott advised that issues are being experienced since the addition of Cavern Road to the Ellacombe CPZ with displaced parking in Hoxton Road, Warberry Road West and the top of Princes Road. Representatives from the roads would like to know what to do with regards to being considered for a CPZ next year.

IJ advised that both of these issues can be dealt with as Service Enquiries to Highways. Speed readings have previously been taken on Quinta Road and this can be added back onto the list for further readings to be taken.

Cllr Darling queried why half an hour had been spent at the start of the meeting on Any Other Business and asked if this is what happened at meetings now. Cllr Excell advised that it was brought forward to prevent the Brixham attendees from having to sit through the whole meeting.

201. Minutes of Last Meeting

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

202. Windy Corner Junction Improvement

IJ reminded the Working Party of the history of the Windy Corner Junction Improvement Scheme which has previously been considered by them. The existing recommendation was agreed in 2012, with the options originally being consulted on in 2006. Option 1 was the preferred option from this consultation, however once this was taken forward and advertised it received around 200 objections and had to be looked at again. The Galmpton Residents Association suggested their own proposal for consideration and a further consultation was held in 2011. The Working Party then recommended Option 2 with amendments in 2012.

This scheme wasn't progressed at that time due to funding issues, but was included in the funding bid for the Western Corridor. Funding is now in place with completion of the scheme required by March 2018. Consultants have been asked to look at the options for the scheme again. The results show that the original widening is still the best option. The scheme proposed by Galmpton Residents Association could also deliver similar benefits, however would require land take and service diversions and is unlikely to be deliverable. It is recommended that the option approved in 2012 should be taken forward and implemented.

Cllr Mills asked how the alternative Option 2 differed and suggested that Option 1 could be used as a future bolt-on to Option 2. IJ confirmed that the difference was in the location of the bus stop in an attempt to move it closer to its original position and a change to the Bascombe Road access. IJ confirmed that the options have been considered by the consultants and that in the future the additional lanes can be included within a future improvement of the junction. He advised that if Option 4 is considered then any future scheme would require widening into the Common in the same way.

Cllr Haddock advised that this had been brought up by the Community Partnership who would like a slip lane, together with a footpath and a low wall along the full length of the Common. Cllr Haddock felt that "yellow boxes" should be included at the junctions shown in Appendix 3 to keep the junctions free for emerging traffic.

Cllr Morey advised that the Brixham Community Partnership and Chamber of Trade don't remember any consultation taking place in Brixham however he understands the need to work to the 2018 deadline, but was concerned that Brixham residents have not had the opportunity to give their view and may have good suggestions. Cllr Morey advised that they are happy to arrange a consultation to take place.

IJ advised that the 2018 deadline is due to fixed term funding and it is considered that Option 2 will suit all. It is still possible that there could be objections to the Common 'land take' resulting in a potential Inquiry taking place. Cllr Morey queried if it would be too late if a consultation takes place and is then brought back to the Working Party in December. IJ advised that he is unable to answer this as there is a risk of objections which would slow the procedure down. Cllr Morey suggested that the decision could then be considered under delegated powers. IJ recommended that any consultation should be on the basis of an approved option only.

Cllr Haddock advised that when the previous consultation took place at Churston Grammar School, two thirds of the attendees were from Brixham, with three objectors from Galmpton.

Cllr Stockman queried how much funding was available for the scheme. She also advised that Patrick Carney attended the Community Partnership meeting and advised that 80% agreed to the scheme. When pushed he confirmed that a total of 42 people attended and 80% of this agreed. Cllr Stockman advised that she has received numerous emails relating to issues on Long Road and how these issues are going to be alleviated. She felt that if a decision is made too quick then something could be missed.

IJ confirmed that there is £200k - £300k of funding available for the scheme as this is what was allocated with the Western Corridor scheme, which involves a number of improvements being made between Windy Corner and Churscombe Cross. Funding was requested from the Local Transport Board and the amount allocated is what was requested, however they are expected to underspend where possible.

Cllr Morey queried if consideration had been given to the requirements of cyclists and pedestrians. IJ advised that facilities are included at the Windy Corner end.

Cllr Morey queried if a roundabout option had been considered. IJ confirmed that this was one of the layouts modelled and was found to be not as beneficial as traffic signals. Cllr Haddock advised that there is an old bunker under the junction which needs to be taken into consideration when works are taking place.

Recommendations:

That Option 2 Alternate version as shown in Appendix 3 is adopted, with the addition of yellow hatched boxes on the junctions and crossings.

Proposed by: Cllr Mills

Seconded by: Cllr King

In favour: 3 in favour, 1 abstained

That options for a future long term strategy for the junction are developed for further consultation and inclusion within subsequent funding bids.

In favour: All

Cllrs Ellery, Stockman, Manning left the meeting

203. Road Safety Initiative 2015/2016

IJ advised that the Road Casualty Reduction Report is usually presented to the Working Party in June, however due to the meeting being delayed this has already been published and is available on the Council's website, link below.

www.torbay.gov.uk/roadcasualtyreductionreport2014.doc

IJ advised that the Road Safety Initiatives report provides Members with an update on the road safety initiatives and Safer Routes Schemes completed to date together with those previously approved schemes which have not been completed. Appendix 4 shows the schemes that are recommended to be implemented over the next year.

The proposed schemes are:-

- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham
- 20mph zones outside schools

Cllr Mills queried if it was worth progressing with the scheme for Riviera Way due to the current works on the South Devon Link Road or if it would be better to wait for the road to be completed. IJ confirmed that it was proposed to leave this scheme until later in the year to enable any new concerns to be reviewed. Cllr Mills felt that the new road would need to be in use for a good year before any review is carried out. Cllr Mills suggest that this scheme is removed and that Mathill Road, Brixham replaces it.

Cllr Darling requested clarification on the 20mph zones around schools and felt that the zones should be at all times and not at school times. Cllr Morey queried if there was a cost difference between the two and whether it would cause confusion for drivers. Cllr Excell considered that the zones should be in place 24/7 as you don't know who is using school premises throughout the day. IJ advised that there are a number of issues in connection with 20mph zones and that the Police do not enforce them. They are expected to be self enforcing. The zones that are variable will have flashing lights to indicate to drivers when the zone is in force. Traffic Regulation Orders are required for those that are permanent. Cllr Doggett pointed out that if you are hit at a 20mph you are more likely to survive than if hit at a higher speed and would like to see the zone as permanent. Cllr Excell advised that the slower speeds will be beneficial as more people start driving electric cars as these cannot be heard, even at higher speeds.

Cllr Brooks felt that variable zones would be better as the flashing lights used with these would make the motorist more likely to notice the zone. IJ advised that the costs are variable as more apparatus are required with the variable, speed limit, however there is a cost for Traffic Regulation Orders and signs for the permanent restrictions.

Cllr Darling also wished to state that he felt that 20mph limits should be considered within the wider community and not just outside of schools. The request was noted by the Chairman.

Cllr Haddock queried if the flashing lights at Tweenaway are manual or automatic. IJ confirmed that these are automatic. Cllr Haddock advised that he regularly passes these at 4am and they are on. IJ advised that there is currently an issue with the supply of some of the equipment which is currently with the manufacturer.

Cllr Doggett proposed that the Mathill Road issue is added to the list and Cllr Morey seconded it.

Recommendation:

That the schemes shown in Appendix 4 are implemented with the addition of Mathill Road to help to reduce the number of vehicle collisions and related casualties across the bay area, in the following order

- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham
- Mathill Road, Brixham
- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- 20mph zones outside schools

Proposed by: Cllr Mills

Seconded by: Cllr Doggett

In favour: Four in favour

- Mathill Road, Brixham
- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham

- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- 20mph zones outside schools

Proposed by: Cllr Morey
Seconded by: Cllr King
In favour: Three in favour

Following voting, it was agreed that the priority order of the schemes will be :

- A379 Teignmouth Road, Torquay
- A379 Dartmouth Road (locally known as Kennels Road), Brixham
- Mathill Road, Brixham
- A3022 Riviera Way, junction Browns Bridge Road, Torquay
- 20mph zones outside schools

Mayor Gordon Oliver joined the meeting.

204. Minor Congestion Relief Schemes 2015/16 and 2016/17

IJ advised that the previous allocation of funding for the Bolton Cross scheme was used to purchase the Thresher's site and prepare it for the improvements to the junction to be carried out. This has however been delayed for a number of reasons related to the marketing of the site and there is now pressure to move this scheme forward under the Congestion Relief Programme. The scheme provides an extra lane on the Market Street side of the junction removing one phase of traffic lights to improve the traffic flow and improve the air quality. It is also intended to look at schemes for the following year as there is expected to be a reduced allocation for 2016/17. The improvements proposed for 2016/17 are for CCTV to be installed at Manor Corner, improved signal systems at Seaway Road and the installation of additional Free Text signs.

Recommendation:

That the junction improvement at Bolton Cross is implemented as the Minor Congestion Relief Scheme for 2015/16 and that the further recommendations in Option 1 are progressed in the 2016/17 financial years.

Proposed by: Cllr Morey
Seconded by: Cllr Darling
In favour: All

205. Grand Hotel Roundabout, Torbay Road, Torquay

IJ advised that he had been requested by the Mayor to look at the possibility of changing signalised junctions to roundabouts. Following this the junction at the Grand Hotel was looked at in more detail by a consultant which included modelling of the junction as it is and with a roundabout, accommodating growth. As there is also a signalised pedestrian crossing it was also decided to look at pedestrian and cycling links through the junction and to the railway. It is proposed to progress a detailed scheme in readiness to include within future bids for funding.

Cllr Doggett stated that the crossing is well used, together with the crossing at The Kings Drive. IJ advised that they intend to look at the bigger picture in more details. Pat Steward advised that they are happy to include this in bids for the next round of LTB funding.

Cllr Darling queried if further consultation would be carried out and if clarification could be given on user groups that would be included in the consultation. IJ confirmed that Focus Groups and Stakeholders would be consulted, however he is also open to suggestions of others who should be consulted. Cllr Darling requested that IJ circulates separately, details of who is included in the Focus Groups to enable suggestions to be made.

Recommendation:

That Highways continue to carry out further detailed design work, in readiness to progress the scheme to construction, as and when suitable funding becomes available and that the scheme is included within bids for future funding opportunities.

Proposed by: Cllr Mills

Seconded by: Cllr King

In favour: All

206. Policy for Replacement of Signalised Junctions

IJ advised that he was asked to review signalised junctions and a desktop study was carried out looking at each junction and if there was any advantage in changing to a roundabout at the end of the residual life of the equipment, in a similar way to the Cadewell Lane junction roundabout which was changed 16 years ago.

IJ highlighted that there are a number of issues to consider when looking at the junctions including visibility, junction layout and the balance of the traffic flow. It was also decided to look at pedestrian crossings in a similar way to see if would be appropriate to change these depending on the speed of the road, visibility and vulnerability of users.

The junctions considered to be suitable to be considered for change are:

- Hele Road/Broomhill Way
- Torbay Road/Rathmore Road, Torquay (Grand Hotel)
- Esplanade Road/Garfield Road, Paignton
- Brixham Road/Borough Road, Paignton

The signalised crossings considered to be suitable to be changed are:

- Belgrave Road/Church Street, Torquay
- Torquay Road/St Pauls Road, Paignton
- Esplanade Road/Lower Polsham Road, Paignton
- Middle Street, Brixham

- Pimlico, Torquay
- Lymington Road, Torquay
- Lymington Road/Wrights Lane, Torquay
- Hele Road/Truro Avenue, Torquay

Cllr Haddock suggested that the lights from White Rock should be looked at as there are so many of them and it is confusing as you come over the brow of the hill as to which one you should be looking at. Cllr Mills considered that the Western Corridor needs looking at due to the amount of traffic lights along it and that there is ample room for roundabouts to be installed.

Mayor Oliver thanked IJ for putting together the report to establish in principle the long term strategy to reduce the cost of replacing signals where suitable and welcomes suggestions. There have been a lot of complaints about the ring Road due to synchronisation and timing which also needs to be reviewed. Mayor Oliver also felt it a good idea to look at replacing signalised pedestrian crossings where possible.

Pat Steward was aware that there are synchronisation issues at the new development, however with measures already taken traffic is moving 3 minutes quicker on average through this section of road. Pat Steward queried if there was a clause on the Western Corridor improvements where if the lights are changed to roundabouts that funding would have to be paid back. IJ advised that he is not aware of any.

Cllr Haddock queried what will happen to the section of the Western Corridor from White Rock to Windy Corner, if this would change. IJ advised that there are no plans to widen this section of road at the present time.

Recommendation:

- 1. That the junctions identified in the report are considered for replacement with an alternative arrangement such as a roundabout, as future funding initiatives or when the existing signal apparatus has reached the end of its residual life.**
- 2. That signalised crossings identified in the report are considered in the same manner for replacement with lower maintenance crossing options such as zebra crossings.**

Proposed by: Cllr King

Seconded by: Cllr Mills

In favour: All

Mayor Gordon Oliver left the meeting

207. Summary of LTB Programme 15/16 - Verbal Update

Local Transport Board – David Whiteway advised that this is part of the Local Enterprise Partnership and previous funding bids for the Western Corridor and

Torre Traffic reversal have been successful. Bids are being prepared for the next round of funding with detailed schemes. These include:-

- Paignton Town Centre to include:
 - Traffic and pedestrian improvements
 - Paignton Railway Station refurbishment
 - Penwill Way junction improvements
 - Clennon Valley to Paignton Town Centre Cycle Route
- Torquay Harbourside including Grand Hotel – walking, cycling and traffic improvements
- Brixham Transport Hub including Park and Ride facilities, to include widening of Monksbridge Road

Torre Railway Station is not being included in this round of bids as funding has been sourced from s106 and extra CCTV has been delivered. A385 Totnes Road scheme has been deferred due to Collaton St Mary masterplan proposals. Improvements to bus links to Exeter may be deferred due to lack of support from Stagecoach.

Pat Steward highlighted that he has been informed that there is less funding this time from Heart of the South West, therefore it will not be as easy to gain funding.

Cllr Excell advised that he sits on the Board and one of the reasons that Torbay has been so successful is due to the amount of information they have provided in their applications.

Cllr Darling queried if there was an update on Real Time Information. David Whiteway advised that there has been a delay due to a technical issue in gaining information from Stagecoach, resulting in Torbay being moved down the queue for this information. Access has now been gained to the system and is currently being tested. A number of black poles have been installed across the Bay in readiness for screens to be attached to them imminently.

208. Revised Implementation Plan for Local Transport Plan - Verbal Update

David Whiteway advised that the Strategy to 2026 document details the schemes and what is being proposed. A new plan is due to be written in September, with consultation taking place in October/November, to be presented at the next Transport Working Party in December. The Plan is then due to be presented to Full Council in early February 2016.

209. Review of A Boards - Verbal

IJ Jones advised that a document is in the process of being prepared for consultation on A Boards in Town Centres. There is currently a voluntary agreement in place, which unfortunately is not working. It is proposed to introduce a licensing system for A Boards, however this may be controversial. Cllr Darling advised that he has recently met with the Guide Dogs Association who raised concerns over the regulation of A Boards within the Bay.

210. Date of Next Meeting

17th December 2015, 4.00pm, Meadfoot Room