



Wednesday, 5 August 2015

## **TRANSPORT WORKING PARTY**

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

**Thursday, 13 August 2015**

commencing at **4.00 pm**

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

### **Members of the Committee**

Councillor Excell (Chairman)

Councillor Brooks

Councillor Mills

Councillor Darling (S)

Councillor Morey

Councillor Doggett

Councillor King (Vice-Chair)

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**A prosperous and healthy Torbay**

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For information relating to this meeting or to request a copy in another format or language please contact:

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# **TRANSPORT WORKING PARTY AGENDA**

1. **Apologies for absence**
2. **Appointment of Chairperson**
3. **Minutes of Last Meeting** (Pages 3 - 6)
4. **Road Safety Initiative 2015/2016** (Pages 7 - 22)
5. **Minor Congestion Relief Schemes 2015/16 and 2016/17** (Pages 23 - 26)
6. **Grand Hotel Roundabout, Torbay Road, Torquay** (Pages 27 - 29)
7. **Windy Corner Junction Improvement** (Pages 30 - 42)
8. **Policy for Replacement of Signalised Junctions** (Pages 43 - 48)
9. **Summary of LTB Programme 15/16 - Verbal Update**
10. **Revised Implementation Plan for Local Transport Plan - Verbal Update**
11. **Review of A Boards - Verbal**
12. **Any Other Business**
13. **Date of Next Meeting**  
The next meeting of the Transport Working Party will be held on Thursday 17<sup>th</sup> December 2015.



## Minutes of the Transport Working Party

15 January 2015

-: Present :-

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

(Also in attendance: Patrick Carney, Councillor Bobbie Davies, Councillor Robert Excell, Sally Farley, William Prendergast and Kirsty Shears)

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### 194. Apologies for absence

Sue Cheriton

Cllr Amil (Cllr Hytche in attendance as representative)

Cllr Hill opened the meeting and asked for any declaration of interest in the agenda item – Cllr Excell confirmed an interest as he owns two properties in Union Street.

### 195. Torquay Town Centre Access

- BP outlined to the Working Party that the report being considered is in response to Growth Deal Funding being agreed, in principle, by the Head of the South West Local Enterprise Partnership (LEP) to change the traffic flow into Torquay Town Centre. BP outlined the 4 options being presented in the report and confirmed the Officers recommended option is Option 1.
- BP expressed the critical timeline of the scheme with a deadline for submission of the Business Case to the Local Transport Board in March 2015.
- An overview of the Options was presented by BP and PC as detailed in the report.

#### Speakers at the meeting:-

- Mrs Rainbird
- Swithin Long
- Claire Hayward
- Mrs Bradford & Mr Lang Torre Traders

#### Mrs Rainbird (on behalf of the Pensioners)

- Mrs Rainbird expressed concern regarding increased CO<sub>2</sub> omissions if Option 1, 2 or 3 was approved.
- Mrs Rainbird expressed that Options 2 and 3 would delay the traffic flow with further pedestrian crossings being introduced. The reversal would create pavement pollution and a rat run and kill off local trader business.

- Mrs Rainbird expressed concern regarding 5x increased pollutants from vehicles and that the residents of Palm House would be subjected to increased traffic fumes. Mrs Rainbird was concerned with negative health effects and a black carbon problem.
- Mrs Rainbird was in favour of retaining the existing route along Lymington Road stating this is a wider tree-lined road, and that better signage could be implemented.
- Mrs Rainbird was of the opinion there is a Duty of Care for the community in Torre with reference to air pollution.

**Swithin Long – Support Worker at Home Palms (Speaking on behalf of the residents from Home Palms House on Brunswick Square in Torre)**

- The residents at Home Palms have perceived there has been a lack of consultation with local residents and feel the traders have been consulted with more than residents.
- Mr Long advised the surveying carried out in Brunswick car park was for 1 day and that further surveying needs to be carried out.
- Mr Long raised concern regarding refuse lorry that regularly parks on the roadside outside Home Palms due to a low canopy entrance. This currently causes traffic congestion which will be increased if the reversal goes ahead. This would also cause a problem for emergency vehicles that are often required to visit the property.
- Residents face difficulties gaining access to the House at present and fear the problems will only get worse.
- The residents are concerned regarding an increase in air pollution, where they already have to shut windows in the summer months and additional traffic will increase the problem that already exists.
- The residents suggest the local traders are against the reversal of traffic flow.
- Is the road side car park designed to cope with increased traffic?

**Claire Hayward (Residents of Morgan Avenue)**

- Ms Hayward confirmed a Petition has been passed to Bill Prendergast prior to the meeting. Ms Hayward raised concern that the proposed options will cause more problems than resolve outstanding issues.
- On the consultation day Ms Hayward could not find Morgan Avenue on the plans. Ms Hayward advised there are existing problems on Morgan Avenue with traffic speeding causing minor accidents and proving a danger to pedestrians, particularly children. Ms Hayward advised that the local MP and Councillors have been aware of these issues since they began recording incidents in 2009. From the petition submitted Morgan Avenue is used as rat ran. Ms Hayward was of the option if the scheme goes ahead the top of road will need to be shut off.
- Ms Hayward advised a better option would be to have the traffic go along Avenue Road rather than through Torre.
- Ms Hayward confirmed she is open to meeting with Council officers to work together regarding traffic calming rather than consulted at the last moment.

**Mr Lang (Vice-Chairman of the Torre Traders Association)**

- Mr Lang appreciates the fears of local residents but feels these are unfounded.

- Mr Lang does not believe there will be additional traffic past Home Palms, and that there would possibly be a slower and quieter flow of traffic.
- Mr Lang believes Torquay needs to be looked at in its entirety, particularly with the new SDLR, to ensure a main and direct route into Torbay is achieved.
- Mr Lang responded to comments previously made regarding Torre Traders not being in favour of the traffic reversal stating that regular meetings are held with the Traders and not 1 trader is against this scheme. The reversal will increase traffic past the shops and boost income.

### **Mrs Bradford**

- Mrs Bradford confirmed she has lived and worked in Brunswick Square for many years and does not feel any more traffic will be going past Home Palms House than already. In favour of option 1.

Patrick Carney confirmed the following points raised by the speakers:

- Technically the proposed route into the Town Centre with the proposed reversal is a shorter distance than going via Lymington Road. An assessment shows the total pollution and Co2 omissions would be reduced. The increase on Union Street is correct, during am peak there is a 3 fold traffic increase going through Torre – that is the point of the scheme.
- The road past Brunswick Square car park is wide enough but there may have to be some work to thicken up the bitmac layers.
- There should not be an increase in traffic past Home Palms but the traffic flow would be on two sides.
- Morgan Avenue was not in the consultation plans as the road would not be directly affected. However there may be a possibility for traffic calming if there is some money available. PC confirmed a covert camera can be put in place to establish speeds, and once the changes are reviewed Torbay Council would be happy to works with the residents.

### **Discussion regarding Options in report:**

- Cllr Hytche requested confirmation on the cycleway. PC advised a cycleway is already being implemented and funded from the Local Sustainable Transport Fund along Lymington Road, past the Town hall, through the town. Cyclists will be able to come in via the same route as vehicles along Union Street. Option 1 would route down Trematon Avenue to join the new cycle route. In Options 2 and 3 the route in would be past the Church.
- Councillor Cowell felt Option 3 was the best option to get the route right the first time. PC advised that with Option 3, only light vehicles will be able to turn right up Tor Hill Road. There would be concern regarding the enforcement of this issue and the danger that larger vehicles may attempt to turn right. Councillor Cowell felt there would be a mixed message at Trematon if Option 1 was progressed. PC advised the appropriate signage will be erected.
- Cllr Doggett requested clarification relating to Mrs Rainbird's comments on air pollution. The EU is soon to promote a Level 6 Omissions Standard. PC advised this is likely to be voluntary in the first instance rather statutory. In reality the No 12 buses have modern clean engines and in relation to other

HGV's there are standards in place through the MOT process that control emissions.

- PC confirmed in relation to Mr Long's concerns regarding emergency vehicles using the highway outside House Palms, this could be looked at with a view to localised widening and that these comments will be taken on board.
- Cllr Addis agreed the current situation is not acceptable and there is a need for a direct route to the town centre. Councillor Addis requested clarification why Option 1 is preferred over Option 3. PC advised that both Options are physically possible, but officers have some concerns relating to Option 3. The advantages of Option 1 are that this route would take the vehicles past the entrance to the Town Hall car park, past access to the Haldon Centre car park up Castle Road, and towards the Lower Union Lane car park entrance. Option 3 would require additional traffic signals and a further set is not preferred. With Option 3 the road widths will vary between 5.7 to 6m on Union Street and in the Manual for Streets, it stipulates a minimum of 5.5m for two way traffic, which is kerb to kerb. When vehicles are parked on one side of the road, you lose up to 300mm, and getting out of vehicles onto the oncoming traffic is a cause for concern. The final point is the effect on the Castle Circus junction. If Option 3 was progressed more footway would be lost. There is concern coming down Union Street that you will not be able to turn right up Tor Hill Road and will have to go through the Town Centre to reach a car park. With Option 3 there would be signals at Trematon and more at Castle Circus, where Option 1 would provide free flow for traffic all the way into the town centre (apart from the pedestrian crossing).
- PC confirmed there has been no input from the emergency services at this point – their views have been requested.
- Cllr Excell reiterated that Morgan Avenue is a busy street particularly in the summer months and is used as a rat run, this needs to be looked at. Councillor Davies agreed and is keen to get a camera in place to view the traffic flow 24 hours a day, 7 days a week and would like this to be part of the design process.
- PC confirmed if Option 1 is chosen there will be an additional option in the detailed design between a give way or a merge as outlined in Appendix 4.

**Recommendation:**

Councillor M Hytche proposed Option 1; Councillor I Doggett seconded. Cllr Addis and Cllr Brooksbank were also in support of Option 1.

Councillor M Pountney and Councillor D Cowell voted against Option 1.

Motion carried: Option 1 to be progressed.

**196. Any Other Business**

None

**197. Date of Next Meeting**

18th June 2015, 4.00pm, Meadfoot Room, Town Hall.



**Meeting: Transport Working Party**

**Date: 13<sup>th</sup> August 2015**

**Wards Affected: All**

**Report Title: Road Safety Initiative 2015/16**

**Executive Lead Contact Details: Councillor R Excell, Executive Lead for  
Community Services**

**Supporting Officer Contact Details: Ian Jones, Principal Engineer and Acting  
Service Manager - Highways and Transport**

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## **1. Purpose**

1.1 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2015/16.

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 2015/16, as identified in **Appendix 4**.

## **2. Proposed Decision**

2.1 It is proposed that members recommend to continue with the programme of implementation:

- The implementation of the proposed schemes in **Appendix 4** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

## **3. Action Needed**

3.1 It is recommended that members approve the proposals outlined in **Appendix 4**.

## **4. Summary**

4.1 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.

4.2 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.

4.3 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.

4.4 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.

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## 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 2015/16.

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** and completed analysis **Appendix 3**.
- Seek approval from Members to implement the list of Safer Travel Schemes for 2014/15 as identified in **Appendix 4**.

(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.

Due to budgetary constraints there were no Safer Routes Schemes completed in 2012/13, 2013/2014 and 2014/2015.

In 2014 there was a decrease in child KSI's (0 – 15) within the bay area from five to three, provisional analysis shows that all 3 of these casualties were pedestrians.

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 no longer 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.

The authority continues to run cycle training for all age groups and in the year 2014/15, our team of experienced instructors trained 1,234 riders ranging in age from 5 to 70 years old.

We teach cycle training under the 'Bikeability' banner at Level 2 standard to pupils in years 5 and 6 in all primary schools in Torbay. This teaches children their bike handling and on-road skills.

In addition to this we run popular school holiday courses, which teach 'Learn to Ride' skills through to Level 2 from age 5 to 14.

For 2015 / 2016 we have secured monies from the Department for Transport Local Sustainable Transport Fund to enable us to provide free adult training. This will take various forms ranging from 'Learn to Ride' sessions at Torbay

Velopark to bespoke 'one to one' two hour sessions with one of the team of national standard instructors. We also offer a free one-day full day course. 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 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 2013-2015 has shown that there are two cluster sites (3 No. killed or seriously injured casualties within a radius of 50m) identified, however there are also a number of sites identified which cause concern.

Cluster Site:

- A3022 Hyde Road, Paignton
- A3022 Riviera Way, junction Brownsbridge Road, Torquay

It should be noted that the cluster on the A3022 Hyde Road was identified in last year's report and notes regarding this location, as well as South Street and Torbay Road, can be found in Appendix 3.

Sites for concern:

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

Full details of the proposals for these sites can be found in **Appendix 4**. 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 2015/16 is included in **Appendix 4**.

## **6. Possibilities and Options**

### **6.1 Option 1**

It is recommended that members approve the following:

Continue with program of Implementation

- The implementation of the proposed schemes in Appendix 4 will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

### **6.2 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 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 the Executive Lead for Safer Communities, Highways, Environment and Sport for consideration.

## **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 the Executive Lead for Safer Communities, Highways, Environment and Sport for consideration.

## 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 the Executive Lead for Safer Communities, Highways, Environment and Sport for consideration.

### **Appendices:**

- Appendix 1 Works carried out on the safer routes schemes
- Appendix 2 Update of previous schemes identified as Safer Travel Schemes, which have not been completed.
- Appendix 3 Completed analysis of schemes identified in the 2014 / 2015 Road safety Initiatives Report.
- Appendix 4 Schedule of all proposed Safer Travel Schemes for 2015/16

### **Additional Information:**

None.

### **Documents available in Members' Rooms:**

None.

### **Background Papers:**

Devon and Torbay Local Transport Plan 2011 - 2026

## Road Safety Plan

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
<b>Primary Schools (31)</b>			
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. Permanent 20mph speed limit implemented during 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. Variable 20mph speed limit on Old mill Road, implemented 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. Introduction of variable 20mph speed limit on Dartmouth Road, due summer 2015.	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

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
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 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. Review of parking restrictions undertaken autumn 2014 and new restrictions implemented.	2 signs with flashers approaching SCP Burton Street 2 signs
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. New uncontrolled pedestrian crossing point constructed on Victoria Road.	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	2 new signs and flashers on approach to rear school entrance SCP site Upgraded to GMS (mobile phone control) 2010/2011

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
		pedestrian links. Revisions to the parking restrictions on both Hayes and Totnes Roads have been carried out. Variable 20mph speed limit implemented on Totnes Road, during summer 2014.	
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
Homelands, TORQUAY	Westhill Road on new Zebra Crossing	Footway widening, zebra crossing, bollards and guard rail. Variable 20mph speed limit implemented on Westhill Road, during summer 2014.	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	New build-outs, provision of parking lay-by and restrictions introduced during 2014. Variable 20mph speed limit on Old Paignton Road, due summer 2015.	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)

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
			Upgraded to GMS (mobile phone control) 2010/2011
Roselands, PAIGNTON	No	Footstep markings. Variable 20mph speed limit on Roselands Drive, introduced during 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. Variable 20mph speed limit on Cecil Road, implemented summer 2014.	Patrol sign with single flasher on each approach
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	4 Patrol signs with single flasher on each approach. School sign on approach to school annexe. Upgraded to GMS (mobile phone control)



<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
		Teignmouth Road improved crossing point with parking permit scheme. Improvements to Lymington Road including New pedestrian Crossing.	
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
<b>Secondary Schools (8)</b>			
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
Devon Studio School Newton Road, Torquay	No	Provision of revised parking restrictions and cycle facilities implemented during 2014.	
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. Variable 20mph speed limit, implemented summer 2014.	Existing Signs upgraded in 2010
Paignton Community College (Lower school) Waterleat Road.	No	Waterleat Road Traffic calming.	

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
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. Introduction of variable 20mph speed limit on Borough Road, due summer 2015.	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. Introduction of variable 20mph speed limit on Cricketfield Road, due summer 2015.	Existing Some signs upgraded during 2010.
Torquay Girls Grammar	No	New puffin crossing	Existing
Westlands Bi-lateral, TORQUAY	No	No	Existing
<b>Special Schools (3)</b>			
Combe Pafford, TORQUAY	No	As Watcombe, TRO,s	Existing
Torbay school, PAIGNTON	No	No	Existing
Mayfield, TORQUAY	No	As Watcombe	Existing
<b>Private Schools (3)</b>			
Tower House School	No	No	Existing
Stoodley Knowle, TORQUAY	No	Kerb build out, bollards	Existing
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.

## 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.

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

Funding has been sourced from the Local Transport Board for a continuation of the Western Corridor scheme in this area. These works will allow a widening of the carriageway on the Eastern side to allow for the provision of a protected right turn facility (into Waterleat Road), as well as an upgrade to the controlled pedestrian crossing facility. A central pedestrian reserve will be constructed to allow the signals to work separately for each carriageway, therefore improving traffic flow. These works will be undertaken during the winter of 2014 / 2015.

- **Strand, Torquay**

This scheme continues to be dependent on the Torbay Development Agency's proposals for the redevelopment of the harbourside area.

However pedestrian collisions during the evening / early hours of the morning continue. A short section of the South Eastern footway of Torwood Street was widened during the winter of 2012 / 2013 and the implementation of a scheme to introduce a 20mph speed limit through the area of The Strand / Torwood Street and Victoria Parade during the evening will be undertaken during the Autumn.

- **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 31<sup>st</sup> January 2013. An ongoing program of schemes will be developed, based around the policy which was approved by members of the Transport Working Party and presented for consideration by the Executive Lead.

An ongoing program of schemes is being developed and the following schemes were approved by the members of the Transport Working Party for the implementation of variable 20mph zones operational at school times. After delays due to supply and service connections, these schemes will now be commissioned during the early part of the 2015 / 2016 financial year.

Paignton	Curledge Street Academy, Dartmouth Road Paignton Community and Sports Academy, Borough Road
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Torquay	Torquay Academy, Cricketfield Road Homelands Primary School, Westhill Road
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Full details regarding the investigation into the following three locations, as identified in the 2014 / 2015 Road Safety Initiatives Report can be found in **APPENDIX 3**.

- **Hyde Road/Torquay Road, Paignton**
- **South Street/East Street, Torquay**
- **Torbay Road, Torquay**

### Notes

As a recommendation of the Road Safety Initiatives Report for 2014/15, the following investigations were carried out.

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

The area of the Hyde Road / Torbay Road / Cecil Road junction was reviewed due to the evidence of a collision cluster at occurring in this location. After an investigation of the collisions in this area over the last three years, it was determined that whilst there have been 13 various incidents at these locations, they could not be attributed to one particular causation factor.

There were notable incidents involving pedestrians around the Hyde Road area however the causations ranged from crossing in front of parked vehicles, to being hit by mobility scooters. Many of the other collisions occurred due to failure to look by either or both parties involved.

The pedestrian crossing and immediate area around this on Hyde Road was looked at for a potential scheme to prevent early merging of traffic which was seen as a possible causation factor distracting drivers from observing pedestrians crossing due to the risk of vehicles merging from their left or right.

One option considered was to extend the central island further into Hyde Road to prevent the merging of vehicles until after the pedestrian crossing and possibly provide a central pedestrian refuge. However this was dismissed as not possible as this would prevent the free movement of large goods vehicles and buses turning in from Torbay Road in both direction, and it was felt that placing hatched markings instead would not provide the desired effect.

Another option was to relocate the loading bay currently outside no's 8-14 Hyde Road from its current position in the running lane for traffic into its own lay-by by narrowing a 40m section of footway. However due to the level of services underneath this section of footway it would have made the works difficult and costly and could not be guaranteed to solve the issues occurring at this site.

Therefore it was felt that there was no suitable cost effective solution available to improve this junction and that no single main causation factor could be attributed to the recorded collisions. However as with all roads within the Bay area, this will continue to be monitored.

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

This junction was reviewed due to a cluster of collisions occurring in this location. Having reviewed the location for collisions over the last 3 years it was found that there had been 8 incidents in this area, of these 6 were due to vehicles ignoring the traffic lights and driving through on red resulting in collision. Two others were slights involving collisions with other vehicles not related to red light violation.

As the junction is adequately controlled by traffic signals, which are clearly visible to approaching traffic and that there is already a red light violation camera on site, it is not felt that there are any further alterations or engineering improvements which could be undertaken to improve the situation.

It is felt that the only treatment would be to ask the Peninsular Safety Camera Partnership to increase enforcement of the red light violation, by increasing the frequency of which a camera is placed in the housing.

- **Torbay Road, Torquay**

The area of Torbay Road fronting Torre Abbey Meadows was reviewed due to the evidence of a cluster of collisions occurring in this location and having reviewed this location for collisions over the last 36 months it was found that there had been 9 incidents in this area.

Of these, 6 were involving pedestrians who attempted to cross the road in a similar location, resulting in slight injuries on all cases. The other collisions could be attributed to either vehicles pulling out of parking spaces, hitting vehicles travelling in the same direction on the highway or colliding with parked vehicles.

Having looked at all cases, whilst a definite cause was found to be pedestrians crossing the road without taking due care, it was felt that there would not be a benefit to improving crossing facilities as adequate facilities existing to each side of this location in the form of controlled crossing locations.

The prevention of collisions with vehicles could be improved with the widening of the carriageway on both sides to allow adequate width for two lanes of running traffic, as well as width for parked vehicles each side, however the works required would be costly and require relocation of lamp posts, removal and replacement of flowerbeds and some loss of footway width.

Therefore it was felt that no suitable scheme could be implemented here without causing further congestion by the implementation of another controlled crossing facility, with no guarantee that it would encourage pedestrians not to walk through traffic or at considerable cost for the improvements gained. As such, it is not considered practical to undertake any further works at this site.

Proposed Schemes for 2015/16

Schemes in priority order and subject to funding:

- **A3022 Riviera Way, junction Browns bridge Road, Torquay**  
Initial analysis shows no conclusive link between the recorded collisions. It is recommended that this junction will be fully reviewed later in 2015 / 2016 financial year, when the South Devon Link Road is fully operational.

- **A379 Teignmouth Road, Torquay**  
Works will include resurfacing with high friction surfacing around the bend by Steps Lane, along with signing and lining works to highlight the location of this bend.

This route (A379 Torquay to Exeter) will also be looked at in conjunction with Devon County Council as a joint initiative, in an effort to both reduce collisions and change driver behavior. This A road route has been identified as being within the worst 10% of A road routes in Devon (based on route analysis collision performance).

- **A379 Dartmouth Road (locally known as Kennels Road), Brixham**  
Analysis and local intelligence provided by the Police has shown a mixture of both injury and damage only collisions, a number of which are listed as the contributory factor being 'loss of control'.

This road will be treated as a linear road safety scheme (including verge ploughing, signing and lining works) as well as being surface dressed from its junction with Brixham Road to the Hillhead roundabout, as part of our annual resurfacing programme.

- **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:

Brixham:	Eden Park Infants / Juniors, Drew Street
Paignton	Hayes School, Hayes Road (partly Section 106 funded)* Paignton Community College (lower school), Waterleat Road*
Torquay	Ellacombe Primary School, Ellacombe Church Road/ Victoria Road, Ilsham Church of England Academy, Ilsham Road Combe Pafford and Mayfield Special Schools and Watcombe Primary School, Moor Lane* Queensway Catholic Primary School, Queensway* Sherwell Valley Primary, Sherwell Valley Torre Church of England Academy, Barton Road*

Note: Schemes marked thus \* will be permanent 20mph zones as opposed to variable 20mph advisory speed limits, as the existing road lay-out already features traffic calming.



**Meeting: Transport Working Party**

**Date: 13<sup>th</sup> August 2015**

**Wards Affected: Berry Head with Furzeham, Preston, Roundham with Hyde**

**Report Title: Minor Congestion Relief Schemes 2015/16 and 2016/17**

**Executive Lead Contact Details: Councillor R Excell, Executive Lead for  
Community Services**

**Supporting Officer Contact Details: Ian Jones, Principal Engineer and Acting  
Service Manager - Highways and Transport**

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**1. Purpose**

1.1 To determine schemes for the forthcoming financial years to continue the current programme of Minor Congestion Relief Schemes in Torbay.

**2. Proposed Decision**

2.1 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.

**3. Action Needed**

3.1 Once a recommendation is obtained from this Working Party, any approved schemes will be progressed under the approved Local Transport Plan.

**4. Summary**

4.1 The Transport Working Party approved the priorities for Minor Congestion Relief Schemes in June 2011 and June 2012.

4.2 Improvements were approved and implemented for some of the junctions highlighted in the previous reports, with two junctions, 'Dartmouth Road/Penwill Way' and 'Abbey Gates' being deferred for improvements subject to future funding opportunities and studies.

4.3 As part of the Council's Integrated Transport Block Capital allocation for 2015/16 and 2016/17, funding has been identified for further Minor Congestion Relief Improvements. A recommendation of the Working Party is therefore required in respect of the priorities for schemes to be progressed under this funding.

4.4 The proposed rebuilding works and junction improvement to Bolton Cross, Brixham have been unable to be progressed beyond the demolition of the former building at

2, Fore Street due to issues delaying the marketing of the residual site. Following a number of requests from stakeholders, the junction improvement is scheduled for implementation in the autumn 2015 with the rebuilding works set to be considered at a later date.

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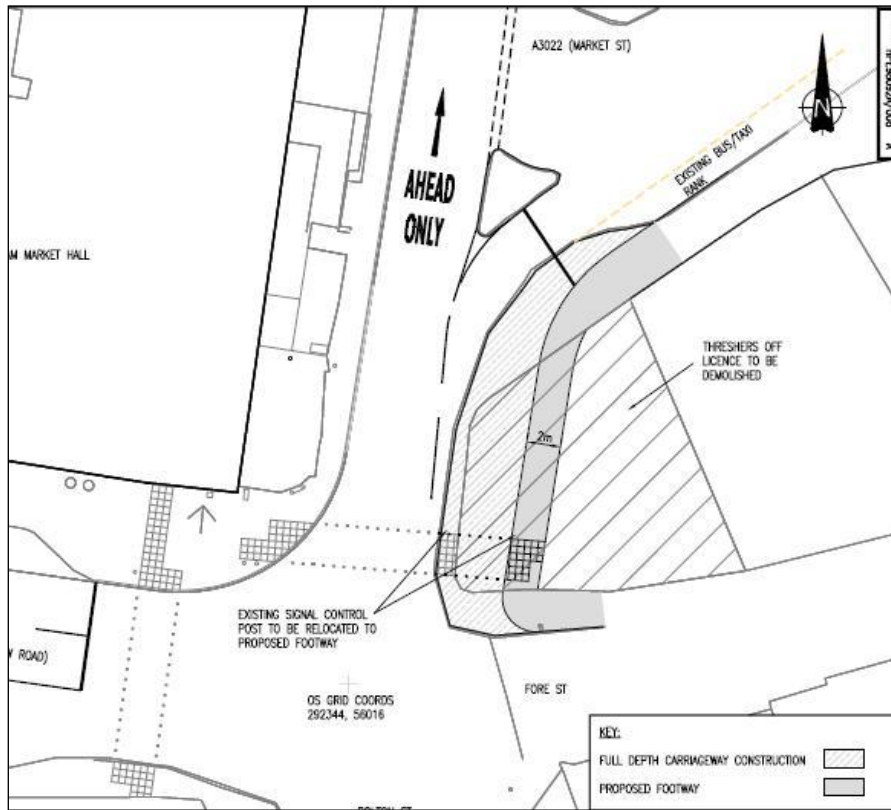
## Supporting Information

### 5. Position

- 5.1 The current Local Transport Plan (LTP3) includes a proposal to implement 'Localised Minor Congestion Relief Schemes and Junction Improvements' as part of its 'Key Elements of Torbay Transport Strategy' to 'Enable Economic Growth and Development'.
- 5.2 The Transport Working Party considered a report titled 'Minor Congestion Relief Schemes' at their June 2011 meeting. The purpose of the report was to establish a strategy to determine priorities for schemes to be funded under the LTP3 allocation for Minor Congestion Relief, based on information gathered from the previous Local Transport Plan and a Development Strategy Report commissioned by the TDA and carried out by consultant 'Atkins' in 2010.
- 5.3 Whilst there is no official definition of congestion, a number of junctions were identified as currently operating at 'over capacity' levels at peak periods or have deemed to be reaching a point where 'over capacity' will be reached within the next 15 years. Some of these junctions are however already subject to either being part of current planned improvements, potential improvement by other sources in the future or have been improved in the interim period.
- 5.4 The Atkins report highlighted congestion issues with Bolton Cross, Brixham. This scheme was not included within the original Minor Congestion Relief report as it was considered under the LTP funding provision for Air Quality Management. Whilst the initial funding has been used to carry out demolition and preparatory works to date, the junction remains unchanged due to land registry issues on the former property and the adjoining property and the requirement for a Party Wall Agreement, which have delayed the sale of the residual plot of land and its requirement for a replacement building. These issues have yet to be successfully resolved to date; it is therefore recommended that the funding provision for Congestion Relief for the current year is directed to the implementation of this scheme.
- The land registry issues with the adjoining property will continue and a recommendation on the future of the residual site will be presented to members in due course.
- 5.5 Members should refer to the report to the Working Party of 26<sup>th</sup> February 2010, which details this scheme along with other options. The scheme plan is as indicated in Figure 1 below:



**Figure 1: Indicative junction improvements for Bolton Cross using land from the Threshers site**



5.9 Other potential congestion relief improvements that may considered in the 2016/17 financial year are as follows:

a) Manor Corner, Paignton

This area could benefit from CCTV coverage to highways to improve the management of the junction. The nearest camera is at Hyde Rd Junction and an additional unit at this location could provide good coverage for the Preston area up to the Torquay Road/Seaway Rd junction.

b) Seaway Road

This site is a 22 year old junction and has a lot apparatus which are failing. A full proposal would require junction improvements at this site to include signals, puffin facilities, controller, poles, etc. At this stage however it would advantageous to incorporate Linked MOVA at this site, this would enable the junction to work more efficiently and also provide co-ordination with the Manor Corner junction.

c) Free text signs

Members may consider that some funding should be used to provide more 'Free Text' signs around the Bay to help inform drivers about major road works, closures, incidents etc. the potential locations proposed are A3022 at Brixham, Dartmouth Road/ Penwill Way Junction and Tweenaway Cross, Paignton.

## 6. Possibilities and Options

6.1 **Option 1** - That the junction improvement for Bolton Cross, Brixham is progressed as the main priority for Minor Congestion Relief Schemes for 2015/16, and,

6.2 That the schemes in item 5.9 to this report are progressed as the priority schemes for 2016/17.

6.3 **Option 2** – That the junction improvement for Bolton Cross is progressed only

## 7. Preferred Solution/Option

7.1 That Option 1 is progressed.

## 8. Consultation

8.1 Full public consultation, followed by a formal planning application has been carried out for the Bolton Cross Improvement.

8.2 The schemes in item 5.9 will only require local consultation prior to implementation with Ward Councillors and affected Stakeholders

## 9. Risks

9.1 If the current programme of minor congestion relief schemes is not progressed then Torbay Council may not achieve one of the main objectives within LTP3, which may impact on future funding levels.

9.2 To discontinue the programme of minor congestion relief schemes may affect the opportunities for future investment and economic growth within Torbay.

9.3 The construction of a replacement building at Bolton Cross is dependent on obtaining interest from a developer to purchase the residual site of 2, Fore Street, Brixham. There is a risk that the development opportunity is not recognised and the authority may have to consider an alternative use for the area, subject to planning consent.

### **Appendices:**

None.

### **Additional Information:**

None.

### **Documents available in Members' Rooms:**

None

### **Background Papers:**

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

The Local Transport Plan

Issues Paper to Transport Working Party February 2010 (Bolton Cross improvement)

Report to Transport Working Party, June 2011 (Minor Congestion Relief Schemes)

Report to Transport working Party, May 2012 (Minor congestion relief Schemes)



**Meeting: Transport Working Party**

**Date: 13<sup>th</sup> August 2015**

**Wards Affected: All**

**Report Title: The Grand Hotel Roundabout, Torbay Road, Torquay**

**Executive Lead Contact Details: Councillor R Excell, Executive Lead for  
Community Services**

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

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## 1. Purpose

- 1.1 Following a request from the Mayor's office, Highways were asked to investigate the possibility of replacing the signalised junction at Torbay Road / Rathmore Road, Torquay with a roundabout. The purpose of this report is to confirm the findings of our investigations and seek approval to carry out further detailed design work in readiness to progress to construction, as and when suitable funding becomes available.

## 2. Proposed Decision

- 2.1 It is proposed that members recommend 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.

## 3. Action Needed

- 3.1 It is recommended that members approve the proposals outlined in item 2 (above).

## 4. Summary

- 4.1 It should be noted that no funding is currently available or approved for this proposed scheme.

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## Supporting Information

### 5. Position

- 5.1 The Rathmore Road / Torbay Road junction is located on the coast in Torbay and is situated close to The Grand Hotel and Torquay rail station. The junction has three arms; Torbay Road (northeast), Torbay Road (southwest) and Rathmore Road. The aim of this report is, at the request of the Mayor's office, to establish

whether there is potential to convert the junction from a signalised junction into a roundabout.

- 5.2 A manual traffic count was conducted on behalf of the Authority in January 2015, with vehicles being counted between 07:00 and 19:00.
- 5.3 This information was then sent to our partner consultant Jacobs to analyse. Flow matrices were produced and the AM and PM peak hours were identified as 08:00-09:00 and 17:00-18:00. The greatest flows were observed for the movement Torbay Road northeast to Torbay Road southwest which accounts for around two fifths of the total traffic. Following this, the flows from Torbay Road southwest are the next highest where the split to the two other arms is of similar order. Flows are higher in the AM peak.
- 5.4 A computer model of the junction was set up to determine whether there is potential for a roundabout at Rathmore Road / Torbay Road to be introduced. This allowed details of the Ratio of Flow to Capacity (RFC), queue lengths and delays to be calculated. A junction that operates within capacity has RFC values of less than 0.85. The results for this junction show that the RFCs are below 0.75 which indicates that the roundabout operates well within capacity. The queue lengths and delay times are also small which indicates that the junction would operate satisfactorily.
- 5.5 The design has been tested, using predicted traffic flows for the year 2026 for these calculations and the results indicate that a roundabout could be introduced at this junction, with the roundabout working within capacity. The Modelling does not however take into account the effects of any adjacent signalised pedestrian crossing.
- 5.6 The purpose of this report is to seek approval to carry out further detailed design work (including the provision of suitable pedestrian facilities) in readiness to progress the scheme to construction, as and when suitable funding becomes available.
- 5.7 No funding is currently available or approved for this proposed scheme. However, should members recommend progression then the scheme will be included within any future appropriate funding bids as a “shovel ready” scheme.

## **6 Possibilities and Options**

### **6.1 Option 1**

It is recommended that members give approval for further detailed design and consultation work to be undertaken, in readiness to progress the scheme to construction, as and when suitable funding becomes available.

### **6.2 Option 2**

Do not approve the undertaking of further design works.

## **7 Preferred Solution/Option**

- 7.1 Members are recommended that item 6, 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 considered by the Executive Lead for Community Services.

## **8. Consultation**

- 8.1 Consultation will be undertaken with Council ward members and major stakeholders prior to the finalisation of any scheme. Where changes to the existing Traffic Regulation Orders are involved, these will be advertised and should there be any objections these will be presented to the Executive Lead for Community Services for consideration.

## **9. Risks**

- 9.1 Whilst consultation will be undertaken with major stakeholders prior to the introduction of works, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to the Executive Lead for Community Services.

### **Appendices:**

None.

### **Additional Information:**

None.

### **Documents available in Members' Rooms:**

None.

### **Background Papers:**

Jacobs Technical Note – Torbay Road / Rathmore Road junction (May 2015 – Ref: B2305026/RATH/R/001)



**Meeting: Transport Working Party**

**Date: 13<sup>th</sup> August 2015**

**Wards Affected: Churston with Galmpton**

**Report Title: Windy Corner Junction Improvement**

**Executive Lead Contact Details: Councillor R Excell, Executive Lead for  
Community Services**

**Supporting Officer Contact Details: Ian Jones, Principal Engineer and Acting  
Service Manager - Highways and Transport**

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## **1. Purpose**

- 1.1 To consider the most appropriate option to improve traffic flow through the junction of the A379 and A3022 at Windy Corner.

## **2. Proposed Decision**

- 2.1 That Option 2, the use of part of an existing section of Bascombe Road to create a southbound lane is recommended to be progressed to implementation with the alterations as detailed in **Appendix 3** to this report, and for monitoring of the Langdon Lane Junction to be carried out before and after implementation.
- 2.2 That options for a future long term strategy for the junction are developed for further consultation and inclusion within subsequent funding bids.

## **3. Action Needed**

- 3.1 That a scheme is implemented as part of the current Western Corridor Improvements prior to the end of the funding period in March 2018.

## **4. Summary**

- 4.1 A study was carried out in 2004 to identify improvements that could be made to the Windy Corner Junction. This recommended 2 options, which were consulted on at that time.
- 4.2 The Transport Working Party recommended progression of the option (referred to as 'Option 1' in this report) to widen the southbound approach by taking a section of Churston Common.
- 4.3 The proposed land exchange required to implement Option 1 has been advertised and has resulted in a large number of objections being received.
- 4.4 Following a request from the Executive Lead Member for Safer Communities and Transport in 2011, the Churston, Galmpton and Broadsands Community

Partnership were requested to carry out a further consultation exercise to recommend a preferred option for a scheme to be progressed. The Working Party recommended implementation of Option 2 (alternate version) at their meeting in March 2012, however the scheme was subsequently deferred due to inadequate funding.

- 4.5 In 2015 the Council's Partner Consultant has carried out a more detailed study on the original options, alternative options and a future junction option. DfT funding has been granted by the Local Transport Board to include an improvement to the junction as part of the Western Corridor Improvements.

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## Supporting Information

### 5. Position

- 5.1 A study into options for short and long term options was carried out in 2004 by Torbay Council's former partner consultant to evaluate potential improvements to the Windy Corner Junction. A consultation event followed in 2005 to ascertain views of both affected residents and commuters on the preferred option for an improvement scheme for the junction.
- 5.2 The study identified 2 options for improvements that would provide the required level of benefits for short term growth (estimated traffic levels at 2011). Option 1 was for a lane widening to a section of Dartmouth Road taking a section of Churston Common to provide additional length to the south bound approach lanes. Option 2 provided the same outcome but was achieved by taking part of the existing junction with Bascombe Road to create an additional lane in the north bound direction.
- 5.3 Following the consultation, the results were presented to the Working Party, which although there was not a high response, showed more support for Option 1. The Working Party recommended that this option was taken forward to be implemented.
- 5.4 In order to progress this option an order was advertised to request the Secretary of State to authorise the exchange of some Common land with some existing Torbay Council owned land in the vicinity. The advertisement resulted in over 200 objections and this level of objection would be likely to have required the Secretary of State to hold a Public Inquiry prior to making any decision.
- 5.5 The majority of the objections were from residents in the Galmpton area due to the loss of amenity space.
- 5.6 Following discussions with the Churston, Galmpton and Broadsands Community Partnership (CGBCP) and the Galmpton Residents Association (GRA), the Executive Lead Member for Safer Communities and Transport requested that officers allowed the Community Partnership to carry out a further consultation on the options in order that a preferred scheme could be put forward by the local community. Officers did not have a particular preference over the two schemes as they both provided the same desired outcome.
- 5.7 A consultation event was held in November 2011 at which the two original schemes were presented along with a third option which showed Option 1 with a reduced

land take to the Common on the western side. The GRA also put forward a potential fourth option which proposed providing additional forward lanes to the junction.

- 5.8 An indicative plan for Option 1 is attached in **Appendix 1** and for Option 2 in **Appendix 2**. **Appendix 4** shows the potential option put forward by the GRA.
- 5.9 Following the CGBCP consultation officers were advised that Option 2 had been substantially preferred, (**Appendix 5**) however this was with a few issues that were requested to be looked at further. The issues included re-alignment and priority changes to the junction with Bascombe Road, re-location of the proposed bus stop closer to its present position and the agreement on pre and post construction queue testing of the side roads, especially Langdon Lane.
- 5.10 An outline plan based on the recommendations listed by the CGBCP was produced and returned to them for comment. It should however be noted that the bus stop is shown in a constructed bay, however this could be marked on the carriageway to reduce loss of common land, however this would affect the performance of the junction. A copy of the revised Option 2 drawing is included in **Appendix 3**.
- 5.11 Officers were made aware that the GRA also showed support for their fourth option. Officers have however had the opportunity to review this and the option has been modeled as part of the 2015 study. The results show that although the proposal would provide a similar level of improvement to Options 1 and 2, it would require the acquisition of some private land, may require major service diversions and may also require some minor land take from the Common for the scheme to work effectively. Officers would therefore advise that this option on its own is not deliverable as part of the current Western Corridor proposals and is not recommended for progression at this time; however the basis has been looked at as part of a long term proposal for the junction.
- 5.12 The issue of queuing from Langdon Lane has been identified by some residents along with the potential for increased difficulty in exiting the junction. The revised plan does not show any alterations to the junction, however officers could carry out a before and after study of waiting times for vehicles exiting the junction and if a significant increase in waiting times are observed look to make alterations. It should be noted that any additional traffic signals in the vicinity would have a significant impact on the capacity of the junction. The junction is however likely to require some alteration in the future as part of a long term scheme.
- 5.13 The consultation results were considered by the Working Party at their meeting in March 2012, where Option 2 (alternate version) was recommended for progression. Following this meeting however, the scheme was deferred due to the financial position and subsequently included within a successful funding bid for the Western Corridor Improvements, which have funding provision for a series of schemes over a three year period between 2015 and 2018.
- 5.14 The 2015 study has looked at a number of options for junction layouts at Windy Corner and the results have shown that the options already considered and included in this report remain the most effective in terms of performance and cost benefit.



- 5.15 As part of the most recent study, the consultant was requested to look at the longer term requirements for this junction. Whilst the proposals in options 1 and 2 were originally deemed to be adequate for proposed traffic flows up to 2011, the study has shown that they would also meet the predicted traffic flows for the period up to 2017. This means that it was important that the study looked further ahead and **Appendix 4** shows an 'in principle' layout that would meet the predicted traffic growth up to 2032 and would be likely to be required for implementation by 2026. It should be accepted that this layout is only a first draft, however it demonstrates that the implementation of either Option 1 or 2 would not be abortive work and can be incorporated into a longer term strategy to gain funding for further improvements to the junction in the future.
- 5.16 Funding for the scheme has been approved from the Department for Transport by the Local Transport Board as part of the Western Corridor Improvements Scheme. The improvements to Windy Corner have been scheduled to be implemented during the 2017/18 financial year.

## **6. Possibilities and Options**

- 6.1 As Option 2, with the minor amendments, was the preferred option from the most recent consultation event, this may be progressed as the preferred scheme to be carried out as part of the Western Corridor Improvements, this will require some common land on the Bascombe Road side, to be taken for the scheme and will require an Order from the Secretary of State, which may result in objections and the potential of a Public Inquiry.
- 6.2 Option 1 could be progressed in accordance with the original recommendation of the Working Party. Officers have produced an alternative version which takes less common land from the western side; however this would still require the Order as previously advertised to be taken to the Secretary of State who is likely to require a Public Inquiry due to the level of objections.
- 6.3 The fourth Option proposed by the GRA could be taken forward however this will require the acquisition of private land, potentially requiring a Compulsory Purchase Order and may not be deliverable within the current level of funding.
- 6.4 That the longer term 'in principle' proposal is taken forward for further development, for potential future funding with one of the above options implemented as a first phase.
- 6.5 That no scheme is implemented in the short term and the longer term solution is taken forward as a funding opportunity in the future.

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

- 7.1 It is recommended that the option in item 6.1 above is implemented as part of the Western Corridor Improvements as a first phase of improvements along with item 6.5 to include within a longer term strategy.

## **8. Consultation**

- 8.1 The Windy Corner junction study and proposals have now been subject to two separate consultation processes.
- 8.2 The recommendation in this report is based on the response from the CGBCP following the most recent consultation event.
- 8.3 Further consultation with the CGBCP and GRA will be carried out prior to the placing of any notices to acquire common land and regarding the development of the longer term strategy.

## **9. Risks**

- 9.1 The preferred option will still require the acquisition of some common land. The consultation showed that there were a number of residents who felt that no action be taken. The acquisition of the land will require an Order from the Secretary of State to which there are likely to be some objections. This may result in a Public Inquiry being required and may result in further delay.
- 9.2 The consultation also showed a significant level of concern regarding the perceived difficulties in exiting Langdon Lane. The preferred option has a requirement to carry out pre and post monitoring of queuing times for vehicles exiting the junction. There is a risk that if queuing and delay increases following completion of the scheme that further improvements may be requested. This would result in additional expenditure and have a detrimental effect to the performance of the junction.
- 9.3 The proposed schemes are considered as short term solutions accounting for traffic growth up to 2017. There is a risk that future funding for longer term improvements may not be forthcoming.
- 9.4 Windy Corner already suffers from significant peak time delays. If improvements are not implemented congestion in this area is likely to increase to well beyond saturation in the short term.
- 9.5 Congestion at Windy Corner may be seen as a barrier to future economic growth along the Western Corridor and to Brixham. The funding provided for the Western Corridor has been granted on the basis that it will promote further growth. Failure to deliver a scheme may be detrimental to the success of future funding bids.
- 9.6 The improvements will allow for improved pedestrian crossing facilities at the junction. The current layout does not enable crossing facilities to be improved and therefore if the junction improvements are not carried out, pedestrians in the area will continue to be disadvantaged by the lack of controlled crossing facilities.

### **Appendices:**

- Appendix 1 Indicative Plan of Windy Corner Option 1
- Appendix 2 Indicative Plan of Windy Corner Option 2
- Appendix 3 Indicative Plan of Option 2 – Alternative Version
- Appendix 4 Indicative Plan of GRA proposed Option
- Appendix 5 Response from Community Partnership 2012

**Additional Information:**

None.

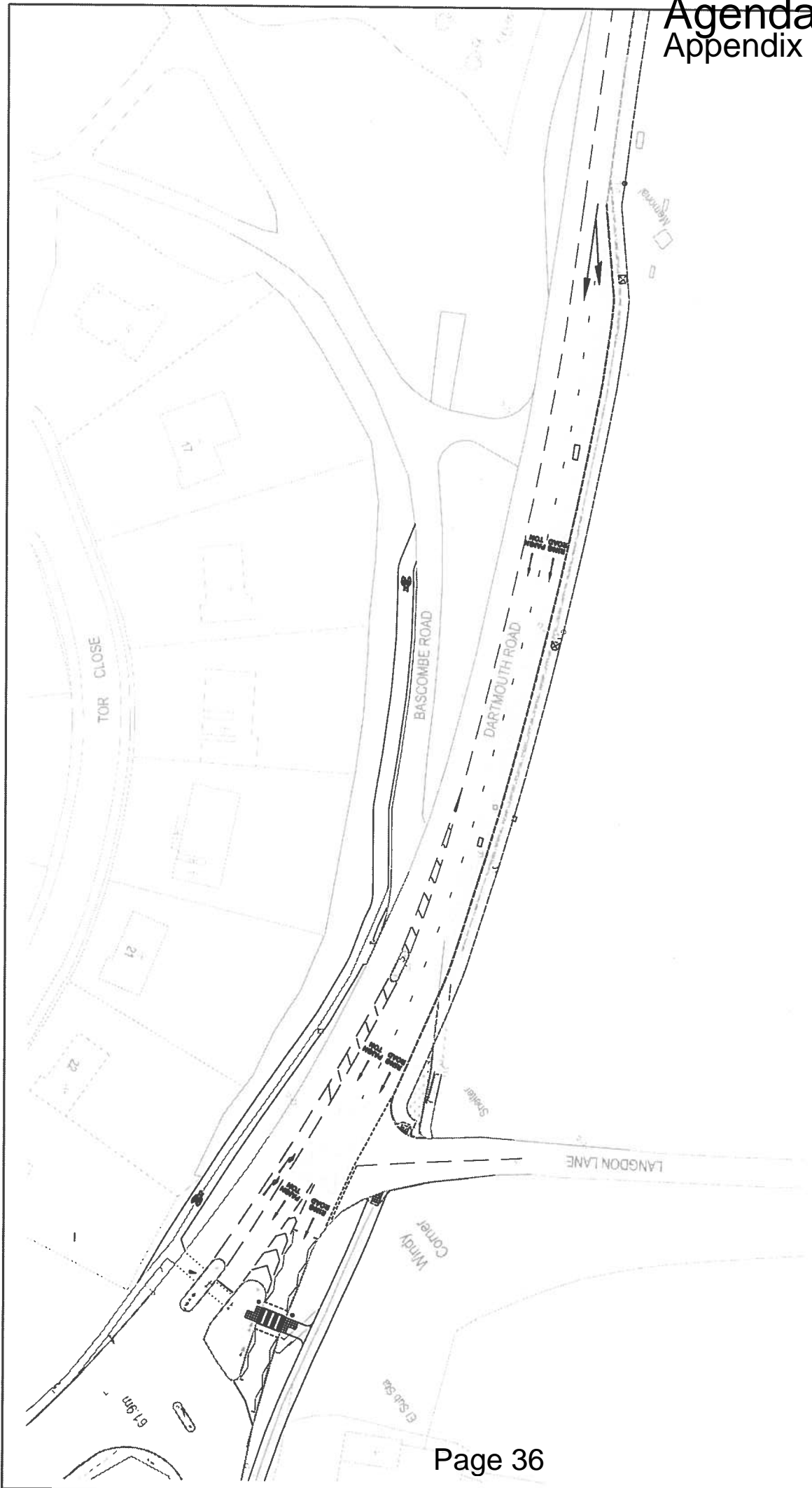
**Documents available in Members' Rooms:**

None.

**Background Papers:**

Report of Transport Working Party March 2012

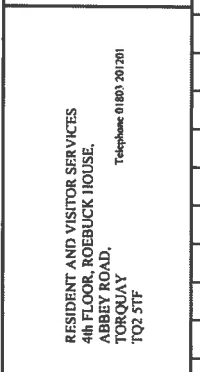
Report by Jacobs - Assessment of Junction Options - 2015

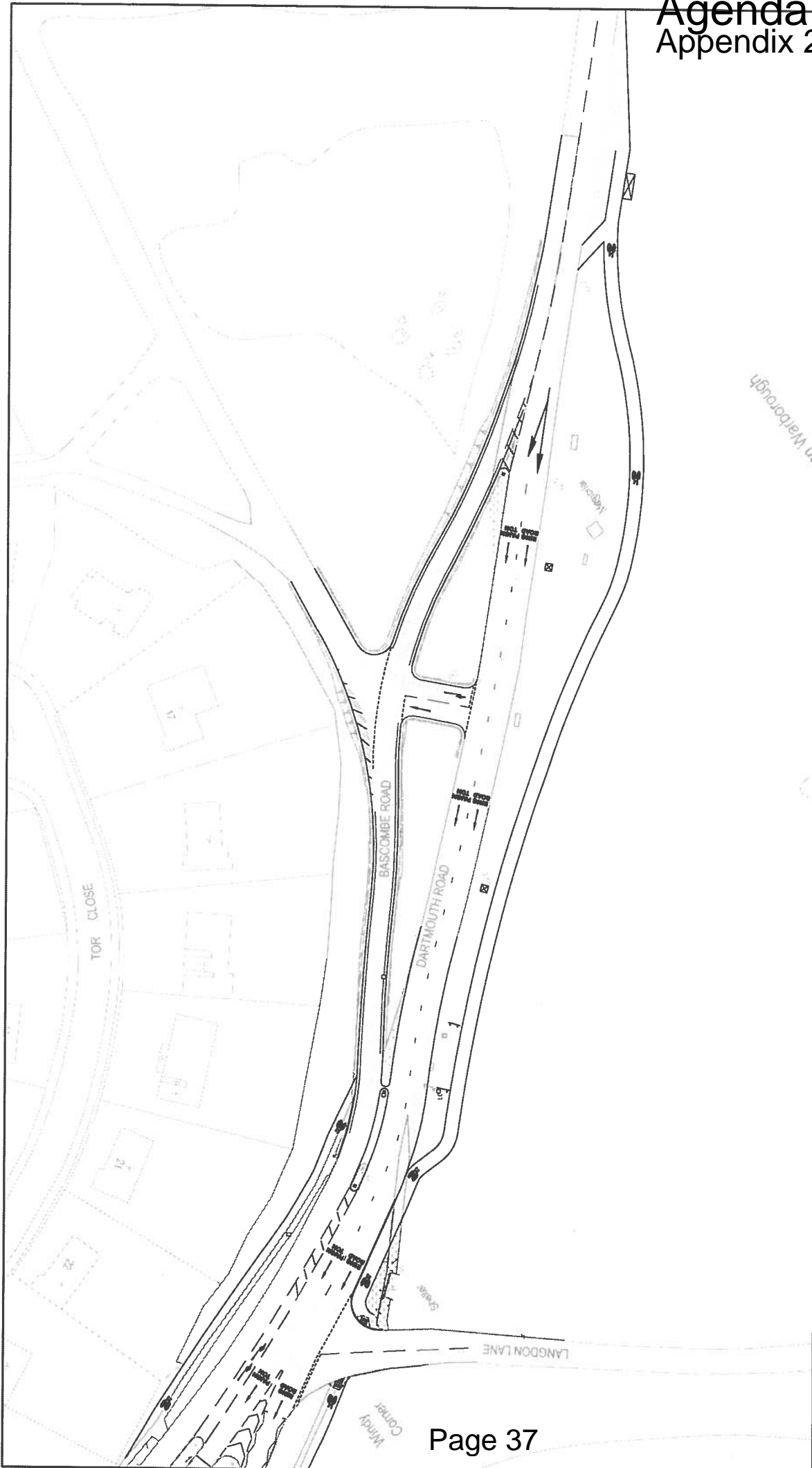


No.	Date	Revisions	drawn SG	scale	NTS
			traced	acid ref	
			checked		
			date	March 2012	
			drawing number	Appendix 1	

DRAWING TITLE	
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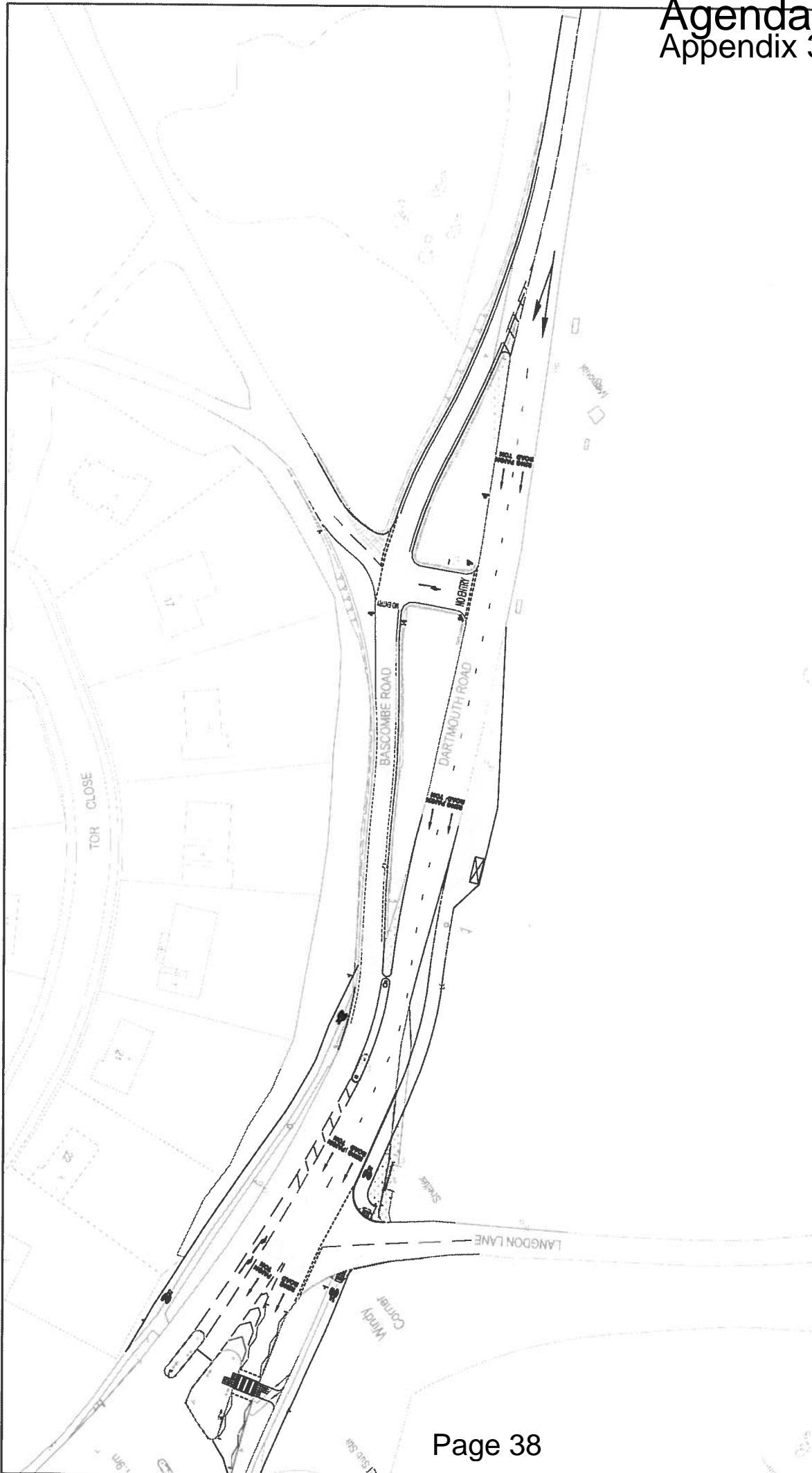
RESIDENT AND VISITOR SERVICES  
 4th FLOOR, ROEBUCK HOUSE,  
 ABBEY ROAD,  
 TORQUAY  
 TQ2 5TF  
 Telephone 01803 201201





<p><b>Windy Corner Option 2</b></p>		<p>No.      Date      Revisions</p>	<p>drawn SG</p>	<p>scale    NTS</p>
			<p>traced</p>	<p>acad ref</p>
<p>RESIDENT AND VISITOR SERVICES 4th FLOOR, ROEBUCK HOUSE, ABBEEY ROAD, TORQUAY TQ2 5TF Telephone 01803 201201</p>		<p>DRAWING TITLE</p>	<p>checked</p>	<p>date    March 2012</p>
			<p>drawing number</p>	<p>Appendix 2</p>





<p><b>Windy Corner</b> <b>Option 2 - Alternate version</b></p>		<p>No.      Date      Revisions</p>	<p>drawn SG traced checked date March 2012 drawing number</p>	<p>scale NTS acad ref</p>	
					<p>Appendix 3</p>
<p>DRAWING TITLE</p>		<p>HIGHWAYS AND ENGINEERING 4th FLOOR, ROEBUCK HOUSE, ABBAY ROAD, TORQUAY TQ2 5TF</p> <p>Telephone: 01803 207666 Fax: 01803 207670</p>	<p>Appendix 3</p>		



**NOTES:**  
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*This scheme drawing has been developed as a design concept for the purposes of option testing and therefore does not represent a final design for construction.*

Rev	Rev Date	Proposed by	Checked by	Drawn by	Scale
1	14/01/15	WJ	WJ	WJ	1:1
2	18/11/15	WJ	WJ	WJ	1:1

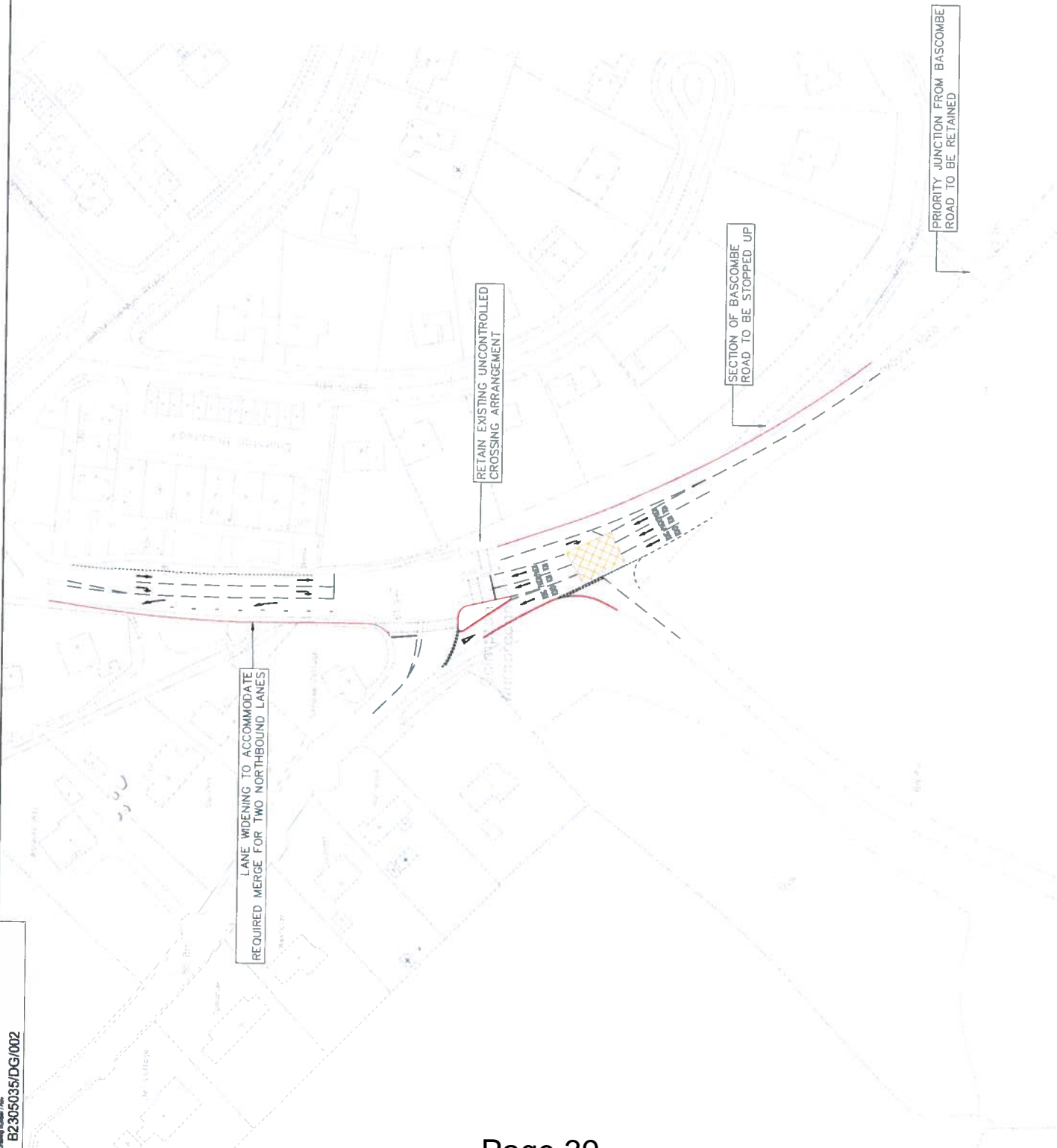


**WINDY CORNER  
JUNCTION STUDY**

**OPTION 4 - TWO LANES  
NORTHBOUND TO A379**

**DRAFT**

Drawing title: **WINDY CORNER JUNCTION STUDY**  
 Drawing No: **B2305035/DG/002**  
 Drawing Issue: **1**  
 Scale: **AS SHOWN**  
 Date: **18/11/2015**  
 Drawing Status: **DO NOT SCALE**  
 Drawing Number: **B2305035/DG/002**  
 Revision: **B**



Drawing number / Rev  
**B2305035/DG/002**

Patrick Carney  
Group Service Manager - Street scene and Place

30 January 2012

Dear Patrick,

**Re: Windy Corner Junction changes.**

I write in relation to the recent consultation held by the Community Partnership with the intention of updating you on the results and setting out a route forwards.

1. As you are aware within the CGB CP area there is on the whole reluctant acceptance of the need, having been so advised by your department, to upgrade the Windy Corner Junction to provide for increased traffic flow into the Brixham Peninsular.

Local residents are aware of the existing traffic problems but equally aware of the undesirable local impact of the changes themselves. It is clearly of utmost importance that the traffic capacity increase is used to reduce journey times and facilitate more employment rather than being sucked up the building of more housing developments. With local residents having had the good faith to accept your department's advice, I sincerely expect your department will similarly now show good faith in relation to the highways representations provided to the planning department in respect of proposed developments which make use of this junction.

2. As you are now also aware, having consulted the community on four separate junction modification options, the option informally known as option 2 (i.e., an island between the two carriageways of the Dartmouth Rd with part of Bascombe Road being used for the carriageway into Brixham) was in principle and subject to certain caveats substantially preferred. Hence, we can focus all further discussion on option 2 exclusively please.



3. Although option 2 is preferred in principle, there are a number of changes that residents have highlighted as important to the success of this scheme. These are as follows:

- The redesign of the Dartmouth Road and Bascombe Road junction so that one road becomes more perpendicular to the other – in the absence of this more traffic is likely to use secondary and not arterial roads;
- The removal of the right turn option into Bascombe Road on the Torquay bound carriageway of the Dartmouth Road – this is rarely used and it will likely make for a more satisfactory 'island' layout i.e., (1.) facilitating 2 separate rows of traffic to exit from Bascombe Road with (i) a 'right turn' onto Dartmouth Road to Paignton; and (ii) a 'straight across' onto the Ring Road to Tweenaway; and (2.) avoiding the need for traffic to cross each other on the island as it does at the Waterside / Cherrybrook / Dartmouth Road junction, all of which can only served to improve safety.
- Consideration of the Bus-stop at the junction of Langdon Lane. It is my opinion from the feedback that the retention of a bus stop is important, but that it does not have to be at this specific location if an alternative is similarly accessible etc. Please could you consider alternatives and their proximity particularly to the Dr's surgery in Galmpton village. For example only, could a bus stop be located a similar distance from the surgery but further towards Brixham along the Dartmouth Road if a pedestrian route cut across the Common? Clearly, the Galmpton Residents Association need to be involved in consideration of these options and the Community Partnership is the information conduit to facilitate this, but it would help if yourself and your colleagues could come up with a range of a couple of potential options for the local community to select from (in the same way we have done with the junction change itself).
- The agreement of queue testing of all Windy Corner access roads(inc Langdon Lane and Bascombe Road etc) pre and post change.

Please could you consider a revised drawing showing the above such that I can present it at a Community partnership meeting on 22nd February.

4. In relation to the continued discussions with the Galmpton Residents Association and other parties vis the loss of Common land and whether or not sufficient or satisfactory alternative land has been made available in offset, can I direct your attention to the grass verge at the junction of Bridge Road and Dartmouth Road.

**we don't just talk - we do!**

It is my opinion that, considering the local community as a whole (i.e., residents in all of Churston, Galmpton and Broadsands), this land could be seen as a useful addition to the land adjacent Bascombe Road that is already being offered and particularly given in contrast to Option 1, Option 2 means the loss of Common land primarily from the Churston side of the Common.

The size of the whole of the verge fronting both Bridge Road and Dartmouth Road is of reasonable size (so as to avoid being seen as a token gesture) and I would recommend the Council offered the whole of this land parcel. This said, given Torbay Council has no long term policy that would necessitate retention of this land, and the land has no obvious potential use other than for local amenity similar to that of a Common anyway, such a transfer would not be at much cost to the authority.

As a result, such a transfer would surely appear prudent if, as part of the larger picture, it helped calm local community anxiety over loss of Common land in the Churston, Galmpton and Broadsands area.

With kind regards,

Adam.

Adam Billings



Chairman; Churston, Galmpton and Broadsands Community Partnership  
Vice Chairman; Brixham Peninsular Neighbourhood Plan



**Meeting: Transport Working Party**

**Date: 13<sup>th</sup> August 2015**

**Wards Affected: All Wards in Torbay**

**Report Title: Policy for Replacement of Signalised Junctions**

**Executive Lead Contact Details: Councillor R Excell, Executive Lead for  
Community Services**

**Supporting Officer Contact Details: Ian Jones, Principal Engineer and Acting  
Service Manager - Highways and Transport**

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**1. Purpose**

1.1 To recommend a policy to consider whether current signalised junctions in Torbay could be replaced with alternative junction arrangements, such as roundabouts

**2. Proposed Decision**

2.1 That the junctions identified in item 5.7 to this 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., and

2.2 That signalised crossings identified in item 5.8 are considered in the same manner for replacement with lower maintenance crossing options such as Zebra Crossings.

**3. Action Needed**

3.1 Once a recommendation is obtained from this Working Party, any approved schemes will be considered within future funding opportunities.

**4. Summary**

4.1 The Mayor of Torbay has requested that the use of signalised junctions within Torbay is reduced and considered for replacement with roundabouts or similar arrangements.

4.2 A desktop study was carried out by Highways Officers in 2014 and presented to the Mayor for information.

4.3 There is currently no funding in place for a programme of replacement of Traffic Signals, however signal apparatus has a residual lifespan, following which they will require replacement to avoid becoming a future maintenance liability.

## Supporting Information

### 5. Position

- 5.1 A study has been carried out on existing sites where traffic signals are present, either acting as signal controlled junctions or as signal controlled crossings. The purpose of the study is to ascertain whether any of the sites can be considered for future schemes to remove the traffic signal apparatus and replace with options that provide equivalent or improved traffic flows with less of a maintenance burden to the Authority.
- 5.2 For junctions, the consideration is whether existing signals can be replaced with a roundabout or similar arrangement. This has been done previously to the junction of Cadewell Lane and Newton Road in Torquay, where the signals reached the end of their residual life and, due to more recent changes to local traffic flows were no longer deemed the most appropriate means of controlling traffic. The junction is now a mini-roundabout, which has worked successfully since implementation.
- 5.3 Unfortunately there are a number of issues that also need to be considered when looking at whether traffic signals could be replaced. They include, but are not restricted to the following.

*Pedestrian facilities.* Pedestrians find roundabouts very difficult to cross and on many junctions controlled pedestrian phases are built into the signals. This is particularly relevant to major roads and high pedestrian usage areas such as Town Centres and Schools.

*Visibility.* Where inter-visibility between arms of a junction is restricted there is no opportunity for a roundabout to operate.

*Balanced traffic flows.* Roundabouts operate more efficiently where arms of a junction have similar traffic flows. On the major flow route, drivers can start to ignore vehicles from minor arms when using a junction frequently as they get used to not having to give way. Also flows on arms to a roundabout assist in creating gaps to the traffic around the roundabout.

*Junction layout.* Roundabouts require approaches to provide some form of deflection on the approaches to reduce speed and place a vehicle in the correct position to see approaching traffic. Where junction arms converge at unusual angles to a junction, or where space is limited, roundabouts can be technically unworkable.

*Available Space.* The space required for roundabouts is dependent on traffic flows and inter-visibility. Whilst mini roundabouts can be used in some instances, they are not suitable for more heavily used junctions and often signalised junctions can provide equivalent or greater capacity to a roundabout in a much smaller area.

- 5.4 For crossings the consideration is whether a signalised crossing can be changed to a zebra crossing or a non-controlled crossing. Again there are a number of issues to consider:

*Pedestrian usage.* Where pedestrian usage is high, crossings should be signalised. If a zebra crossing is used in these instances then a continuous flow of pedestrians would cause increased traffic problems. Signalised crossings can regulate high pedestrian flows.

*Speed of road.* On roads where 85<sup>th</sup> percentile speeds are above 35 mph, signalised crossings should be used.

*Visibility.* There are instances where crossings do not allow easy visibility to a waiting pedestrian, but signals may be more visible.

*Vulnerable users.* Certain vulnerable users prefer signalised crossings as there are visual tactile and audible facilities that can be added to aid the crossing of a vulnerable user.

- 5.5 In terms of evidence of safety, there is no evidence to suggest that a signalised crossing is any safer than a zebra, however this assumes that the appropriate crossing is in place taking all site issues into consideration.

#### 5.6 **Study**

The study forms an assessment of each site using the site constraints, usage and age of the signals. It is noted that in the majority of instances there is no technical case to support the removal of signals, however areas that are deemed as possible are identified in more detail below. All sites would in any case require further investigation, including some traffic modelling by the Council's partner consultant to show whether there are any likely traffic flow issues. All sites would also benefit from a business case prior to considering further. The age of the signals is also considered as there would be little business case in removing signals when they are relatively recent, however aging apparatus does become more of a maintenance burden on the authority.

#### 5.7 **Signalised Junctions Considered Possible for Change**

##### **Hele Road/Broomhill Way**

This junction serves two retail areas and is in close proximity to the Lowes Bridge Junction. It does suffer from congestion at peak times although this is often due to queuing back from Lowes Bridge.

There are no controlled pedestrian facilities here, although there are fairly well used uncontrolled crossing points.

It is however likely that due to the nature of the approach roads, any roundabout here would require some additional private land acquisition. The junction and signals were however only implemented around 15 years ago and are therefore still well within their useful lifespan.

It is therefore recommended that the junction should be looked at as a long term option as there is little advantage in the short term.

##### **Torbay Road/Rathmore Road, Torquay (Grand Hotel)**

The junction was implemented in 1987 and previously worked as non signalised junction with a gyratory rather than a standard roundabout.

Whilst this would technically work as a roundabout it would mean that the existing signalised crossing outside of the Grand Hotel, which forms part of the junction, may need to be relocated or removed, which may cause issues due to the relatively high pedestrian use in the summer season. In addition thought will need to be given to the position of the bus stop, as this currently sits within the junction and would not work within a roundabout.

Modelling of the junction would also be required to show whether the limited movements out of Rathmore Road, especially towards Paignton, would impact on the success of any roundabout system.

The junction has already been recommended as a study area for short term improvements and a further report on this location is to be presented to the Working Party.

#### **Esplanade Road/Garfield Road, Paignton**

The apparatus here dates back to 1983. Garfield Road is a one way street joining Esplanade Road. There are no controlled pedestrian crossing facilities, although pedestrian movements are high in the summer season.

The presence of a one way street has the disadvantage that there will be no vehicle movements into Garfield Road, which means that northbound traffic would have unopposed flows and could result in increased speed and potential ignoring of the roundabout. Also at busy times the free flow of northbound traffic could increase queuing at Garfield Road.

Whilst this technically could work it is likely that pedestrians would be disadvantaged when crossing the junction and as such this may detract from the maintenance savings which would be made from not replacing these aging signals. It is therefore recommended to carry out a brief study prior to the replacement of signals

#### **Brixham Road/Borough Road, Paignton**

The apparatus is relatively recent (2002) and the junction has recently been widened as part of the Western Corridor Improvements.

Whilst a roundabout is technically workable it would again be likely to be much larger than the footprint of the existing junction and requiring some additional land. The junction had pedestrian phases added on upgrade to give improved pedestrian connections between the Roselands area and the nearby Paignton Community College and the available retail options.

Whilst this can work as an option it is not considered to be a junction that would benefit in the longer term and would not be recommended at this stage. Also there is the likelihood of further development in the Claylands site, which may require access into this junction in some form.

### **5.8 Signalised Crossings Considered Possible for Change**

#### **Belgrave Road/Church Street, Torquay**

The signals date from 1986 and serve the shopping area in the higher part of Belgrave Road. The pedestrian flows are not particularly heavy and under current guidelines would not have been installed in its current location due to the close proximity of the junction.

It is recommended that if the lights are considered for replacement that a zebra crossing is considered. The road width will however need to be narrowed to accommodate this.

#### **Torquay Road/St Pauls Road, Paignton**

This was upgraded in 2003 and serves to A3022 through Preston.

The crossing is well used although not too high for a zebra crossing. The road would need to be narrowed to accommodate a zebra and may be considered to the disadvantage of a number of vulnerable users in this area.

It is recommended to consider a change in the long term if signals require replacing.

### **Esplanade Road/Lower Polsham Road, Paignton**

This was upgraded in 2003 and serves a desire line for pedestrians accessing Paignton Sea Front via Lower Polsham Road, which includes some Hotels and the Parkfield Centre.

The pedestrian flows would be likely to support a zebra crossing, subject to the narrowing of the road.

It is recommended to consider a change in the long term if signals require replacing.

### **Middle Street, Brixham**

Installed in 1993, this connects Middle Street shops to the Central Car Park. The current pedestrian flows are likely to support a zebra crossing, however this could change if the car park area is redeveloped in the future.

It is recommended that change should be considered on replacement or as part of any future redevelopment.

### **Pimlico, Torquay**

This was established in 2000 as part of the Union Street Pedestrianisation scheme. The road is one way and fairly narrow. Whilst there are a number of vulnerable users in this area, a zebra crossing would be appropriate in this location.

It is recommended to consider a change this to a zebra crossing when signals require replacement in the future.

### **Lymington Road, Torquay**

The crossing was established in 1982 and connects pedestrians to the Innovations Centre and Coach Station. Pedestrian flows are not particularly high and the site would support a zebra crossing provided the road is narrowed slightly.

It is recommended to consider changing this crossing to a zebra crossing when signals require replacement.

### **Lymington Road/Wrights Lane, Torquay.**

This crossing was added relatively recently in 2006 as part of a safety scheme. The addition of the speed camera and light traffic calming has reduced speed and collisions in this area and as such a signalised crossing may not now be the most appropriate solution.

It is therefore recommended that this crossing could be considered for change to a zebra in the long term, but the equipment in place still has considerable residual life at present.

### **Hele Road/Truro Avenue, Torquay.**

This Pelican crossing was established in 1996. It is in close proximity to a more modern crossing on the same road and does not have a particularly high pedestrian flow. The conversion to a zebra crossing was recommended as part of the recent Hele and Combe Pafford Traffic Action Zone, however the Community Partnership were not in favour of the change based on the usage by vulnerable users. There is also an issue as to whether the footways would support the Belisha Beacons.

It is recommended to reconsider this location when the apparatus requires renewal.

## **6. Possibilities and Options**

- 6.1 **Option 1** – That the traffic signals at the sites identified in items 5.7 and 5.8 to this report are considered for replacement in the future.

6.2 **Option 2** – That the Traffic Signal Junctions identified in item 5.7 to this report only, are considered for replacement in the future.

6.3 **Option 3** – That the signals are not considered for replacement.

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

7.1 That Option 1 is progressed as part of future funding opportunities.

## 8. **Consultation**

8.1 Consultation with affected stakeholders will be carried out as part of each individual site study, with the results being presented to future working Party meetings for a recommendation on progression and implementation.

## 9.0 **Risks**

9.1 Whilst computer modeling will be carried out on any proposed junction site as part of a detailed investigation, the implemented scheme may not deliver improvements to the flow of traffic.

9.2 The replacement of traffic signals at junctions or crossings may show an increase in future road traffic collisions and pedestrian collisions.

9.3 Detailed studies of the sites identified in this report may prove that traffic signals are the appropriate method of controlling traffic.

9.4 Future funding opportunities for these schemes may not be forthcoming.

### **Appendices:**

None.

### **Additional Information:**

None.

### **Documents available in Members' Rooms:**

None.

### **Background Papers:**

None.