



Wednesday, 22 June 2016

## **TRANSPORT WORKING PARTY**

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

**Thursday, 30 June 2016**

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. **Minutes of last meeting** (Pages 3 - 8)
3. **LTP - Verbal Update**
4. **Introduction of 20mph zones in residential areas** (Pages 9 - 16)
5. **Fleet Street Regeneration Scheme - Proposed Phase 3 Construction** (Pages 17 - 20)
6. **Road Casualty Reduction Report** (Pages 21 - 29)
7. **Western Corridor - Verbal Update**
8. **Torquay Gateway - Verbal Update**
9. **Any Other Business**
10. **Date of Next Meeting**  
The next meeting of the Transport Working Party will provisionally be held on 1<sup>st</sup> December 2016.



## Minutes of the Transport Working Party

17 December 2015

-: Present :-

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

(Also in attendance: Ian Jones, David Whiteway, Fran Hughes and Kirsty Shears)

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### 211. Apologies for absence

Councillor M Morey (advised unable to provide a substitute for this meeting).

### 212. Minutes of Last Meeting

Minutes were agreed.

- Councillor Darling requested that future minutes are provided in a briefer, concise format – this was noted.
- Councillors Mills requested clarification on Page 3 yellow lines at the junction of Mathill Road. IJ clarified these works are in progress. DM to feedback to Cllr Haddock.

**Proposed:** Councillor Mills

**Seconded:** Councillor King

### 213. Urgent Items

None raised.

### 214. Torre Reversal - Objections to Advertised Order

- Councillor Excell left the room and Councillor King Chaired this item.
- DM confirmed his involvement as decision maker when the scheme was agreed.
- This scheme was received by the Working Party in January 2015 who passed this recommendation for a formal Decision in February 2015 to Full Council. This item is to discuss the Traffic Regulation Orders (TRO) advertised to reverse the traffic flow. IJ confirmed there were 23 pieces of correspondence received in response to the advert 9 of which objected to the orders. It was advised it is not usual practice to bring such an item to the Working Party and this would normally be agreed through an Executive Lead Briefing with the Assistant Director for Community Services making the decision in consultation with the Executive Lead Member, however due to the conflict of interest and public

interest, it was agreed this would be an agenda item for the Working Party to consider.

- IJ confirmed the scheme cannot be delivered without approval of the TRO.
- Joyce Rainbird (speaking on behalf of Home Palms Management) gave a 3 minute brief on objections to the TRO that included the following points:-
  - That the bus stop opposite Home Palms would prove be a blind spot for cars coming out of the Council car park.
  - The scheme would create problems for doctors using Home Palms Car Park.
  - Residents would lose privacy when Double Decker buses pass looking into windows and vibrations from coaches are already felt.
  - The new scheme would increase traffic noise and exhaust fumes and emissions not adhering to air quality regulations.
  - The best idea would be for only cars to use this route and coaches and HGV vehicles should remain using the original route to protect traders from dirt and fumes. The trees in Lymington Road would absorb the fumes and this is a wider road for commercial vehicles. There is a clear policy on cutting omissions from the Government as part of the Clean Air Act.
- SD expressed concern regarding on behalf of local ward councillors and members of the public relating to the re-routing of the no 12 bus avoiding Castle Circus relating particularly to older people with mobility issues having to walk up the hill to the stop. Stagecoach had not announced this change to the route when the scheme was agreed in January. DM has raised the issue directly with Stagecoach as to whether a smaller loop can be looked at whereby the bus stops could remain in the same position. DW to email Stagecoach with the concerns raised
- SD enquired whether options relating to the loading bay near Home Palms had been explored for TOR2's use as well as emergency services. IJ advised officers are open to consultation on the use of the loading bay and welcome feedback from Home Palms. IJ confirmed the Centre Manager at Home Palms has been sent a plan and officers have requested feedback.
- SD raised concern relating to those with a Carer's Permit parking on double yellow lines blocking the flow of traffic. IJ advised that a review of parking arrangements will be undertaken to determine such issues, once engineering works have been undertaken to facilitate the scheme.
- IJ confirmed that traffic issues in Morgan Avenue will be assessed 3-4 months following the reversal of the traffic flow. IJ confirmed there is money available in the next financial year to undertake traffic improvements in Morgan Avenue if this is deemed as required. Such improvements would be undertaken, if required, in Autumn 2016.
- ID suggested further investigation needed to determine how the air quality will be affected. IJ confirmed this area is not an Air Quality Management Area and is a relatively open area compared to the central town although this was not his area of expertise. Also the traffic flow through Union Street will not increase over much of its length, but will be going in the other direction.

**Recommended:**

IJ recommended that the order as advertised is implemented.

**Proposed:** Cllr Brooks

**Seconded:** Cllr Mills

In favour: 3 in favour, 2 abstentions – motion passed.

#### 215. Transport Asset Management Plan

- Torbay Council has formally adopted the principles of Asset Management as set out in the Strategic Transport Asset Management Plan that was published in May 2014. To accompany this, the Council is required to publish its Asset Management Strategy to set out its intended methods of maximising the use of highway maintenance funding.
- The Strategy does not define specific roads, however it identifies the method used to prioritise the maintenance spend and details how preventative and structural maintenance is determined.
- 25% of the future capital maintenance budget is due to be subject to a bidding process and in order to meet the requirements for these bids, Torbay Council must demonstrate and publicise its Asset Management Strategy.
- IJ recommended that the strategy is published and supported to be moved forward.
- SD questioned that 25% of the highway is in need of the resurfacing, how is the Strategy going to address this? IJ confirmed this will not be fully addressed with current funding levels, however the Strategy will show how a balance of preventative maintenance at the point of the roads showing degradation, and some spend on some of the worst roads in the Bay is the most efficient means to maintain the asset overall.

#### Recommendations:

IJ recommended that adoption of the Strategy is supported by the Working Party.

**Proposed by:** Cllr Mills

**Seconded by:** Cllr Darling

**In favour:** All

#### 216. Potential review of Torbay Ring Road Signing and TRO's

- Torbay Council has been contacted by Devon County Council (DCC) regarding improving safety on their section of the Torbay Ring Road following recent high levels of barrier strikes. DCC would like to review speed limits and signage as part of the scheme and have asked if Torbay would like to work in partnership to carry out this review as part of a joined up approach. Lane designation will also be assessed.
- IJ advised part of the review will consider a permanent lower speed restriction of 50mph from Gallows Gate to the new Edginswell junction.

#### Recommendation:

- That Highways carry out further design work to progress a scheme to implementation under the 2016/17 LTP integrated transport block and that any proposed changes to speed restrictions between Gallows Gate roundabout and the South Devon Link Road are advertised following the approval of the Executive Lead Member and implemented if no objections received.

**Proposed by:** Cllr Darling

Seconded by: Cllr Doggett

In favour: All

## 217. Western Corridor and South Devon Link Road - Verbal Updates on Schemes

### South Devon Highway

- RE congratulated the Teams involved on the delivery of the South Devon Highway scheme, on time. SD seconded this.
- IJ advised the new road opened at 3.30am on 15<sup>th</sup> December 2015 and involved 2,300 people working on the scheme with 1.5m working hours undertaken. There is 23km of kerbing and 140,000 tonnes of asphalt. At all times there were between 53/60% of local workers on the project.
- IJ advised the scheme is not yet complete with works remaining on some of the connecting roads, remedial works and landscaping which may result in some minor traffic management issues. 64,000 shrubs are to be planted. IJ congratulated the contractors for delivering the project and highlighted the success of the Community Liaison Group's involvement in the project.
- DM requested that the sign for the South Devon Highway is changed to incorporate Torbay's UNESCO World Geopark status. IJ confirmed there are some restrictions on the use of the logo but will look into progressing this in the near future.
- At SD's request, IJ confirmed there is likely to be a traffic study of the St Marychurch Road/Barton Hill Road in due course in conjunction with Devon County Council. This may be a subject for a future Working Party Meeting.

### Western Corridor

- Phase 1 works are complete from Long Road to Roselands Drive, despite the major drainage issues that were encountered. Planting is yet to be carried out and some wash up items to be undertaken relating to street lighting. IJ confirmed that part of the traffic light issues at White Rock are due to false demand on the estate access and once the new estate at White Rock is inhabited and the proper demand increases, this should rectify the issue, but this will be monitored.
- Phase 2 will be a series of minor works to the north of Tweenaway Cross, incorporating an extended north bound merge, a right turn lane at Waterleat Road and an improved crossing at Waterleat Junction. This is likely to commence in March 2016. Following the autumn period 2 larger schemes will be progressed: Yalberton junction works are likely to start after the summer 2016 and Churscome Cross to Spruce Way will also be commenced during the same Autumn/Winter period.
- IJ confirmed Windy Corner is programmed for the final phase of works in 2017/18. Highways will be applying for a land exchange on Common Land shortly, based on the Working Party's recommended scheme. The land exchange will need to be formally advertised.

## 218. LTP Implementation Plan - Verbal Update

- DW reported The Local Transport Plan for Torbay is a joint strategy document in conjunction with Devon County Council that was adopted in April 2011 and runs

until 2026. Every 5 years a document is produced that states what projects are going to be delivered to meet that Strategy and how the allocated 5 year funding of £971,000 will be spent. The next 5 year phase expires in March 2016 and the Future Planning and Transport Team are drafting a new implementation plan following a pre consultation period. The public have been canvassed with 70 possible schemes and 117 responses were received which are now being analysed and the projects feasibility being assessed. The final schemes will be presented to SLT on 5/1/16, Mayor's Executive Group 14/1/16, Policy Development Group on 12/2/16 and Full Council on 25/2/16 for debate, prior to being adopted.

- DW confirmed that the Parking Strategy is being developed separately by the Parking Teams but is part of the Implementation Plan. This will go through Full Council as a separate Strategy.
- DW advised further consultation will take place in mid January until Full Council which will be a 5-6 week period.
- SD questioned how the schemes are prioritised. DW confirmed they are prioritised with the following factors: public opinion; score based assessment with varying factors including impact on Economic Regeneration, health impact, healthier bay, social benefits and accessibility, environmental impact (positive/negative), best benefit and cost ratio.

#### **219. Edginswell Station - Verbal update**

- DW reported £4m funding from the Local Transport Board has been given towards the Edginswell Station. This does not meet the total funding requirement, the remainder is hoped to be gained from the Department for Transport (DfT) New Stations Fund. The DfT are reviewing funding and details are expected to be released in the New Year for bidding for the second half of funding. DW advised that as 50% of the funding has already been achieved, hopefully this will make an attractive bid.
- Feedback has been received from Shiphay and the Willows Community Partnership relating specifically to 2 issues; the impact the station will have on the landscaping and the size of the car park. DW confirmed following this consultation the car park had been reduced to 31 spaces from 80, to include 3 disabled spaces. DW confirmed the next stage is to assess all the feedback received and make any changes to the plans before a planning application is submitted.
- DW advised if in the future there is a demand for additional car parking, a separate planning application would need to be submitted.
- SD requested clarification regarding what integrated transport opportunities had been considered for travel to Torbay Hospital. DW confirmed there are numerous bus stops on the Newton Road that all go past Torbay Hospital.

#### **220. Any Other Business**

- Teignmouth Road works commence next week.
- Landslip in Oldway Road – works due to commence on 4<sup>th</sup> January 2016.
- 20 mph zones – DM passed "20's Plenty for Us" paper to IJ for perusal and requested 20mph zones are implemented where possible, and that Galmpton

Village be the starting point. IJ confirmed that the Police will not enforce these zones, but currently 20mph works are being implemented outside some schools in the Bay. IJ also confirmed there is a significant cost for implementation. Future areas would need assessed on need. It was agreed this was raised at a previous Full Council meeting, subsequently RE confirmed implementation of further 20mph zones will be looked into as a potential future priority.

**221. Date of Next Meeting**

Provisional Date: 23<sup>rd</sup> June 2016, 4.00pm, Meadfoot Room, Town Hall.





**Meeting: Transport Working Party**

**Date: 30<sup>th</sup> June 2016**

**Wards Affected: All**

**Report Title: Introduction of 20mph zones in residential areas**

**Executive Lead Contact Details: Cllr Robert Excell, Executive Lead 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 Members, Highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas. The purpose of this report is to seek approval to carry out further investigation in readiness to progress with the introduction of such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available.

**2. Proposed Decision**

- 2.1 It is proposed that Members recommend that Highways continue to carry out further investigation, in readiness to progress with the introduction of such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available. Should Members wish to support such a proposal, Highways will bring a priority list of proposed schemes to the next meeting of the Transport Working Party.

**3. Action Needed**

- 3.1 Should Members wish to support the continuation of the introduction of 20mph zones in residential areas, officers will need to carry out further investigations to prepare a proposed priority list to be used for the basis of any future capital funding initiatives.

**4. Summary**

- 4.1 It should be noted that no funding is currently available or approved for this proposal.
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**Supporting Information**

**5. Position**

- 5.1 Following a request from Members, Highways were asked to investigate the possibility of introducing 20mph speed limits in residential areas. The purpose of this report is to seek approval to carry out further investigation in readiness to progress with the introduction of

such limits / zones, as and when the existing programme of schemes outside educational establishments is complete and suitable funding becomes available.

- 5.2 Evidence from several towns and cities across England shows that the implementation of 20mph limits reduces the number and severity of road traffic collisions and therefore the government has recommended to local authorities that they consider introducing 20mph zones. This is based on the evidence that 20mph makes roads safer and helps to reduce the number and severity of collisions.

Reducing the speed limit to 20mph will have a direct impact on pedestrian safety and is one of the principal reasons for introducing the original schemes fronting educational establishments across the bay area.

In a report entitled '20mph Speed Limits – Mythbusters' dated April 2016 Birmingham City Council reported evidence from other schemes including:

- **Portsmouth** – 20mph limits have lowered casualties in road traffic collisions by a further 8% than may have otherwise occurred;
- **Warrington** – a reduction in collisions of 25% in 20mph speed limit areas;
- **Nottingham** – in the Sherwood area of Nottingham, which has had a full year of 20mph on residential roads, average speeds have decreased by 5.2%. Casualties in road traffic collisions have reduced from an average of 9.4 per year before implementation, to 8 (all slight) in the year following implementation.

See **APPENDIX 1** for a copy of the 'Interim evaluation of the implementation of 20mph speed limits in Portsmouth' which was undertaken by Atkins Consulting.

The severity of injuries sustained in the event of a collision is directly linked to the speed at which vehicles travel. According to ROSPA, up to 45% of motorists exceed the current 30mph limits, however a pedestrian struck at 20mph has a 97% chance of survival whilst this falls to 80% at 30mph and 50% at 35mph.

- 5.3 Evidence from several towns and cities across England shows that the implementation of 20mph limits reduces the number and severity of road traffic collisions. The Government has recommended to local authorities that they consider introducing 20mph zones. This is based on the evidence that 20mph makes roads safer and helps to reduce the number and severity of collisions. See **APPENDIX 1** for further information.
- 5.4 The severity of injuries sustained in the event of a collision is directly linked to the speed at which vehicles travel. According to ROSPA, up to 45% of motorists exceed the current 30mph limits, however a pedestrian struck at 20mph has a 97% chance of survival whilst this falls to 80% at 30mph and 50% at 35mph.
- 5.5 The Department for Transport is currently conducting a review into the use of 20mph speed limit zones which is hoped to be published in 2017.

5.6 A local traffic authority may introduce a 20mph speed limit or 20mph zone without obtaining consent from the Secretary of State. However a consultation process must be followed before implementing a new speed limit or zone as an essential part of the implementation process and needs to include local residents, members, the Police and other emergency services and any other relevant local groups.

5.7 It should be noted that there is a big difference between 20mph speed limits and 20mph zones and these are as listed below:

#### **20mph Speed Limits**

- These do not require the presence of physical traffic calming measures, such as road humps.
- Areas are signed on entry with corresponding 30mph signs on exit and include further 20mph speed limit repeater signs or markings within the area.
- Entry and exit signs must be illuminated though the repeater signs do not need to be.

#### **20mph Zones**

- These use traffic calming features throughout the area to encourage compliance with the speed limit.
- These zones can include a range of traffic calming features including road humps, raised tables, speed cushions, traffic chicanes, road narrowing, coloured surfacing and other physical / visual measures to emphasise the nature of the road.
- Signage is at entry and exit points and does not need to be illuminated and repeater signs within the area are not required.

5.8 Some traffic calming measures can be unpopular due to the inconvenience and discomfort caused to some road users, including cyclists and motorcyclists, whilst also being unsuitable along bus and emergency access routes. The introduction of physical traffic calming measures also leads to a significant increase in costs resulting in a smaller number of areas being treated from any available budget. However, there are a number of areas within the Bay which are already traffic calmed (e.g. Great Parks, The Willows etc) and may therefore be suitable for treatment as a 20mph zone.

It should be noted that all new residential areas within the Bay area are already engineered for 20mph zones.

5.9 No funding is currently available or approved for this proposed scheme. Any works identified in the Road Safety Initiatives report will be funded from the LTP Capital budget which will be set later in the financial year. Implementation costs should not however be underestimated and will impact on the authority's capacity to fund other road safety initiatives.

5.10 Requests have been received from the following areas for the reduction of the speed limit to 20mph in the following areas.

- Galmpton village
- Hayes Road, Paignton
- St Marys, Brixham
- The Willows estate

- 5.11 In general the Police are unable to enforce 20mph zones but we are currently seeking clarification of this point from Devon and Cornwall Police. The Police have limited resources to enforce 20mph speed limits and as a result, any speed limit should fit the road environment in order that it can be self enforcing

## **6. Possibilities and Options**

### **6.1 Option 1**

It is recommended that members give approval for Highways to continue to carry out further works, in readiness to progress with the introduction of 20mph zones in residential areas, as and when the existing programme of schemes outside educational establishments is complete and 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 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 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 members of the public. Any such objections will then have to be referred back to the Executive Lead for Safer Communities.

### **Appendices:**

Appendix 1 – 'Interim evaluation of the implementation of 20mph speed limits in Portsmouth'.

### **Additional Information:**

None.

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

None.

### **Background Papers:**

None.

# Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth

## Summary Report

Atkins was commissioned by the Department for Transport (DfT) to carry out an Interim Evaluation of a scheme designed by Portsmouth City Council (PCC) to implement an area-wide 20 mph speed limit using signing alone. All data was gathered by PCC.

### Introduction

Portsmouth City Council (PCC) is the first local authority in England to implement an extensive area-wide 20 mph speed limit scheme covering the majority of its residential roads and using speed limit signing alone i.e. terminal and repeater signs. PCC has introduced 20 mph speed limits on 410km of its 438km road network – i.e. 94% of the length of its roads.

This document summarises the findings of an interim evaluation of the impact of the scheme. It reports on monitored changes in traffic speeds and road casualties, comparing data for "Before" and "After" scheme implementation. The document is intended to provide an early transfer of information to other local highway authorities on the effectiveness of implementing speed limits through use of signs alone and without providing any accompanying traffic calming measures.

### Background

On most of the roads where the speed limit signs and road markings were installed, the average speeds before installation were less than or equal to 24 mph. The relatively low speeds on these roads before the

scheme implementation were mainly attributable to narrow carriageways and on-street parking which reduce the effective width. 20 mph signs were also provided on roads within the sectors with median speeds greater than 24 mph in order to avoid inconsistency in the signed speed limits within the sectors.

The scheme was implemented partly to support the low driving speeds adopted previously by many motorists and partly to encourage less aggressive driving behaviour from those who drove at inappropriate speeds. The aim was to ensure that the scheme was self-enforcing so as to avoid the need for extra police enforcement. The cost of implementing the scheme was £0.57million which came from the LTP capital expenditure programme.

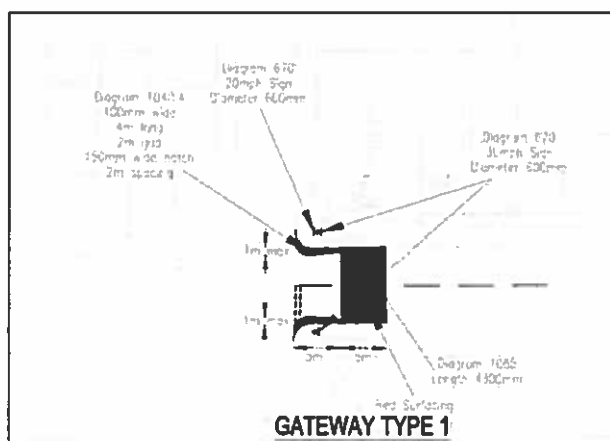
The implementation of the 20 mph speed limit scheme was carried out using a combination of post-mounted terminal and repeater signs. 20 mph speed limit roundel road markings were also provided on the carriageway next to the terminal post-mounted signs. For ease of installation the city was divided into six sectors: Central East, Central West, North East, North West, South East and South West.

### Stakeholder Engagement

Public information about the scheme was disseminated via the media and community involvement. This proactive approach was agreed, following legal advice, as a better publicity strategy than publishing a long list of street names using on-street notices. The approach received positive feedback from the public, and no complaints were received about lack of information.

In summary, the stakeholder engagement process included:

- consultations with Neighbourhood Forums and residents' associations;
- publishing statutory advertisements in the local press;
- placing articles in the local press;
- television and radio interviews both locally and nationally;



- application of Intranet and Internet news flashes;
- including the FAQ website link in the Traffic Regulation Order (TRO);
- exhibition of plans and posters in all schools and public buildings;
- sending each school pupil home with a leaflet; and
- distributing plans and leaflets at the Civic Offices.

Community engagement involved close liaison with the local schools. Each child was sent home with a publicity leaflet showing which roads in their sector would be affected, responses to Frequently Asked Questions (FAQs), and contact details. This was supported by large posters placed in school halls. Posters and leaflets were also placed in doctors' surgeries, libraries, shopping centres, etc. At the same time, the scheme received considerable publicity in the local press, Council officers and Members gave interviews on the local radio, and a dedicated phone line was set up. Within the Council, cross party member support was received early which enabled a coordinated approach to seeking public support.

Support from the Police was on the basis that the scheme would be self-enforcing without the need for direct enforcement using fixed time / distance cameras or mobile spot speed safety cameras. All other statutory consultees did not have any objection to the scheme.

**Data gathered and analysis**



**Traffic Speed**

Average "Before" and "After" spot speed data was available for the South East, Central East and Central West sectors. The speed data covered 60 monitored sites in the South East sector, 52 in the Central East sector and 47 in the Central West sector, a total of 159 monitored sites.

**Traffic Volume**

Classified vehicle counts based on vehicle classifications were conducted from 0600 to 2200 hours for the "Before" and "After" periods on the same day of the week (Tuesday/Thursday) in July to allow for seasonal variations in traffic flows.

This traffic volume data was received from PCC for the cordon roads (those on the boundary of the 20mph speed limit scheme). This was analysed in order to identify whether any traffic migration had taken place.

**Safety**

"Before" and "After" road traffic accident and casualty data was provided for the roads in all six sectors which had 20mph speed limits. In each case, the "Before" period was 36 months with the "After" period covering only 12 months. There was no gap in the accident data to separate the implementation period; consequently the implementation period is included in the "Before" study period. This is justified because the implementation period involved erecting signs off running lanes, with the signs being covered until implementation day.

The data included the following accident parameters:

accident reference; date; location of accident; accident description; grid reference; severity; vehicle type; casualty class and casualty age.

Given that only one year of "After" data was available, the "Before" data for the three years was averaged to provide a comparative one year baseline period.

**Comparison with 20mph zones**

The effects of the 20mph speed limits implemented in Portsmouth were compared to those of 20mph zones in London and Hull. In contrast to the scheme in Portsmouth, Hull City Council and various London Boroughs have chosen to install traffic calming measures in addition to speed limit signs.

Information was gained from these areas via internet research and consultation with respective local authority officers.

**Summary of outcomes**

**Traffic Speed**

The average speed after the 20 mph speed limits were imposed was 0.9 miles per hour lower than the average speed before the speed limits were imposed. This change is not statistically significant.

At sites where the average "Before" speed was greater than 24 mph the average speed reduced by 7 mph. This change is statistically significant.

**Average Traffic speed changes after 20 mph speed limit implementation**

Sector	Average Before Speed (mph)	Average After Speed (mph)	Speed Change (mph)
Central West	20.2	19.1	-1.1
South East	19.6	18.6	-1.1
Central East	18.5	17.9	-0.6
<b>All Sectors</b>	<b>19.4</b>	<b>18.5</b>	<b>-0.9</b>

Despite a reduction in the number of sites with average speeds above 24 mph (21 sites before scheme implementation), 14 sites were found to still have average speeds between 24 mph and 29 mph after the schemes were implemented.

**Traffic Volume**

Due to the limited amount of data available at this stage, it has not been possible to determine if the scheme has had an effect on traffic migration or vehicle composition.

**Safety**

The analysis showed the total accident reduction was 13% and the number of casualties fell by 15%. KSI casualty numbers stayed the same whilst KSI accidents increased by 2%. None of these results were statistically significant when compared against national trends.

There were wide variations between the six sectors.

**Change in accident numbers by accident severity**

Sector	Before (Average of 3 year data)			After			% change	
	Slight	KSI	Total	Slight	KSI	Total	KSI	Total
Central East	30.7	6.0	36.7	34.0	3.0	37.0	-50%	1%
Central West	21.0	3.0	24.0	16.0	6.0	22.0	100%	-8%
North East	29.7	2.3	32.0	28.0	4.0	32.0	71%	0%
North West	26.3	3.0	29.3	19.0	4.0	23.0	33%	-22%
South East	13.7	1.7	15.3	15.0	0.0	15.0	-100%	-2%
South West	25.0	2.7	27.7	13.0	2.0	15.0	-25%	-46%
<b>All Sectors</b>	<b>146.3</b>	<b>18.7</b>	<b>165.0</b>	<b>125.0</b>	<b>19.0</b>	<b>144.0</b>	<b>2%</b>	<b>-13%</b>

**Change in casualty numbers by casualty class and injury**

Sector	Before (Average of 3 year data)			After			% change	
	Slight	KSI	Total	Slight	KSI	Total	KSI	Total
Central West	32.7	6.0	38.7	38.0	3.0	41.0	-50%	6%
Central East	25.0	3.0	28.0	18.0	6.0	24.0	100%	-14%
North East	34.7	2.3	37.0	29.0	4.0	33.0	71%	-11%
North West	28.3	3.0	31.3	21.0	4.0	25.0	33%	-20%
South East	16.0	1.7	17.7	15.0	0.0	15.0	-100%	-15%
South West	29.3	3.0	32.3	17.0	2.0	19.0	-33%	-41%
<b>All Sectors</b>	<b>166.0</b>	<b>19.0</b>	<b>185.0</b>	<b>138.0</b>	<b>19.0</b>	<b>157.0</b>	<b>0%</b>	<b>-15%</b>

Previous research has suggested average speed reductions of about 1mph (as observed in Portsmouth) result in accident reductions of about 5%, for roads with similar traffic flows.<sup>1</sup> The confidence limits associated with the one year's after data in Portsmouth are larger than this.

**Comparison with other 20 mph schemes**

When the results of the 20 mph limit (without traffic calming) are compared to the effects of 20 mph zones (with traffic calming), it is evident that 20 mph zones are more effective in terms of casualty and speed reduction. This is likely to be attributable to the greater reductions in average speed (typically 9 mph) achieved by 20 mph zones. It is however noteworthy that on roads in Portsmouth with high initial speeds (average speeds greater than 24 mph) an average 7 mph speed reduction has been achieved by the 20 mph limits.

Research carried out by TRL for Transport for London and observations during an experiment in Hull (in 1998) showed that the implementation of 20 mph speed signs alone only resulted in a 1 mph reduction in speed. This is comparable to the reduction in speeds observed in Portsmouth.

**Conclusions to date**

- The average speed reduction achieved by installing speed limit signs alone is less than that achieved by the introduction of 20 mph zones partly because 20 mph Speed Limits are implemented where existing speeds are already low;
- Within an area-wide application of 20mph sign only limits, those roads with average speeds higher than

<sup>1</sup> This figure was not based on before and after studies of traffic calming schemes but is based on analysis of the accident frequency and the characteristics of 300 UK roads. From this a model relationship was developed linking speed and accident frequency to enable predictions in the reduction of accidents if speed is reduced. Taylor et al, (2002) *The Effects of Drivers Speed on the Frequency of Road Accidents*, TRL Report 421, Crowthorne

24 mph generally benefit from significant speed reductions, but not to the extent that the 20mph speed limit is self enforcing;

- Based on the available data for one year after scheme implementation, casualty benefits greater than the national trend have not demonstrated but nonetheless may be demonstrated when more data is available; and
- The evaluation of area-wide schemes relies on good quality data and an appropriate evaluation design.

#### **Possible follow-on work**

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- An analysis of available travel to school data is needed in order to assess the impact of the scheme on non-motorised user journeys to school;
- A review should be carried out of highway satisfaction surveys to determine the impact of the scheme on public perception and behaviour, and assess the perception of aggressive driving; and
- An evaluation study that takes account of 3 years of "After" data to monitor the long-term impacts of the 20 mph scheme in PCC would offer stronger evidence of outcomes.

#### **Further Information**

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For further details of the Portsmouth City Council 20 mph interim evaluation and copies of the Final Report, contact:

Angela Gill

Email: [Angela.Gill@portsmouthcc.gov.uk](mailto:Angela.Gill@portsmouthcc.gov.uk)

or

Department for Transport

Email: [road.safety@dft.gov.uk](mailto:road.safety@dft.gov.uk)

Quote reference: Portsmouth20





**Meeting: Transport Working Party**

**Date: 30<sup>th</sup> June 2016**

**Wards Affected: Tormohun**

**Report Title: Fleet Street Regeneration Scheme – Proposed Phase 3 Construction**

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

**Supporting Officer Contact Details: Ian Jones – Highways and Transport Service Manager**

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**1. Purpose**

- 1.1 To update members on the progress of the Fleet Street Regeneration Scheme to date and provide information on the proposals regarding the commencement of Phase 3 of the scheme.

**2. Proposed Decision**

- 2.1 Members are recommended to support the commencement of Phase 3 of the Fleet Street Regeneration Scheme, to commence in early 2017.

**3. Action Needed**

- 3.1 That Phase 3 of the scheme is commenced in early 2017 to avoid the forthcoming Christmas Period, leading to a completion of the scheme, and that Traders and other stakeholders are made fully aware of the proposals in order that they can plan ahead for the likely disruption.

**4. Summary**

- 4.1 Phase 1 of the Fleet Street Regeneration Scheme was commenced in January 2013 with completion in the Following November. Following a consultation exercise with Traders, it was agreed that the following Phase should not be commenced until after the following Christmas Period. Phase 2 was then commenced in January 2015 and completed prior to the following summer period.
- 4.2 Phase 3 of the regeneration scheme is the final phase of the overall scheme, linking from the already completed section, up to the junction known as the 'GPO roundabout'.

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**Supporting Information**

**5. Position**

- 5.1 The regeneration of Fleet Street, Torquay forms part of the Council's Local Transport Plan and the layout was agreed following an extensive consultation process with Traders and other stakeholders.

- 5.2 Due to funding issues, the works were programmed to be carried out in 3 phases to ensure that the LTP capital funding could be spread over the 5 year period of the implementation Plan. This also provided flexibility to programme the works around the busiest trading periods and therefore minimize the disruption to traders and public transport.
- 5.3 Phase 1 of the Fleet Street Regeneration Scheme was commenced in January 2013 with completion in the Following November. The works were suspended during the summer period, however problems with utility services did cause the works to take longer than expected.
- 5.4 Following a consultation exercise with Traders, it was agreed that the following Phase should not be commenced until after the following Christmas Period. Phase 2 was then commenced in January 2015 and completed prior to the following summer period.
- 5.5 Phase 3 of the regeneration scheme is the final phase of the overall scheme, linking from the already completed section, up to the junction known as the 'GPO roundabout'. Taking the views of traders from the previous consultation, it is considered appropriate to allow a similar break between the works as for the previous phase, allowing a clear period up to the Christmas 2016 trading period.
- 5.6 Members are therefore being recommended to support the continuation of this scheme to commence early in 2017, with a planned completion prior to the main summer 2017 period, however if particular difficulties are encountered on this phase then consideration may be given to carrying out some works in the following autumn period if necessary.
- 5.7 Following the support of the Working Party, the Torbay Development Agency will be commissioned to implement the scheme and to carry out a notification process to Traders and other stakeholders to ensure they are fully aware of the timescales and enable them to plan effectively.
- 5.8 Due to the fact that a future regeneration scheme for the 'GPO' roundabout is likely to be proposed as part of a future LTP implementation plan, the extent of the Fleet Street paving is proposed to be reduced slightly at this end from the original agreed scheme, to ensure that any abortive works are minimized. This will not however impact on the overall scheme and will remove the current maintenance liabilities. The proposed layout is identified in Appendix 1.

## 6. **Possibilities and Options**

- 6.1 That Phase 3 of the Regeneration scheme is commenced in early 2017 following the forthcoming Christmas Trading Period.
- 6.2 That Phase 3 is delayed until the following Autumn/Winter period.
- 6.3 That Phase 3 is not commenced at the present time.

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

- 7.1 It is recommended that the option in item 6.1 above is implemented in accordance with the Council's Local Transport Plan.

## 8. **Consultation**

- 8.1 The scheme has been subject to a major consultation process with traders, public transport operators and other stakeholders as part of its design and implementation to date.
- 8.2 Affected stakeholders will be provided with prior notification of the forthcoming works in order that they may plan effectively.

## 9. Risks

- 9.1 If the final phase of the scheme is further delayed or not commenced, then the condition of this section of highway will continue to deteriorate leaving the highway authority with an increasing maintenance burden.
- 9.2 If the final phase of the scheme is further delayed or not commenced, then there may be a detrimental effect on longer term economy of this section of the Town Centre due to the ongoing deterioration of this section of road.
- 9.3 The implementation of this scheme is likely to cause disruption to traders in Fleet Street and require the diversion of public transport away from this area during the construction period, which may have a detrimental effect to the economy of this section of the Town Centre in the short term.

### **Appendices:**

Appendix 1 – Layout Plan of Fleet Street Regeneration Scheme.

### **Additional Information:**

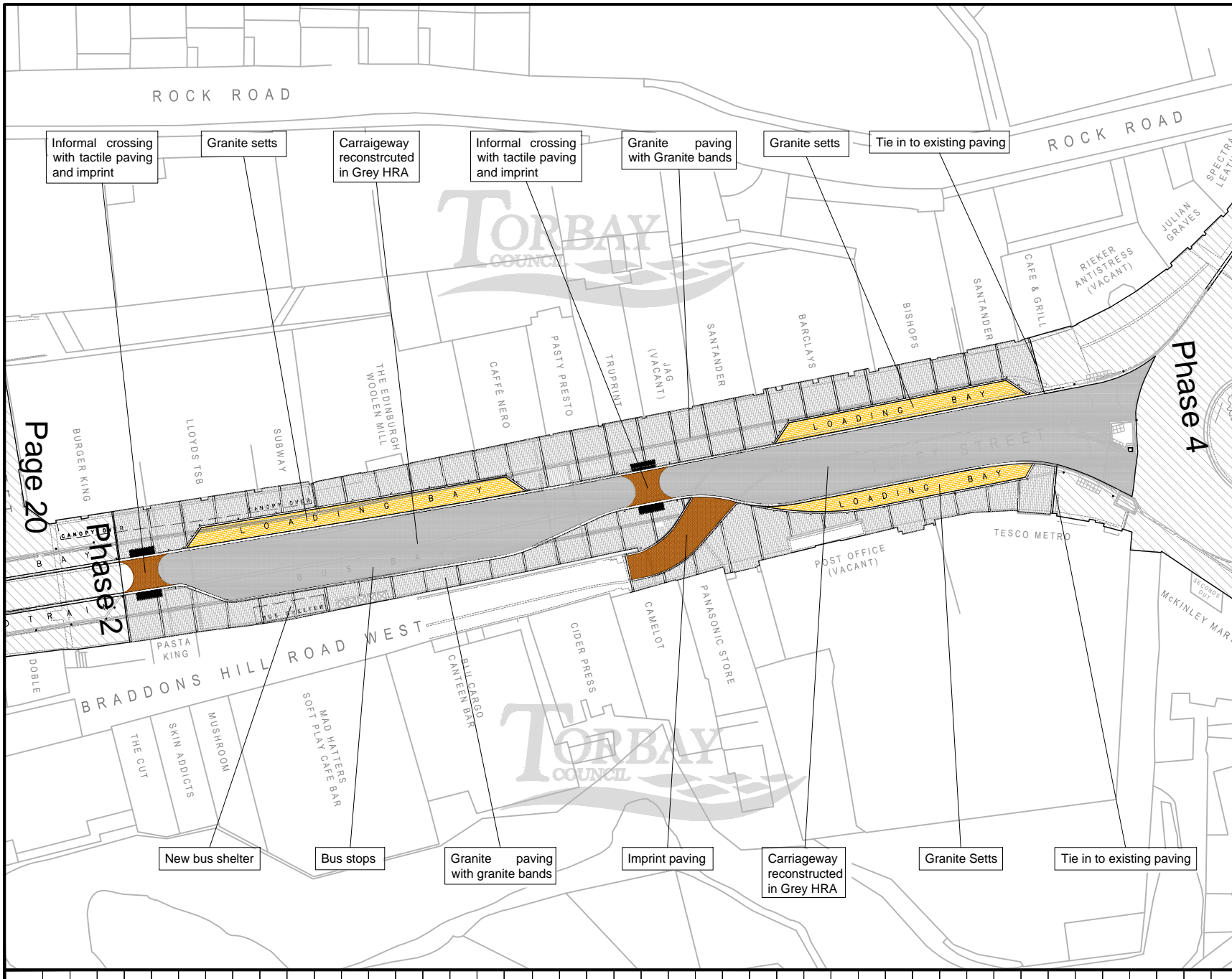
None.



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

None.

### **Background Papers:**

Report of Transport Working Party August 2012  
Report of Transport Working Party September 2013



REVISIONS		
no.	date	details
NOTES		
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 TORBAY DEVELOPMENT AGENCY TOR HILL HOUSE TORQUAY, TQ2 5GW TEL. 01803 208973 ; FAX. 01803 208976		
		
SCHEME TITLE		
FLEET STREET TORQUAY REGENERATION SCHEME		
DRAWING TITLE		
APPENDIX 1  PHASE 3 GENERAL ARRANGEMENT		
drawing number		rev.
8/3/21_301		-

# ROAD CASUALTY REDUCTION REPORT 2015



Community & Customer Services  
Lower Ground Floor  
Town Hall  
Torquay  
TQ1 3DR

## 1 INTRODUCTION

- 1.1 This report highlights the road casualty and collision data for the Torbay area during the calendar year 2015. Torbay Council's proposals for improving road safety for the next year are identified in the Torbay Council Road Safety Strategy 2012 - 2020, however, this report highlights in more detail the activities for 2016.

## 2 TORBAY'S TARGETS

- 2.1 In March 2000 the Government announced new targets for reducing casualties nationally. The targets are the percentage reductions to be achieved by 2010 compared with the average results for the base years, 1994 – 1998. The targets set by the Government were as follows:

- *40% reduction in the number of people killed or seriously injured in road crashes/collisions;*
- *50% reduction in the number of children killed or seriously injured;*
- *10% reduction in the slight casualty rate, expressed as the number of people slightly injured.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Fatal
- Killed and seriously injured

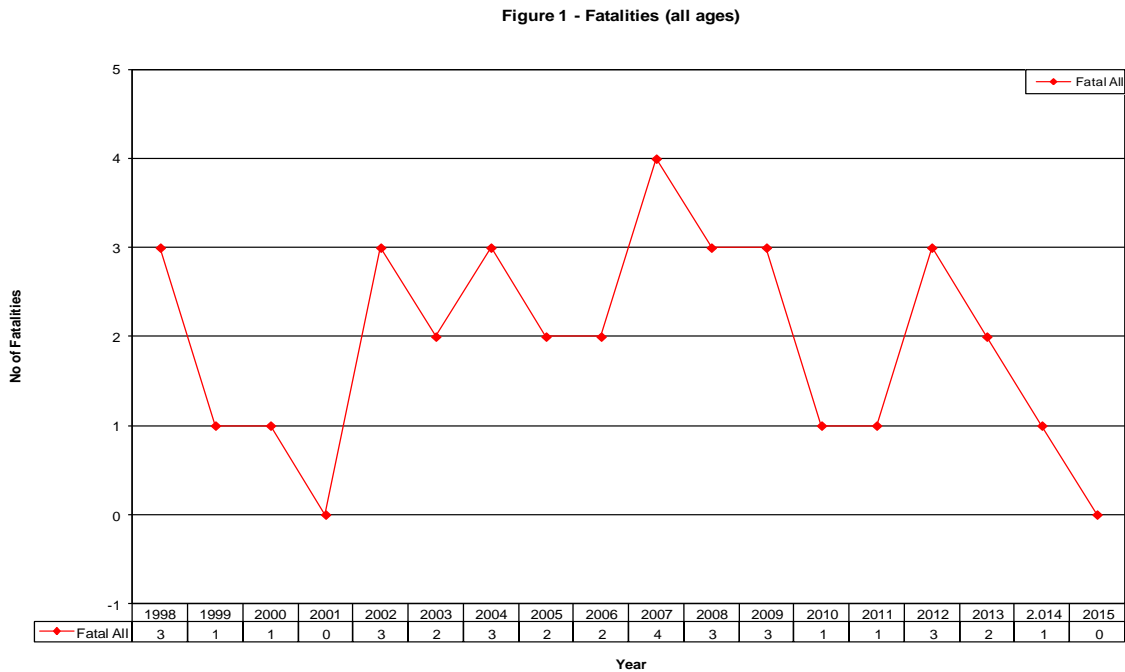
- Killed and seriously injured (0 – 15 years-old)
- Slightly injured
- Slightly injured (0 – 15 years old)

### 3 CASUALTY AND COLLISION DATA

3.1 The graphs below outline the road casualty and collision data for the years 1998 to 2015 compared against the government targets (where applicable).

#### 3.2 Fatalities

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



We are pleased to report that the results show no fatalities on Torbay roads in 2015, which is a decrease on the previous year. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced.

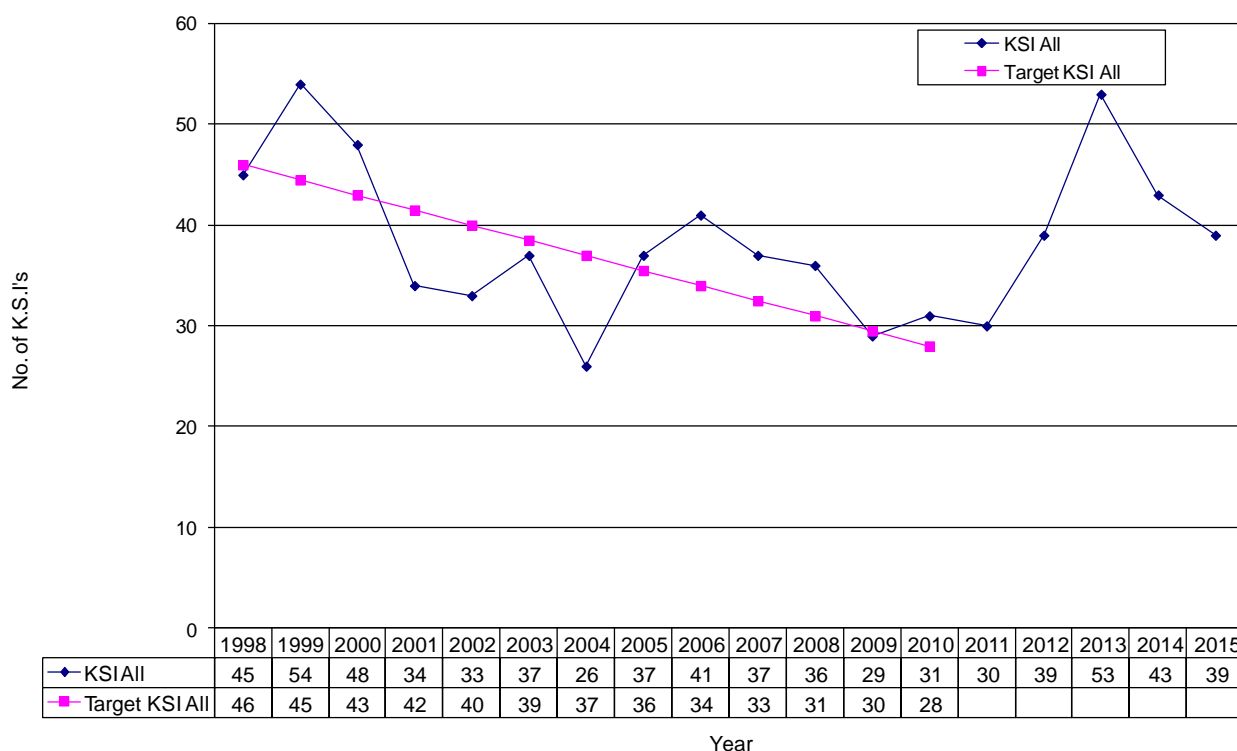
Torbay Council continues to work from very low base figures and continues to have one of the safest road networks within the South West. The authority benchmarks with other highway authorities and the number of road traffic casualties expressed as a percentage of the population is amongst the lowest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



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

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

Figure 2 - Killed and seriously injured (K.S.I.) (all ages)



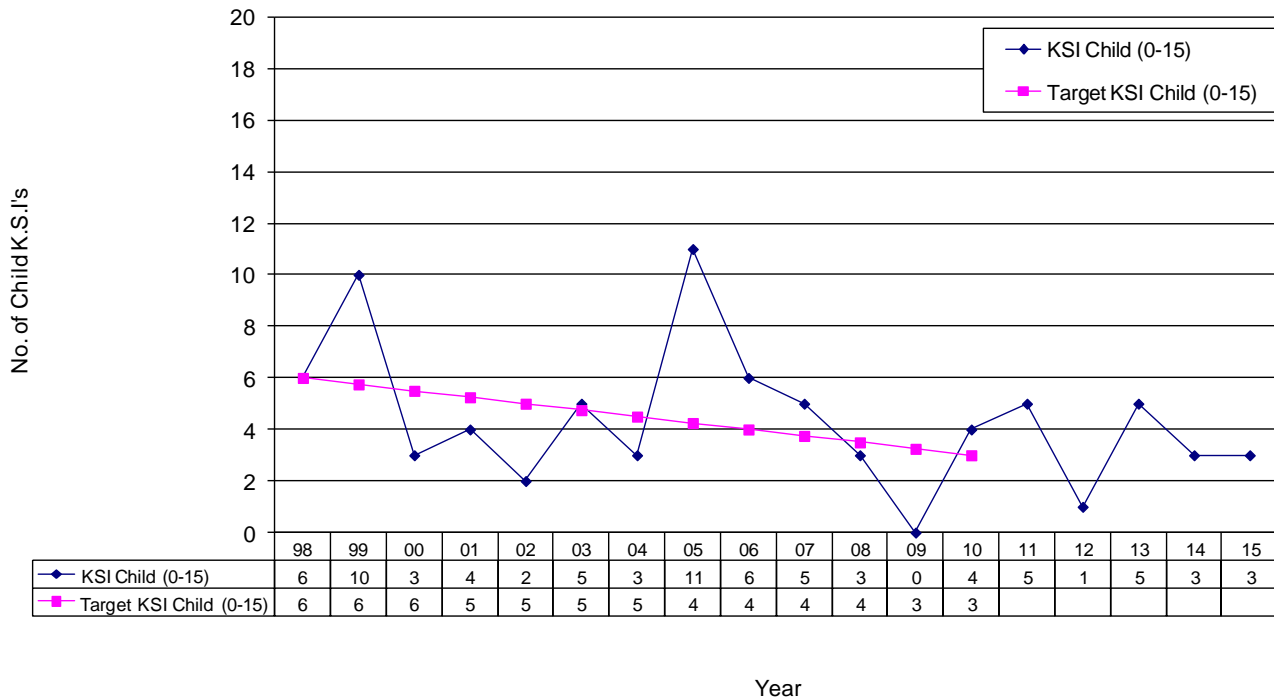
For the second year in succession there has been a reduction of the numbers of killed and seriously injured, the results for 2015 show there has been a 9% decrease in the number of killed and seriously injured since last year.

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

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

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

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



The results show there has been no change in the number of killed and seriously injured casualties (0-15 age group) over the past year, remaining at 3 casualties.

Analysis shows that all of these casualties were pedestrians.

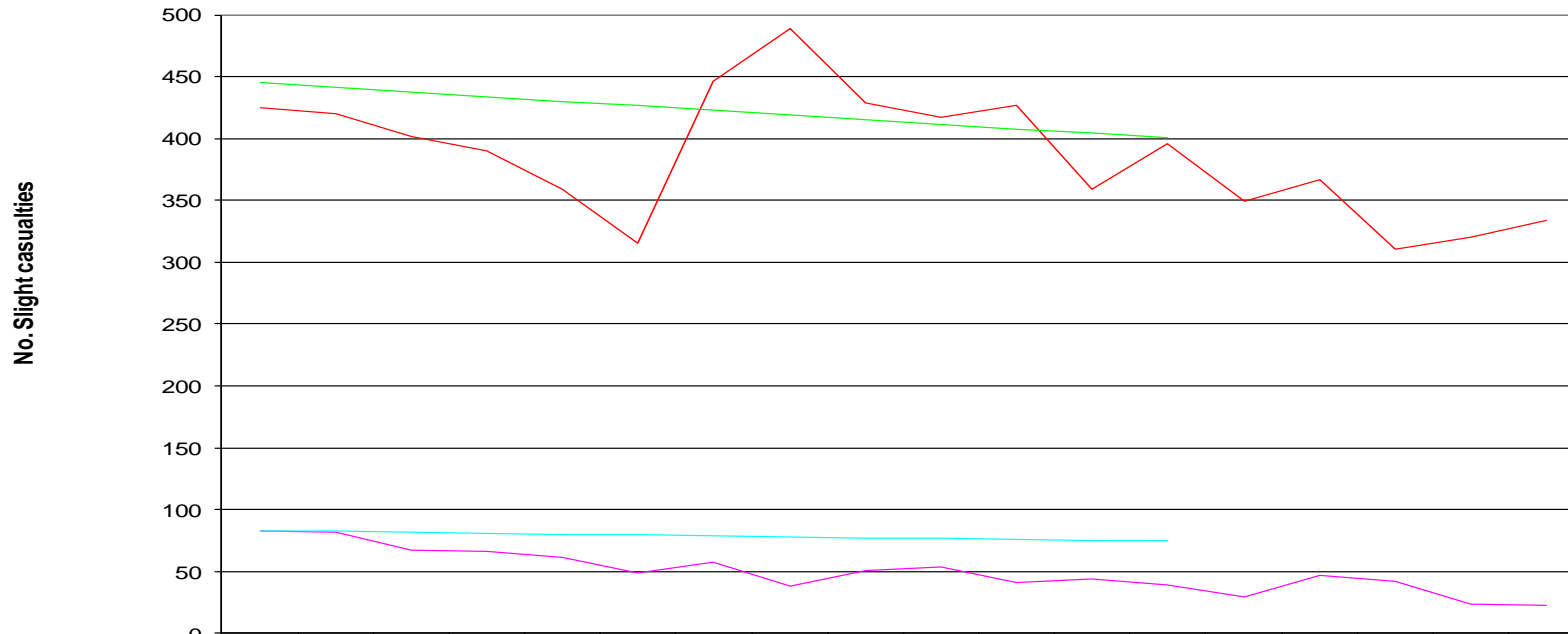
Continued targeting of road safety education to this age group will take place as part of our 'Learn to Live' and teenage road safety weeks.

Bikeability training will continue, whilst a successful bid to the Department for Transport (DfT) has recently accessed additional funding, allowing the authority to undertake Schools Action Travel planning. This has included the preparation of school maps showing 5 minute and 10 minute walk zones, scooter training and the provision of scooter pods at schools for storage; as well as the setting up of a number of 'Park 'n Stride' schemes for schools (e.g. Cockington, Curlledge, Roselands and Upton St James schools).

### 3.5 Slight Injuries

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

**Figure 4 - Slight injury accidents  
(all ages above, child 0 - 15 below)**



	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Slight All	425	420	402	390	359	315	446	489	429	417	427	359	396	349	367	311	320	334
Target Slight All	445	441	438	434	430	426	423	419	415	412	408	404	401					
Slight Child (0-15)	83	82	67	66	61	49	58	38	51	54	41	44	39	29	47	42	24	23
Target Slight Child (0-15)	83	82	82	81	80	80	79	78	77	77	76	75	75					

Year

### All ages

The results show slight injury casualties up slightly by 4% to 334, however our figures continue to show a downward trend from the 1988 baseline of 445, with a current reduction of 25%.

### Children (0-15 age group)

There has been a 4% decrease in child slights for 2015 and provisional analysis shows that 43% of these casualties were pedestrians, 18% front seat passengers, 35% rear seat passengers and 4% cyclists.

## **4 PLANNED ROAD SAFETY CAMPAIGNS 2015**

- 4.1 A list of the road safety campaigns which will be undertaken by the Road Safety Team during 2016 will be published on the website. Wherever possible, the local media (newspaper, radio and TV) will assist and are key to getting the message across to the target audience. The team continue to have a good working relationship with the media and enjoy a high profile, with positive stories being run and picked up by both local and national newspapers and television.

Road safety education will continue to be delivered in accordance with the Road Safety Strategy 2012/2020. However, collision data for the last three years is currently being analysed to establish the road users most at risk in relation to age and sex so that campaigns can be tailored to this priority. The budget for road safety education for 2016/17 is £15,500.

## **5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES**

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

Road safety initiatives (Safer routes)

The budget will be agreed as part of the Council's Capital Budget setting process for 2016/17.

### **5.2 TRAFFIC ACTION ZONE**

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

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

The Coombe Pafford and Hele Traffic Action Zone was implemented during 2013/2014 and there has been no funding identified for Traffic Actions Zones in either the 2014 / 2015, 2015 / 2016 or 2016 / 2017 financial years.

### **5.3 ROAD SAFETY INITIATIVES**

With the implementation of various road safety schemes over the thirteen years since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented. However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of accidents to identify any linear routes which have a higher than normal collision record. Further details of the engineering measures to be carried out in 2016/17 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

### **5.4 PENINSULAR ROAD SAFETY PARTNERSHIP**

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

Once again there will be decreased funding for the operation of Safety Cameras in 2016/17, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

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

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

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