

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.