

Transport and Parking Working Party Meeting Agenda

Thursday, 8 February 2024 at 5.00 pm
to be held via Zoom Meeting - Virtual

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Membership

Councillor Nicole Amil
Councillor Adam Billings
Councillor George Darling
Councillor Mike Fox

Councillor Jason Hutchings
Councillor Andrew Strang
Councillor Ras Virdee

- 1. Minutes of the last meeting held on 19 October 2023** (Pages 3 - 4)
To agree the minutes of the last meeting held on 19 October 2023.
- 2. Action Tracker/Matters arising from the last meeting** (Page 5)
- 3. Draft CPZ Policy 2024** (Pages 6 - 21)
- 4. Implementation of 20 mph zones outside of schools on main traffic routes** (Pages 22 - 35)
- 5. Any other business**
 - Crown & Anchor Way, Paignton – resident access only
 - Wellswood Traffic calming

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Lorraine Rawles, Town Hall, Castle Circus, Torquay, TQ1 3DR

Email: governance.support@torbay.gov.uk - www.torbay.gov.uk

Minutes of the Transport and Parking Working Party

19 October 2023

-: Present :-

Councillor Nicole Amil, Councillor Adam Billings (Chairman), Councillor Mike Fox,
Councillor Jason Hutchings, Councillor Katya Maddison, Councillor Andrew Strang and
Councillor Ras Virdee

(Also in attendance: Councillor Nick Bye, Councillor Steve Darling, Alan Denby,
Councillor Margaret Douglas-Dunbar, Susie Hayman, Ian Jones, Councillor Barbara
Lewis, Councillor Chris Lewis, Councillor Swithin Long, Adam Luscombe, Councillor Nigel
Penny, Councillor David Thomas, Councillor Jacqueline Thomas, Lisa Tuck and
Councillor Yvonne Twelves)

Apologies received from Councillor Bryant

58. Nomination for Chair of the Transport and Parking Working Party

Cllr Billings suggested that he would chair the meeting as Portfolio holder and for the Chair to be agreed at the next Working Party meeting when all members of the Working Party in attendance. All agreed with this suggestion.

59. Minutes of the last meeting held on 22 February 2023

All agreed that the minutes were an accurate record of the meeting.

60. Action Tracker/Matters arising from the last meeting

Lisa Tuck ran through the outstanding actions and updates were provided.

ACTIONS –

- Lisa Tuck/Susie Hayman to provide a written update on the negotiations being held with TCCT to be sent to the Working Party within the next 7 days.

61. Proposed ZEBRA Bid - Peter Knight from Stagecoach attending at 5.15 pm

The Chairman welcomed Peter Knight, Manager of Stagecoach to the meeting to provide an update on the proposed ZEBRA bid from Stagecoach.

Cllr Billings thanked Mr Knight for attending the meeting today.

ACTIONS –

- The Working Party recommended to support the bid led by Stagecoach to introduce electric buses into Torbay.
- Adam Luscombe to provide any regular updates to the working party when relevant. Peter Knight to attend a future meeting as the proposal progresses with DfT.
- Adam Luscombe will draft a further letter of support from the members of the working party to be sent to Torbay MP's.

62. The Plan for Drivers - new government policy paper

The Working Party received a presentation and update on the new government policy paper that has recently been announced for the Plan for Drivers, from Adam Luscombe.

63. Road Casualty Reduction Report 2022

The Working Party received the annual Road Casualty Reduction Report 2022, presented by Ian Jones. The outcome of the report is positive but there is the need to work further to reduce the annual number.

64. Road Safety Initiatives 2023/24

The Working Party received the annual Road Safety Initiatives report for 2023/24, presented by Ian Jones.

The Working Party recommended to support the proposals as detailed within the report and the recommended sites.

Transport and Parking Working Party Action Tracker

DESCRIPTION	BY WHO	UPDATES/NOTES
Meeting Date - 22 February 2023		
Kilmore Car Park - options available to be sent to Cllrs NB & JO'd for their attention	SH	Ongoing conversations being held with TDA and TCCT
Chase up highways spend information being sent out to members	AD	COMPLETED
Officers to update the action tracker and then to send out updated action tracker with updates.	LS	COMPLETED
Motorhomes and camper vans parking - information regarding how Falmouth Council have resolved their issues to be sent to AD	Cllr NB	COMPLETED
Look into having flashing lights introduced were 20 mph zones are implemented	IJ	Same advice as before. Additional lighted signs can be introduced and there will be some lighted school signs introduced in the areas where the zones are being implemented

Meeting Date - 19 October 2023		
Kilmore Car Park - To provide a written update on the negotiations being held with TCCT to be sent to the working party within the next 7 days.	LT/SH	
Proposed ZEBRA Bid -		
To provide any regular updates to the working party when relevant. Peter Knight to attend a future meeting as the proposal progresses with DfT.	AL	
Draft a further letter of support from the members of the working party.	AL	

Briefing Note for Transport Parking Working Party – 8th February 2024

Subject: Controlled Parking Zone (CPZ)/Resident Parking

Contact details:

Name: Susie Hayman, Head of Parking Services

Ian Jones, Head of Highways

Adam Luscombe, Service Manager, Spatial Planning, and Strategy

The proposal is to introduce a Controlled Parking Zone (CPZ)/Residents Parking Policy. This Policy will provide the basis on when it is appropriate to consult with residents for the implementation of a CPZ.

All new controlled/residents parking schemes are required to be self-funding for their implementation and continued costs for running the schemes. There is also a requirement for a percentage of residents to purchase these permits annually or the scheme will cease.

Highways Design the Scheme with Parking Services supporting with the Traffic Regulation process and once the scheme is implemented issuing the permits and enforcing the restrictions within the CPZ.

Comments from the members of this group are sought on this draft policy in order to progress to the next stage to be able to implement this policy.

January 2024

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Version control

Date	Details	Updated by

Controlled Parking Zone (CPZ)/Residents Parking

What is a Controlled Parking Zone (CPZ)/Resident Parking?

Controlled Parking zone (CPZs)/resident parking are defined as a group of inter-related streets which have, in the main, the same parking controls in operation.

The main objective of CPZs is to discourage commuter and long stay parking by people from outside the area. Therefore, they are normally introduced when residents are experiencing difficulty in parking near to their home as a result of the proximity of a commercial centre which attracts commuters, shoppers, etc. or a tourist attraction with little parking, or where other non-residential users are parking. They are not normally introduced as a result of residents having insufficient off-street parking or because they have more cars than road space to park upon, CPZ's would be ineffective in these instances.

The parking bays within the Zone are not numbered or allocated to a particular property. Vehicles with a permit may park anywhere within the Zone and not just in their own street. There is no guarantee a resident will be able to park in their own street and a CPZ does not guarantee a parking space.

Enforcement of CPZs will take place when resources allow.

The operational times for the CPZ are indicated on signs as you enter the Zone which means that waiting restriction plates are not needed within the zone (unless the restrictions are different from the main zone hours). However, there may be a requirement for residents to allow signage to be placed on the walls of their property to enable the scheme to progress and to cut down on the clutter of signage. The Council will always consult with the residents individually as to this requirement.

CPZs, by their very nature, may be to the detriment of local businesses, for example it may reduce the availability of parking spaces for larger vehicles, customers, collections and/or deliveries. Any new application for a CPZ will take into consideration the operational needs of the businesses within the proposed Zone.

Requesting a new Controlled Parking Zone

The introduction of a Controlled Parking Zone (CPZ), or changes to an existing CPZ, are usually considered in response to demand from local residents and businesses. Any proposal would require demonstration that the scheme has widespread majority support among local residents. CPZs are not normally introduced for single roads.

To demonstrate such support there needs to be effective, all-inclusive public consultation. This will be followed by clear and transparent decision-making. Both of these elements are essential for the credibility of the CPZ and Torbay Council.

The recommended consultation approach aims to establish the level of public support for a proposed CPZ by keeping all interested parties involved throughout the process and meeting the statutory requirement for public advertising.

The consultation process should be carried out on a household by household basis which is the fairest and most easily validated process for this type of consultation. The Council will not give higher merit to comments from residents' associations or petitions as it is difficult to establish if these comments are a reflective view of the association in the former instance or a true opinion based on facts in the latter instance. An individual household/business consultation ensures that everyone has an equal opportunity to express their views based on balanced and accurate information.

It should be noted it usually takes at least 40 weeks from the start of the CPZ consultation process until the relevant works required to implement a scheme are undertaken. This assumes that there are no objections when the Traffic Regulation Order (TRO) is advertised. A flow chart setting out the process is included at Appendix 1.

All costs for implementation and ongoing maintenance costs for the life of the scheme will be covered by the income from the implementation fee and ongoing annual permit fee. The implementation costs will be recovered by charging residents an increased Permit fee for the first 3 years of operation, which will be determined by the actual estimated costs involved and this will be advised to residents prior to final decision. Each year there will be costs to ensure if the take up of permits drops, the costs to abolish the scheme are covered. If, after three years, the take up of permits drops to less than 50% of all the properties covered by the CPZ, the scheme will be abolished providing all costs are covered for the legal orders and relining works.

The new CPZ scheme, if implemented, will:

- Require the removal of all advisory disabled bays in the road / proposed area.
- Require the removal of all access lines in the proposed area, if covered by 'no waiting at any time' / 'no loading at any time' restrictions.
- Be a 24hr residents parking zone unless residents express a majority desire for lesser time limited restriction.
- Be combined with any adjacent or nearby existing Controlled Parking Zone, if deemed appropriate by the Council.

CPZ Assessment with Residents

Local residents wishing to request the introduction of a CPZ should in the first instance contact their Ward Councillor (details of which are available at www.torbay.gov.uk). Where Ward Councillors receive numerous requests, using a toolkit provided by the Council they will undertake an assessment within the identified area. All information will be provided in the toolkit for ward councillors to lead on

The assessment will include those in surrounding streets which are not included in the proposed scheme as the issue of displacement (commuters and other motorists changing their parking to the nearest road where parking is unrestricted) must be considered when the scheme is designed and considered by the decision makers.

Criteria for progressing a request for a CPZ from initial Assessment

Once all the completed questionnaires have been received and documented these will be submitted to the Head of Highways, (SWISCo) for analysis of the responses.

When considering the implementation of a new Controlled Parking Zone, the following criteria must be met before progressing to the next stage:

1. Suitably evidenced parking problems within the proposed CPZ associated with commuter or non-residential parking
2. A response rate of at least 75% of those surveyed of the eligible properties
3. High support from residents, evidenced by more than 55% of eligible properties being in favour.
4. Less than 50% of the properties in the proposed CPZ have off street parking.
6. The parking is having an adverse effect on trade for local businesses in the area. This does not apply to problems with staff parking but for vehicles required for business purposes

Decision Making Process

If, following the initial assessment, the above criteria are met, the CPZ scheme will be drawn under the direction of the Head of Highways (SWISCo). This process requires the relevant plans to be prepared, the Traffic Regulation Order written and the costs to implement the scheme to be ascertained.

The cost of the scheme will cover:

- Advertising costs – a minimum of two adverts will be required (unless objections require further advertisements)
- Cost to install / amend existing signage
- Cost to implement new road markings
- Cost of any remedial works to carriageway to allow marking

The number of spaces that it is possible to be legally and safely marked out in the road will be determined. To calculate the cost of the scheme for residents, the planned cost of the scheme will be divided by the number of spaces and further divided by three to cover the three-year cost recovery time.

The basic cost of resident's permits at that time (£30 at present) will then be added to give the final yearly cost for a permit. These costs are not known until the size and scope of the scheme is designed.

At this stage, a report will be written for the Ward Councillors to present at the Transport and Parking Working Party for consideration. The Transport and Parking Working Party will make their recommendation to the Director of Pride in Place as to whether or not the CPZ should be progressed to formal advertisement, subject to a minimum resident take up.

Following approval of a CPZ scheme and prior to further works being undertaken, the Ward Councillors will advise the residents of the outcome and provide details on the up-front costs required to progress further. Application forms will be sent out at this stage with a request for the full up-front costs to be paid. This fee will include all officer time and advertising costs. This part of the fee will not be refundable if the scheme does not progress. If the scheme progresses the first year's permit will be included in the fee.

Once at least 55% of the eligible properties within the proposed scheme have submitted applications within the timescale provided (including the up-front payment), the Traffic Regulation Order will be advertised in line with the legislative process. At this stage formal objections may be submitted by the public.

If objections are not received the scheme will continue to implementation.

If objections or other response are received these will be presented to the Cabinet Lead for consideration for a final recommendation. The Cabinet Lead may, at his/her discretion, request that such consideration is referred to members of the Transport and Parking Working Party for a final recommendation.

The Cabinet Lead or the Transport and Parking Working Party, if thereby referred, will consider all responses to the proposed CPZ and provide a recommendation on whether to reject the objections and proceed to implementation, recommend minor amendments to the proposed scheme to mitigate any objections or fully uphold the objections and reject the scheme.

The Director of Pride in Place will make the final decision in consultation with the appropriate Cabinet Member and any recommendation from the Transport and Parking Working Party and issue a formal Record of Decision.

Implementation

If the decision is made to implement the CPZ, the Traffic Regulation Order for the new parking restrictions will be formally sealed, enabling the appropriate signage and carriageway markings to be implemented and enable them to be enforced. There will be a review of the CPZ after a minimum of twelve months which will be undertaken by the Ward Councillors.

Review of the Scheme

A scheme may be reviewed no earlier than twelve months after full introduction (i.e. after all of the signs/lines have been implemented and the scheme has been in full operation and enforced).

The scheme may be removed if the take up is less than expected and therefore does not fully recover the costs of the scheme.

Any requests for a further consultation for changes to the scheme due to complaints/requests from residents will only be undertaken if funded by the affected eligible properties and will be processed in the same way as for a new request.

CPZ Operational Policies

O1. Size of CPZ

CPZs can cover large areas and include numerous public facilities. This can be a valuable facility for many residents but increases parking pressure in the popular areas, particularly near stations, hospitals, schools, shopping centres and industrial sites where local residents compete with other road users for parking space. Fundamentally the aim of most controlled parking schemes is to help residents to park near their homes by preventing commuters from parking in the area.

Each CPZ will need to be appropriately signed and permits will need to be zone specific to stop inter-related zone parking.

O2. Types of Parking Bays in a CPZ

The following are types of parking bay that can be made available in Torbay CPZs:-

- Resident permit bays
- Business permit bays
- Pay and display bays
- Shared use bays – limited waiting time for non-residents and for permit holders
- Time restricted Disabled bays (not advisory) (amenity areas only)
- Loading bays
- Electric charging bays

O3. Permits General

The section below marked “CPZ Permit Operational Policy – Permits”, explains fully the eligibility criteria for applying for a permit. However, one of the key elements of a parking policy is the regulation of the issue and use of parking permits. It is essential that the integrity of the parking scheme be safeguarded to ensure fairness and to maintain its benefits to genuine residents and businesses. Whilst it will never be possible to completely eliminate fraudulent permit applications, every effort will be made to ensure that as far as possible permits are only issued to bona fide residents and business users and each permit holder is expected to sign the terms and conditions of the permit which includes a statement that they meet the criteria and are a bona fide resident business.

O4. Parking across Crossovers in CPZs

Where there are cross overs in a CPZ, the Council will allow access lines across driveways and the resident can park in front of the driveway but will be required to purchase a permit if they wish to park across their driveway.

O5. Motorcycle Parking

This policy applies to motorcycles and the Council can offer a virtual permit. Motorcycles are not exempt from any parking restrictions in the zone. This applies to any new schemes and existing schemes.

O6. Hours of Control with a CPZ

Hours of control will be considered throughout the consultation process and the TRO signage will advise of the times of operation.

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CPZ Permit Operational Policy - Permits

E1 Eligibility Criteria for Residents

It is the intention of any parking permit scheme to ensure that resident parking permits are only available for genuine residents who live within the zone or residents living in properties bordering the zone and these properties are named in the final schedule of the relevant Traffic Regulation Order. For the purpose of this document and other documents relating to CPZs a resident/applicant is classed as anyone whose property is named in the final Schedule of the relevant Traffic Regulation Order for the zone. Similarly business permits are only available for local businesses that use and keep a vehicle. Therefore before being issued with permits applicants must meet criteria that satisfy the Council that they are genuine residents and the vehicle for which they seek a permit is owned or kept by themselves for their use. To this aim a criteria must be set to ensure that:-

- The applicant's address on the application form must be the applicant's sole or main address and is named in the final Schedule of the relevant Traffic Regulation Order for the zone.
- A minimum period must be spent at this address to qualify as a resident e.g. the applicant must spend at least 4 days and nights living and sleeping at the address for a minimum period of 13 consecutive weeks.
- Full Council Tax must be paid on the property i.e. no discount for a second home.
- The applicant must be the registered keeper of the vehicle or in the case of a company vehicle have exclusive use of the vehicle.
- The business is bona fide and within the controlled area.
- The vehicle registration document must be in the name and address of the applicant within the CPZ.

E2. Residential Proof

The following documentation will be needed to prove the criteria has been met:-

- Council or Housing Trust Agreement
- Contents insurance for the property
- Benefit/pension notification dated within the past 10 months
- Tenancy Agreement
- Current Council Tax notification – this can also be checked electronically by the Council

Vehicle Proof:-

- V5c vehicle registration document

Driving Licence

- Current driving licence is required.

All documents must show the name and address of the applicant. The address must show the address within the CPZ.

Very occasionally a genuine resident may not be able to provide all the items of proof of residence required by the criteria. In these cases the applicant will be refused a permit or asked to provide a signed proof of residence from a professionally qualified person.

There may also be other scenarios where applicants cannot supply the required information above and individual circumstances may be taken into consideration and accepted if it can be proved that the qualifying criteria has been met by the applicant.

E3. Eligibility and Proof for Businesses

- The business address must be within the CPZ
- Proof of business rates payable at the property
- Payment is made by the company with no personal payments being accepted
- Vehicle registration or hire leasing document is registered to the business

E4 Number of Permits Issued

Torbay Council will initially limit the number of permits issued within the CPZ to two per household and/or business address.

E5. Charges for second and subsequent permits

Torbay Council may make higher charges for second and subsequent permits. Demand for available space will again be monitored and Torbay may introduce extra charges or increase the number of permit allocations per property if capacity allows within the scheme.

E6. Foreign Registered Vehicles

The DVLA regulations stipulate that a foreign registered vehicle should be re-registered if it is to stay for longer than 6 months in this country. Permit applications for foreign registered vehicles will only be issued with a maximum 6 month period. These permits would not be renewable and no further permits would be issued for the vehicle unless it was re-registered in the UK

E7. Second Homes

For second homes the owners may apply for visitor permits up to a maximum of 365 permits per year upon completion of the application form and payment of the appropriate fee.

E8. Holiday Accommodation, Guest Houses/Hotels

For visitors staying in either guest houses or holiday accommodation the Council will issue to the owners of the properties upon completion of the relevant application form and the appropriate fees as follows:-

- Holiday Accommodation – a maximum of 365 per year
- Guest Houses/Hotels – a maximum of 365 per letting room.

These permits must be sold at face value only and without any extra charges including processing or administration charges. If the Council are made aware that extra charges are being added for these permits, the Council will use their discretion as to whether the visitor permits are withdrawn from the applicant.

E9. Permit Renewals

Permit holders wishing to renew their permits will be required to produce proof of ownership and residence (as outlined in the criteria proofs within this policy) to verify that they continue to be the registered keeper of the vehicle and that they continue to reside within the CPZ. If residents change vehicles during the permit period they must apply for a new permit to be issued against the new vehicle.

E10. Non Vehicle Specific Permits

A very small number of residents may have difficulty in meeting the criteria for a resident permit because they are provided with a pool car that changes frequently. On these occasions a non-vehicle specific permit will be issued if the resident can provide proof that as part of their employment they need to use various vehicles or are provided with pool cars.

It is essential that the resident meets the full residential criteria to obtain this permit and any abuse of the permit will result in instant withdrawal of the permit.

E11. Oversized Vehicle

Vehicles are required to park within the parking bay markings to avoid being issued with a PCN. Consideration of defining the size/length/height of a residential vehicle is advantageous as it will allow some control of residents who run business from their homes but possess large vehicles in order to run their business.

The measurement used is as follows:-

Height – not exceeding 209 cms (six feet 10)

Length – not exceeding 549 cms (eighteen feet)

The same restriction on height and length is taken on applications for business permits although this will depend on individual cases and specific design criteria for the zone. Consideration may be given to areas in specific zones where parking a vehicle whose dimensions are slightly over the above will be permitted to park in specific bays only. The design criteria and the environment for the residents will be taken into consideration.

E12. Temporary Cover

For a resident who does not normally run a car but wants to hire a vehicle for a limited period, additional residents visitor permits will be provided upon inspection of the hiring agreement for which a charge will be made for the visitor permits and a further administration may be applicable.

E13. Visitor Parking

Visitors to CPZs will be required to display a visitor permit if they wish to park during the enforcement period of the CPZ. Visitor permits will be available to purchase direct from parking Services and will only be available to residents. A maximum of 100 passes a year will be provided to each household.

E14. Permit Charges

The cost of a parking permit must reflect the overheads of enforcement and administration. These issues have been considered by Torbay Council and the following charges currently apply:-

Annual resident permit	£30
2nd and subsequent annual resident permit	£30
Electric Vehicle Permit	£30
One day visitor permits (book of 10)	£10
Essential Visitor Permit	£30
Annual business permit	£100
Second Annual business permit	£100

These charges will be reviewed on an annual basis and may be subject to change (refer to Torbay Council Fees and Charges for up-to-date permit charges). In future these charges may need to reflect the full cost delivery of zones which will include the costs for the refreshing of the signs and lines.

E15. Eligibility criteria for Essential Visitor Permits

The permit is issued when evidence is produced the resident in the CPZ requires ongoing care to be able to live in their own home. The following evidence will be required:-

- Documents resident lives in the CPZ see E2.
- Where a health and emergency car works badge is not sufficient to attend to a resident's health care needs
- Evidence will be required from a health care professional, care is required at home

E16 Electric Vehicle Permit

Where there are electric charging points for vehicles the Council will introduce an electric vehicle permit. The eligibility and evidence required is as above in E1 and E2 but the permit will permit the vehicle to park in a bay for the sole purpose to charge their vehicle and then to move vehicle to park in the relevant bays within the zone, once charging is complete

E17. Applying for a Permit

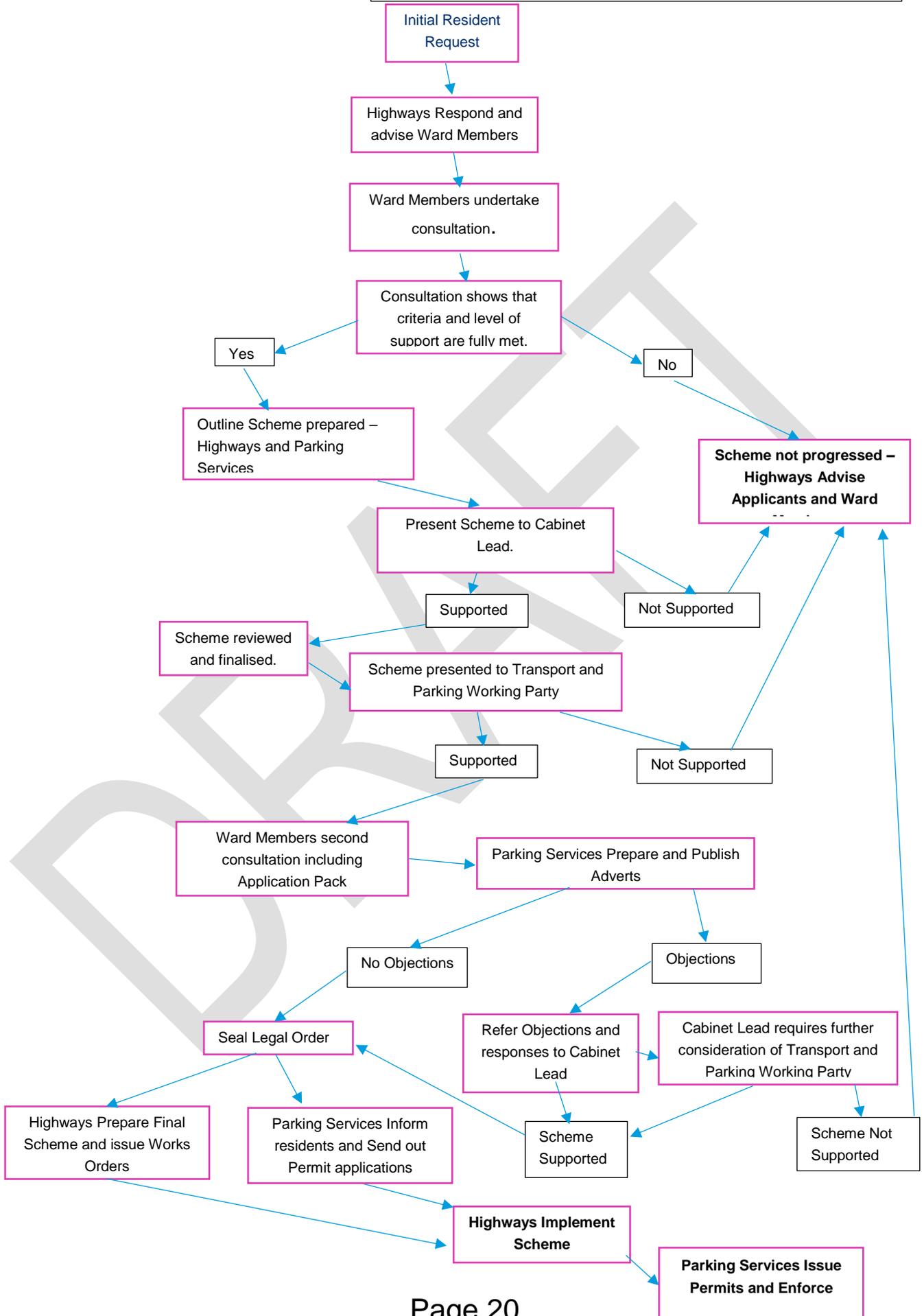
The Council use online methods to apply for permits and the website will advise of the process, the evidence required and how to make payment. This application process will advise how soon you can park once you have applied.

E.18 Enforcement of the CPZ

The Council aim to enforce each CPZ more often at the outset of the scheme to gain compliance quickly when resources allow. The council would encourage any residents to use the online reporting form to advise of issues being experienced. Enforcement will be requested to attend to monitor the area when residents are experiencing issues of non-compliance in the zone within the relevant enforcement hours. If monitoring shows compliance is high then it is likely the scheme will be enforced less often.

Appendix 1 Flow Chart

Controlled Parking Zone Process Chart



Transport and Parking Working Party report

Subject: 20mph Zones and Speed Limits – Update on Review of Strategy

Author: Ian Jones - Head of Service - Highways (SWISCo)

Director: Alan Denby – Director of Pride in Place

Cabinet Member: Cllr Adam Billings - Cabinet Lead for Pride in Place and Parking

1. Purpose of Report

1. Background

1.1. A report titled '20mph Zones and speed Limits – Review of Strategy 2023' was presented to February 2023 meeting of this Working Party. a link to the report is below:

<https://www.torbay.gov.uk/DemocraticServices/documents/s136146/Review%20of%2020mph%20zones%20in%20residential%20areas%202023.pdf>

1.2. The Working Party supported the following Outcome at that meeting:

'The Council continues with the programme of implementation of 20mph zones to locations identified as Category A within the report to the Transport Working Party of May 2018, and; A revised Strategy is developed for the next phase of implementation, which will focus on residential areas surrounding the Schools listed in Appendix 1 to the report, and The extent of the proposed zones will be agreed in liaison with the Cabinet Member for Infrastructure, Environment and Culture and the views of the Transport and Parking Working Party, will form part of the consideration process'.

1.3. Since the above outcome was supported, SWISCo's Highways Officers, in consultation with the Cabinet Lead have continued with the implementation a 20mph zone in the Fore Street, Barton, Torquay area and progressed the design and consultation of schemes for the Queensway Area, Torquay and the Fisher Street area, Paignton. All of these were areas identified as 'Category A' within the report to the Transport Working Party of May 2018.

- 1.4. In addition, Highways Officers have been developing a revised strategy for the next phase of implementation in liaison with the Cabinet Lead, focusing on the areas surrounding the schools, which were listed in Appendix 1 to the February 2023 report to this Working Party, which detailed the six School sites on major routes, that currently have advisory 20mph zones.
- 1.5. Appendix 2 to the February 2023 report listed other school sites which may be considered as a second phase of implementation. These have not been progressed at the present time and may be subject to a future report to the Working Party.
- 1.6. The proposed zones within this report have been developed by first considering whether 20 mph zones in the School locations would need to be focused on the locations immediately adjacent to the school site, or whether there were opportunities to expand those areas into surrounding residential streets, giving due consideration to the fact that the extent of the zone would be likely to suggest encouragement of an increase of the speed limit to the standard 30mph limit.
- 1.7. In order to rank the six locations into priority order, a scoring matrix, as supported by the Transport Working Party in November 2018 was used by officers, taking a number of factors into consideration. The scoring matrix and accompanying report can be found on the link below:
- 1.8. Proposed Road Safety Initiatives 2023/24 were reported to and supported by this Working Party in October 2023 and this included reference to this revised strategy. Members were advised that available resources would be likely to allow the progression and implementation of 2-3 sites in year 1 of this revised Strategy.

<https://www.torbay.gov.uk/DemocraticServices/documents/s63223/JC%20-%20TWP%2020mph%20in%20Residential%20Streets%20Scoring%20Matrix%20FINAL.pdf>

<https://www.torbay.gov.uk/DemocraticServices/documents/s142315/Road%20Safety%20Initiatives%202023%2024.pdf>

2. Reason for Proposal and its benefits

2. Position

2.1.1 Following the support of the Transport and Parking Working Party in February 2023, 20 mph zones have been developed and progressed for the following priority schools, which were listed in Appendix 1 to that report:

- Hayes School (Totnes Road & St Michael's Road) (Hayes Road already has permanent 20mph zone)
- Cockington School (Avenue Road & Mill Lane areas)

- Sacred Heart School (Cecil Road area)
- Barton Academy (Barton Hill Road)
- Torquay Academy (Barton Road & Cricketfield Road areas)
- St Cuthbert Mayne (Teignmouth Road & Westhill Road areas) (could include St Margaret's and Homelands Schools).

2.1.2 All of the above School locations currently have advisory 20mph limits, which are identified by signs with flashing beacons, these are not however enforceable by the Police. This proposed strategy will involve the implementation of permanent enforceable 20mph speed limits. These limits will be in operation at all times. Time related legally enforceable speed limits are not permitted.

2.1.3 Locations have now been considered in terms of recommending the proposed extents of the 20mph zone and their relative priority using the scoring matrix, which was developed in 2018 as part of the original strategy. The considerations for each site are as follows:

Hayes School (Totnes Road)

This site is on the A385 Totnes Road, which is a highly trafficked distributor road, and as such there is a high level of pedestrian to vehicle conflict. There is a School Crossing Patrol in operation.

The level of immediately affected residential properties is minor on Totnes Road and a permanent reduction in traffic speeds would have the added benefit of slowing traffic approaching the junction of Hayes Rd onto Totnes Road, which at times can be difficult to negotiate due to limited visibility.

It should however be noted there have been no reported fail to stop incidents at the School Crossing Patrol site in 2023 or any injury collisions (over the last 5yrs) in the area being proposed for the 20 zone.

Expansion into the surrounding residential areas is possible, however there are many interconnecting streets in this area, and it would be difficult to include these streets without considering a scheme, which would go far beyond the focus of slowing traffic in the vicinity of the school.

It should be noted also that an existing 20mph zone is in operation, adjacent to the School in Hayes Road and it is also recommended that this zone is expanded slightly to include Whitley Road, due to its steep decent towards the school entrance.

The proposed zone is shown in **Appendix 1** to this report.

Cockington School (Avenue Road & Mill Lane areas)

This site is on the A3022, Avenue Road, which is a highly trafficked main road and, as such there is a high level of pedestrian to vehicle conflict. There are School Crossing Patrol sites both on this road and also on the adjacent section of Mill Lane.

There are a few residential and guest houses in this area, as such there can be a number of drivers and pedestrians unfamiliar with the location and/or making turnings to access properties here.

This location has had 4 fail to stop incidents at the School Crossing Patrol site in 2023 and 6 injury collisions over the past 5yr period in the proposed zone area.

It is recommended that there is little advantage in considering an expansion of this area into any surrounding streets.

The proposed zone is shown in **Appendix 2** to this report.

Sacred Heart School (Cecil Road area)

This site is on the B3060, which is a highly trafficked distributor road and as such there is a high level of pedestrian to vehicle conflict. There is a School Crossing Patrol in operation at this site. There is additionally a dense and narrow road layout for nearby properties that may benefit from being included within this zone.

The road has one school, plus Fire Station and is a mainly residential area with high density housing.

The location has had no reported fail to stop incidents at the School Crossing Patrol site in 2023 but had 4 injury collisions (over the last 5yrs) in the area being proposed for the 20 zone.

There are two existing 20mph zones in nearby areas, namely Southfield Road/Oldway Road and Winner Street/Well Street. It is therefore possible to consider an expansion of this area to link the proposed School location to the existing Zones, thus creating a wider connected residential 20mph for this area of Paignton.

The proposed zone is shown in **Appendix 3** to this report.

Barton Academy (Barton Hill Road)

This site is on a highly trafficked distributor road and as such there is a high level of pedestrian to vehicle conflict. There is a school crossing patrol in operation.

The location also includes a busy signal controlled junction, a zebra crossing facility at the school crossing location, a church and church hall plus links to roads exiting from the Hele residential area.

The location has had 2 reported fail to stop incidents at the School Crossing Patrol site in 2023 but had 5 injury collisions (over the last 5yrs) in the area being proposed for the 20 zone.

An existing 20mph zone has been recently implemented to the nearby Fore Street, Barton location, however linking this to the proposed zone is likely to be problematic, given the number of connecting residential streets.

As the School is also accessed from the rear (Orchid Way) and from Danvers Road, it is proposed that the proposed zone would benefit from the inclusion of these roads and the adjacent section of Beechfield Avenue.

The proposed zone is shown in **Appendix 4** to this report.

Torquay Academy (Barton Road & Cricketfield Road areas)

This site is on 2 highly trafficked distributor roads and as such there is a high level of pedestrian to vehicle conflict.

This location consists of 2 zebra crossings on each road, a busy mini roundabout junction, a school with accesses onto both roads plus residential properties.

This location has no School Crossing Patrol. However there have been 12 injury collisions within the proposed zone here in a 5 year period.

There is little advantage in extending the proposed zone into surrounding residential streets, apart from connecting Cul-de-Sacs, however there is an opportunity to connect this to the existing 20mph zone for Barton Road to the south of the mini roundabout.

The proposed zone is shown in **Appendix 5** to this report.

St Cuthbert Mayne (Teignmouth Road & Westhill Road areas)

This site is on two highly trafficked distributor roads and as such there is a high level of pedestrian to vehicle conflict.

The location consists of 2 zebra crossings on Westhill Rd (one with a School crossing patrol) with a proposed 3rd controlled crossing being considered on Teignmouth Rd as part of the Road Safety Initiatives 2023/24, there are two schools in this area, a primary and secondary school plus a busy double mini-roundabout.

Lower speeds could help improve safety certainly during school times and encourage safer movements at the roundabouts.

The location has had no reported fail to stop incidents at the School Crossing Patrol site in 2023 but had 13 injury collisions (over the last 5yrs) in the area being proposed for the 20 zone.

There is an existing 20mph zone including the roads surrounding the nearby St Margarets Academy and there is an opportunity, given the road layout to include a number of residential streets to link the proposed zone to the existing zone.

The proposed zone is shown in **Appendix 6** to this report.

- 2.1.4 Drawings detailing the proposed zones are included in **Appendices 1-6** to this report. Please note that the areas shown in red are the proposed zones in the vicinity of the schools in question. The areas shown in blue denote areas where an expansion into surrounding streets may be considered and areas shown in green denote any existing 20 mph zones.
- 2.1.5 As stated, a collision site review has been undertaken for each of the proposed zones. It should however be noted that the majority of these cases were not directly related to the school or school pupils and not all were directly attributable to excess speed, however it is accepted that the implementation of lower traffic speeds may contribute to the reduction and severity of collisions in the areas concerned.

2.2. Priorities

- 2.2.1. Following the application of a scoring matrix, Highways Officers have ranked the six sites into priority order, based on the scores. The proposed priority of the six sites is proposed as follows in order:
- Sacred Heart
 - Cockington School
 - Barton Academy
 - Torquay Academy
 - St Cuthbert Mayne
 - Hayes School (Totnes Road).

2.3 Options

- 2.3.1. The views of this Working Party are sought in respect of proposed change of Strategy in the progression and implementation of 20mph zones in Torbay and to the proposed extents of zones, as detailed in **Appendices 1-6**. Members are invited to consider the following options:

Option 1 – Members are invited to consider the information within this report and support the progression of 20mph zones to the six school sites, as supported by the Working Party in February 2023 as listed above and detailed on **Appendices 1-6** to this report, with the inclusion of the proposed areas designated in red (School zone) and blue (potential expanded zone) on the plans, where included, in the priority order listed in 2.2.1. above.

Option 2 – As Option 1 but with the progression of areas designated in red (School Zone) only.

Option 3 – To not progress this revised strategy and revert to continuation of the Strategy agreed in May 2018.

2.4 Consultation

- 2.4.1. The Transport and Parking Working Party are requested to consider this matter and to make their various views known to the Director of Pride in Place and the Cabinet Lead for Pride in Place and Parking. All comments are welcome and a consensus view is not necessarily required.
- 2.4.2. As the programme of schemes is progressed, engagement will be undertaken with Council Ward Members and stakeholders, which will take place prior to the introduction of new speed limits and any associated parking restrictions, if required.
- 2.4.3. New Traffic Regulation Orders are required for any new speed limits, and these will be advertised (both on site and in the local media) and should there be any objections these will be presented to the Cabinet Lead for further consideration.
- 2.4.4. Comments provided by the Transport and Parking Working Party will form part of this wider consultation.

2.5 Risks

- 2.5.1. There is a risk that the introduction of an expansion of a 20mph zone around some schools will not result in the expected speed reductions or casualty reductions.
- 2.5.2. The discontinuation of the current strategy is likely to raise concerns and complaints in locations, which were previously included and programmed for reduced speed limits.
- 2.5.3. The expansion of the implementation of 20mph speed limits and zones will require sufficient budget provision. There is a risk that due to competing priorities and uncertainties over future government grant funding, that such funding may not be forthcoming. Any proposed schemes will need to be considered alongside other priorities for funding.
- 2.5.4. There is a risk that staff resources may not be sufficient to implement the proposed expansion of the implementation of 20mph speed limits and zones within expected timeframes.
- 2.5.5. There is a risk that residents will not be fully supportive of the introduction of 20mph zones in their residential areas and this may result in objections to advertised Traffic Regulation Orders.
- 2.5.6. There is a risk that drivers will not support the fact that a 20mph speed limit will be implemented on these roads at all times and may result in objections and ongoing complaints in respect of the implementation of a permanent 20mph zone.
- 2.5.7. If the expected speed reductions or level of compliance is not achieved in the proposed zones, consideration will need to be given to the provision of additional speed reduction measures, for which funding provision will be required.

2.6 Resources

- 2.6.1. Contained within the Local Transport Plan Implementation Plan (2021/22 – 2026/27) are the details of committed budgets which includes an allocation for Road Safety, 20mph Zones and Minor Works. This budget allows for a number of small minor road safety engineering schemes each year. Any larger schemes need to be considered as separate business cases as part of the authority's capital budget setting process

- 2.6.2. Whilst funding needs to be a consideration in the programming and delivery of new 20mph schemes, it should be appreciated that staff resources are also a major factor and therefore the pace of delivery will not be dictated by the levels of funding alone.
- 2.6.3. For the 20mph zones, which are currently in the process of being progressed and delivered, resources have been commissioned from Torbay Council's partner consultant and it would be the intention to continue their use for the next phase of implementation. The consultant's staff resource for this type of work, along with the resources available from SWISCo's highways teams are however limited and therefore the advice that 2-3 sites should be taken forward in the first instance is based on the availability of staff resources, rather than the level of available budget.
- 2.6.4. Experience of delivering previous schemes demonstrates that the time taken to undertake the required consultation and progression work will relate to the numbers of affected properties within the zone and associated stakeholders. It may therefore be a consideration that reducing the zones to the areas shown in red on Appendices 1-6, as in Option 2 above, may result in schemes being delivered in a shorter timescale than including the wider residential areas as in Option 1.
- 2.6.5. As stated in the February 2023 report a budget cost of £35,000 is recommended for each zone, based on previous scheme costs, however this can vary depending on the size of the zone, the numbers of consultees and the level of support in any zone.

3. Recommendation(s) / Proposed Decision

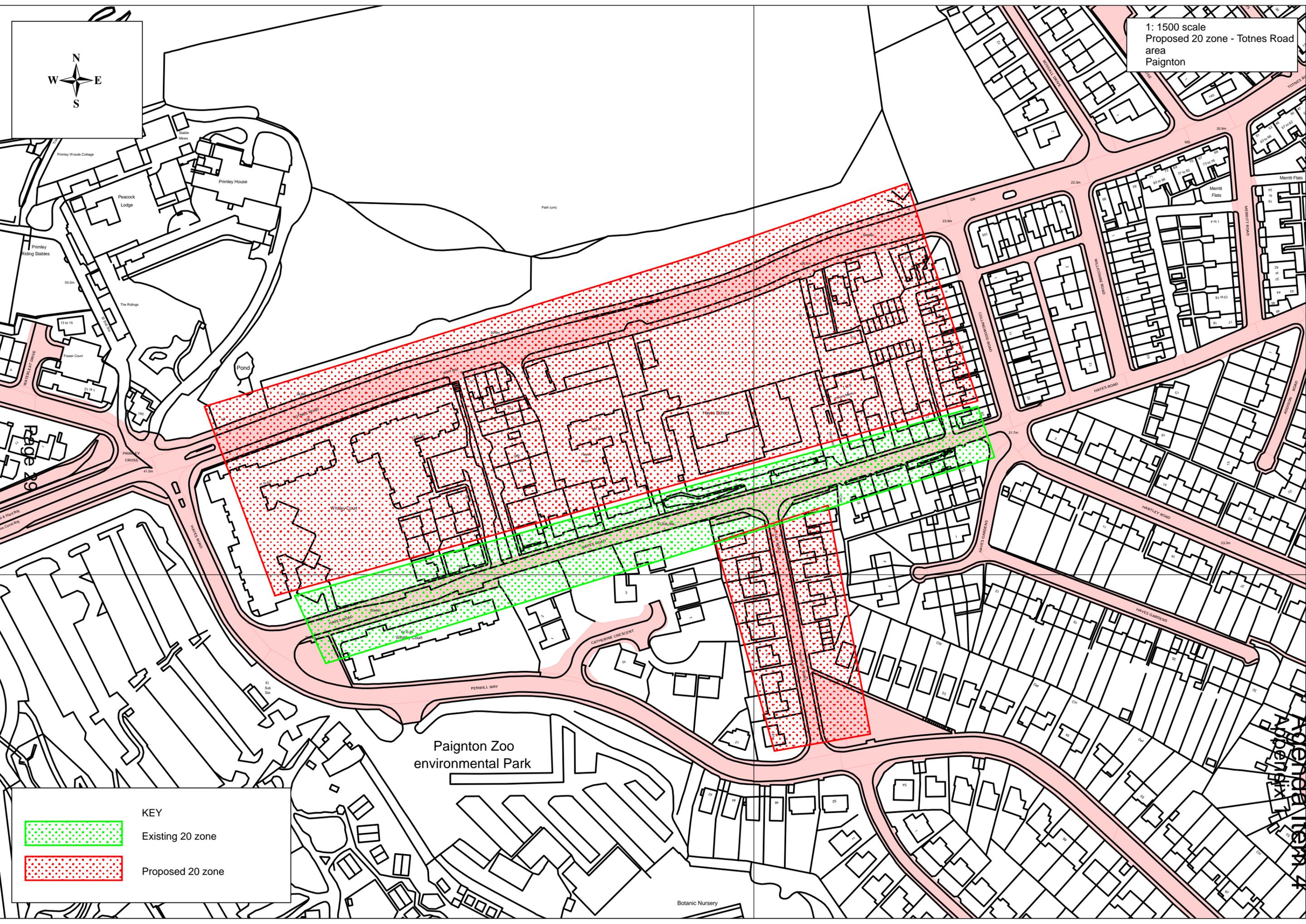
- 3.1 The support of the Working Party is sought for the following proposed outcome:

That, following the implementation of the current schemes for the Queensway area, Torquay and the Fisher Street Area, Paignton, the remaining locations, as detailed in the Strategy for the Implementation of 20mph Zones within Residential Areas, as supported by the Transport Working Party in May 2018 are not progressed further at the present time, and:

That the six school locations listed in this report with the areas identified in Option 1 to this report are progressed as the basis of the next phase of implementation of residential 20mph zones in Torbay, in liaison with the Cabinet Lead for Pride in Place and Parking, and:

That the additional school locations, identified in Appendix 2 to the February 2023 report to this Working Party are further developed, in liaison with Cabinet Lead for Pride in Place and Parking, as and when resources allow and reported to a future meeting of this Working Party.

1: 1500 scale
Proposed 20 zone - Totnes Road
area
Paignton



KEY

	Existing 20 zone
	Proposed 20 zone

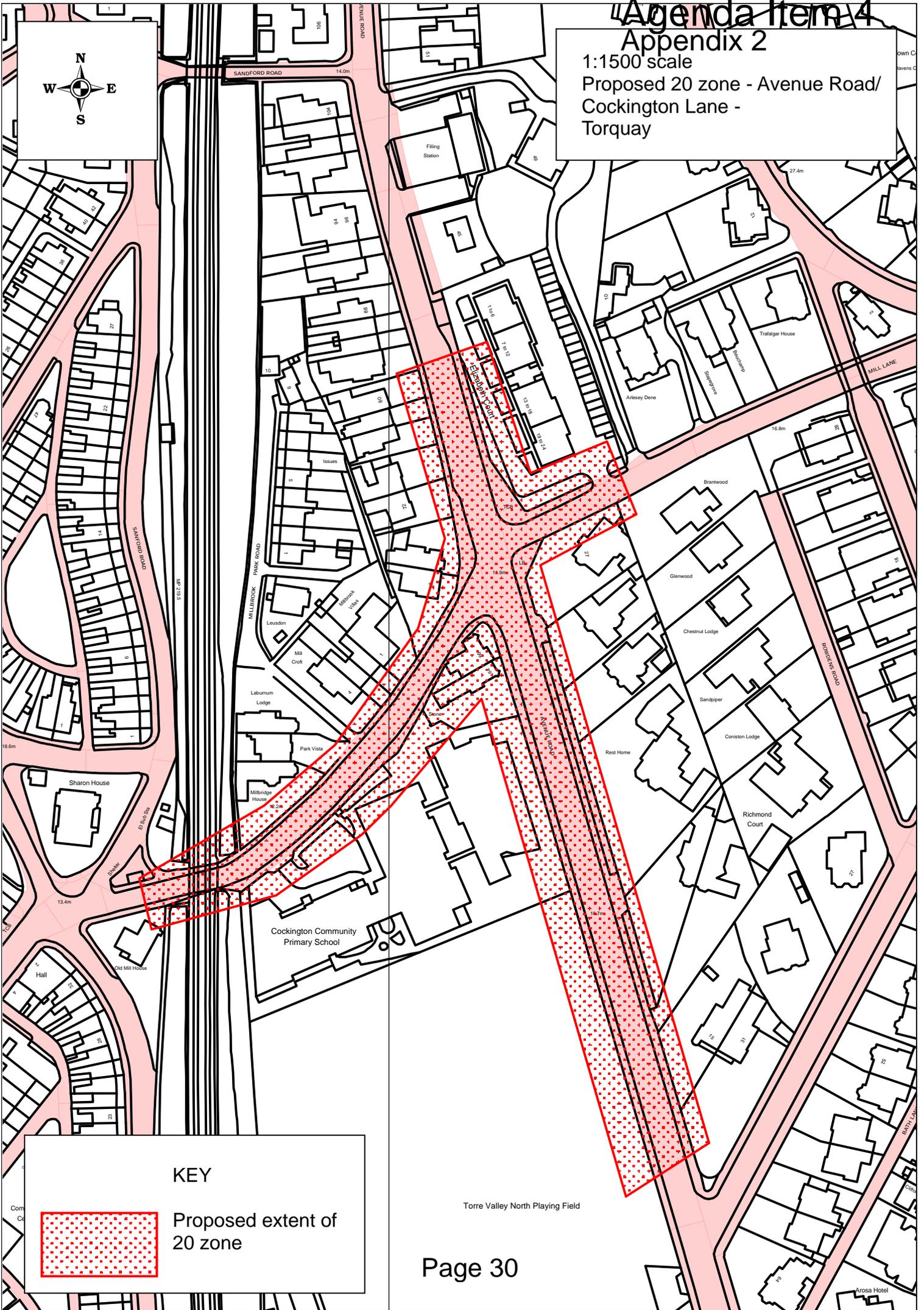
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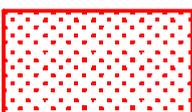
Appendix 2

1:1500 scale

Proposed 20 zone - Avenue Road/
Cockington Lane -
Torquay

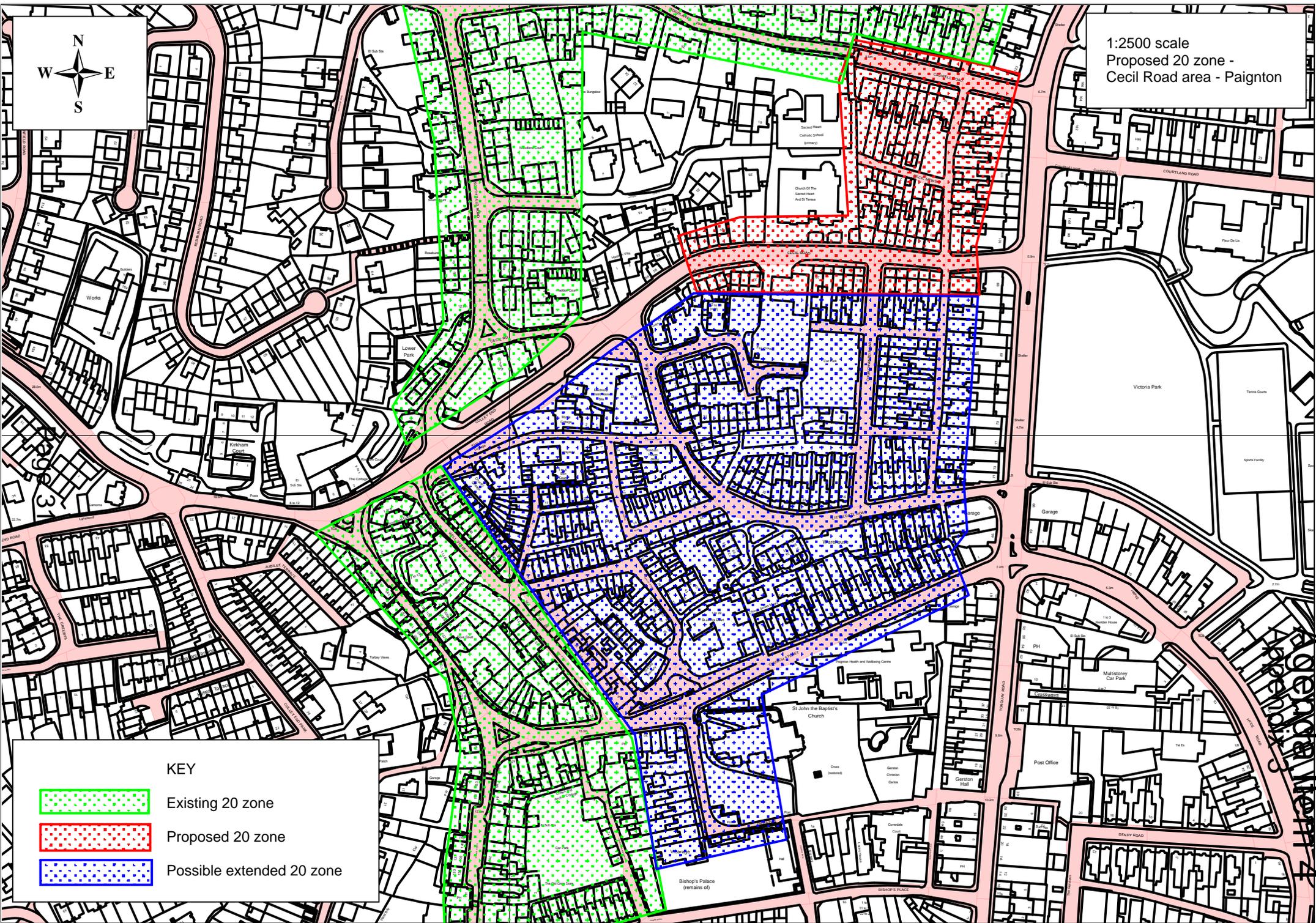


KEY



Proposed extent of
20 zone

1:2500 scale
Proposed 20 zone -
Cecil Road area - Paignton



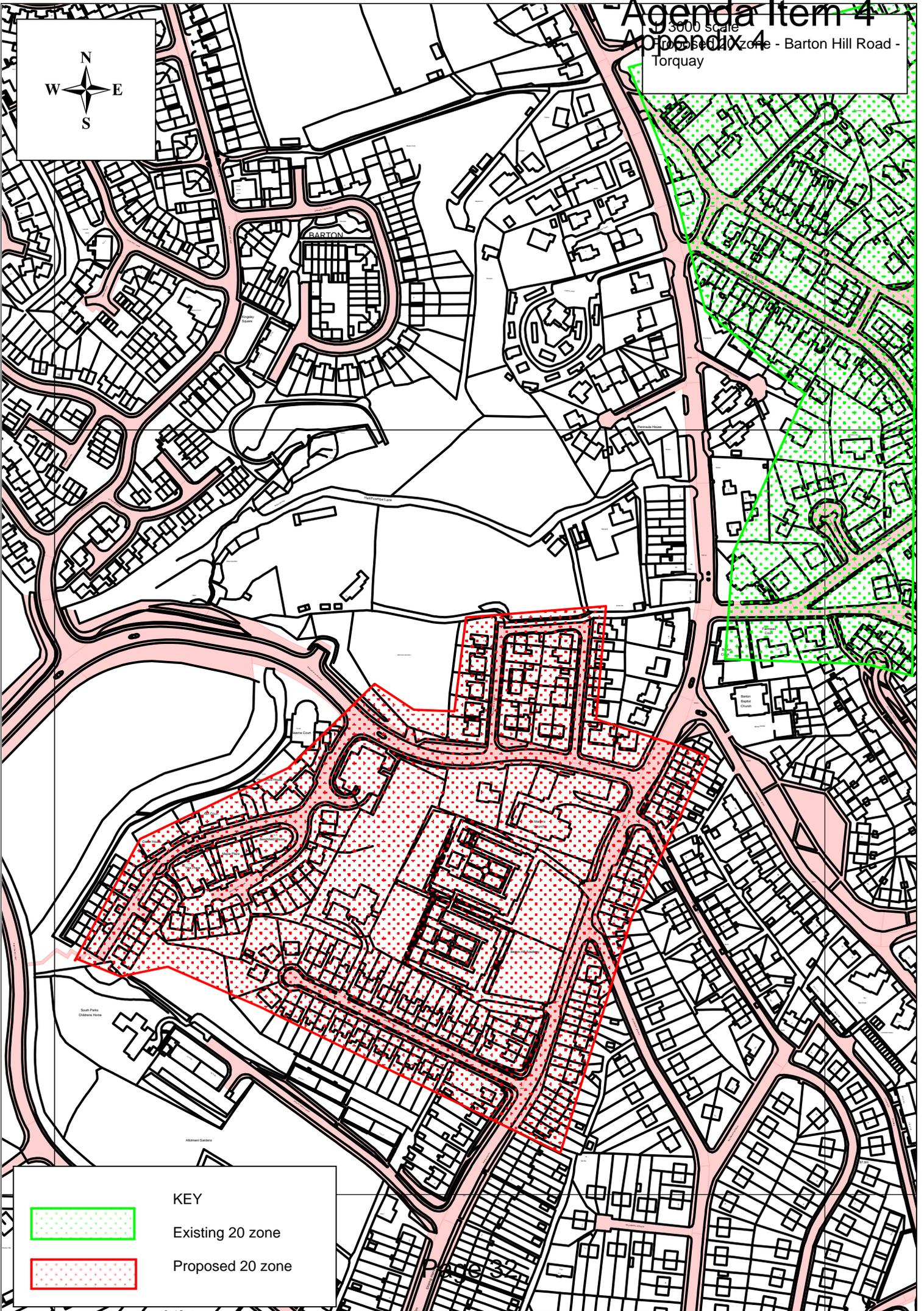
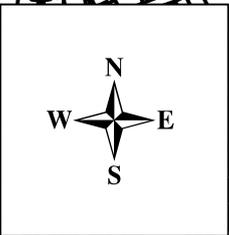
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-  Existing 20 zone
-  Proposed 20 zone
-  Possible extended 20 zone

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Appendix 4 20 Zone - Barton Hill Road - Torquay

3000 scale



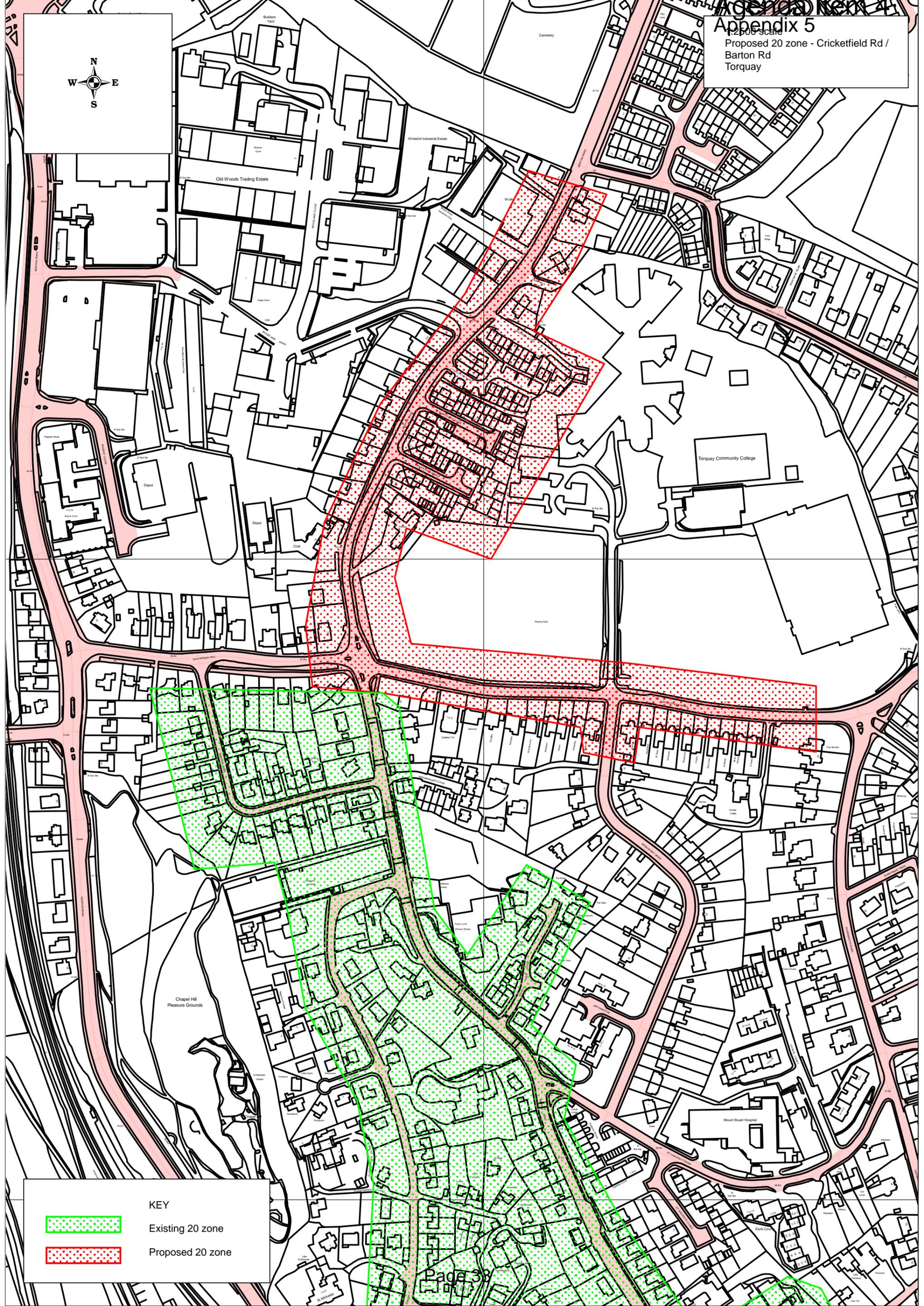
KEY



Existing 20 zone



Proposed 20 zone



KEY

-  Existing 20 zone
-  Proposed 20 zone

1: 2500 scale

Proposed 20 zone - Westhill Rd /
Teignmouth Rd -
Torquay

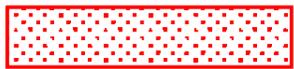


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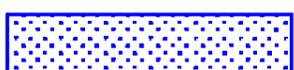
KEY



Existing 20 zone



Proposed 20 zone



Possible extent of 20 zone

Appendix 1
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