



Tuesday, 29 November 2016

## **TRANSPORT WORKING PARTY**

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

**Wednesday, 7 December 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 - 9)
3. **Carriageway Markings - TOR2 Verbal Update**
4. **Decommissioning of Red Light Violation Cameras** (Pages 10 - 16)
5. **Road Safety Initiative 2016/17** (Pages 17 - 34)
6. **Western Corridor - Verbal Update**
7. **Presentation of new LTP Implementation Plan - Verbal Update**
8. **Date of Next Meeting**  
The proposed date for the next meeting of the Transport Working Party is Thursday 29<sup>th</sup> June 2017.



## Minutes of the Transport Working Party

30 June 2016

-: Present :-

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

(Also in attendance: Ian Jones, Fran Hughes, Kirsty Shears, Councillor Richard Haddock, Councillor Terry Manning, Councillor Julien Parrott and Councillor Di Stubbley)

(Also in attendance: Mrs Gayfer; Local Resident Morgan Avenue; Local Resident Torre)

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### 222. Apologies for absence

Pat Steward.

### 223. Minutes of last meeting

- Minutes were accepted; Cllr Mills proposed and Councillor Darling seconded.

### 224. Any Other Business (Moved from agenda item 9)

#### Residents Parking – Warberry Road West

- Cllr Parrott and Mrs Gayfer (Resident) spoke in favour of introducing Residents Parking in Warberry Road West. There is currently Residents Parking in Cavern Road where permits are required to park. However residents are opting to park in Warberry Road West instead of paying to purchase a permit for Cavern Road. This is creating a knock on effect whereby the residents of Warberry Road West are having difficulty parking on their street.
- A petition has been submitted to the Highways Department for a CPZ. Residents are aware that an additional cost to the permit would initially be charged to cover the implementation costs to make the scheme cost neutral to the Council.
- IJ responded by advising that the Parking Review is due to be finalised in July 2016, following this, the above item will be considered with respect to the review. IJ stated that there may be additional costs if external consultants are required to carry out the works as there may be insufficient resources in-house.

#### Torre Reversal

Resident from Morgan Avenue and Resident from Torre asked the following questions:

- 1) Why the works were started and not finished?
  - 2) How long the road works are going to be outside the Printers Elbow?
  - 3) Bus stop is now going in but why start before other works are complete?
  - 4) No slow marks from Newton end.
- IJ confirmed there are no intentions of starting and not finishing the scheme. The main reversal of traffic needed to be implemented with other works to follow. There are some resource issues regarding a delay to the supply of slabs that are being used for the area which were unforeseen.
  - IJ confirmed the safety issues raised around the height of the temporary barriers will be passed to the Torbay Development Agency to assess.
  - The Resident posed some further operational questions that were not appropriate to be discussed at the Working Party and was advised contact should be made during office hours to the Highways Department for further clarification from the supervising officer.

#### Other Issues

- Cllr Manning raised that on Green Bank Road opposite Harbourway Dental Surgery the pot holes have been filled however there is some resurfacing requirements further down the road. There is a lady who resides at the end of the street and uses a mobility scooter who is having difficulties with the road surface. IJ will pass to Network Management to consider in line with other priorities.
- Cllr Manning raised an issue in Glenmore Road where the shop keeper is experiencing problems with deliveries as motorists are parking on white solid lines. IJ was aware that this issue has been previously discussed and the Police will only become involved if a vehicle is unable to leave the premises as opposed to gaining access to the premises. Councillor Manning confirmed that the Community Police Officers has been spoken to regarding this matter; IJ confirmed that there is little the authority can do in respect of enforcement of obstruction.
- Councillor Manning enquired as to the implementation date for yellow lines on Mathill Road. It was confirmed the advert is currently with Parking Services and awaiting publication. Cllr Haddock suggested a meeting with the Police is arranged to discuss all the parking issues being experienced across the bay.
- Cllr Excell suggested that he may look at parking income to solve some of these issues.
- Cllr Manning advised Penpethy Road requires a new street name plate – IJ to pass to the relevant officer to assess.
- Advised that Edgeley Road in Barton – only one sign in the road. IJ advised that this may be sufficient in line with current budget proposals.

#### **225. LTP - Verbal Update**

As no Officer from Future Planning was available to present this item, IJ relayed the following information on their behalf:-

- The Council is required to put a Local Transport Plan Implementation Plan in place for the period 2016 – 2021, showing how the Local Transport Plan 2011 – 2026 is being delivered.
- The Implementation Plan is important for a number of reasons, including the support it gives to securing transport funding from DfT and the HoSW LEP. It provides a basis for bids for funding to those funders.
- The LTP 2011 – 2026, and Implementation Plan 2011 – 2016, have provided a very useful base for very successful bids for Western Corridor, Torbay Gateway, Edginswell Station and Torquay Town Centre Traffic Reversal.
- The Spatial Planning team has been leading on development of a new Implementation Plan (2016 – 2021), showing how funding of £5.3M from DfT (£1.063M per annum) will be spent on transport projects that support the health and economic well-being of Torbay.
- Consultation and engagement with Members (MEG, Joint Operations PDG) and the community, earlier this year for proposed transport projects over the next five years, revealed a lack of support as they did not meet principles of the authority. The next stage is going to Full Council in September 2016 following further consultation and engagement. There remain some issues to resolve before presenting a report to Council including road safety budget. The approach will be:
  - a) Support for ongoing 'spade in the ground' schemes, totalling £1.973M – e.g. Fleet Walk, Western Corridor.
  - b) Spatial Planning, working with Members, SLT and Highways, to work up business cases for agreed projects. Around £300K will be needed to cover the costs of doing this.
  - c) The remaining £3M will be transferred into the Capital Projects Fund and the capital project matrix will be used to assess the level of financial support for transport projects from the Council.
- Councillor Morey requested that the reports go to Members before being presented at Full Council.
- Councillor Darling stated it needs to be looked at more strategically rather than just looking case by case basis. IJ confirmed schemes will be scored on the Council corporate matrix.

## **226. Introduction of 20mph zones in residential areas**

- IJ advised Members that this report was requested at the last TWP. Highways are currently continuing with advisory and permanent 20mph zones outside schools, however there are a number of sites remain to be completed. These works will continue as part of future road safety initiatives.
- IJ confirmed that 20mph zones are signed at the start and finish of an area and the area is engineered so that speeds are reduced and become self enforcing. A 20mph limit does not have the traffic calming features but has signs at the start and finish along with repeaters throughout and are not self enforcing. We are currently awaiting updated guidance from DfT for 20mph zones and limits, which is expected in 2017.

- New and recent housing development areas have been designed with traffic calming features in place that encourage people to drive slower. It would be relatively easy to implement zones in these areas.
- Enforcement of 20mph zones/limits are not seen as a priority for Police Enforcement within their current resources.
- Evidence suggests that casualty reductions are more successful in 20mph zones than limits and that 20mph limits in roads where there is not already speeding problems, only shows an average speed reduction of 1mph.
- IJ advised the TWP need to think about how to take the strategy forward and how the criteria are to be determined. IJ will bring more detailed information back to the TWP at a later date, which needs to consider priorities with respect to evidence base where casualties are known to be occurring.
- IJ confirmed the costs of implementation are not to be underestimated and a basic cost to sign, implement an order and carry out consultation would be around £20,000 minimum cost for an average development area. If traffic calming is also implemented the cost would increase considerably.
- Requests have been received for many areas for the reduction of the speed to 20mph which include:-

Galmpton Village  
Hayes Road, Paignton  
St Marys, Brixham  
The Willows Estate

- It was noted that in the areas stated there have been no KSI Casualties in the last 3 years.
- Cllr Doggett supported Option 1 with request to add areas outside Sacred Heart School and Colley End Road.
- Cllr Darling enquired to the extent of the backlog of school 20mph zones outstanding from 2015/16 as Barton Hill Road has still not been completed. IJ advised it is approximately half way through the programme of works. Issues have been experienced with supply and installation of some illuminated signs.
- Cllr Darling enquired where current 20 limits already exist in Torbay. IJ confirmed the 20mph limits in Torbay are at Ilsham Marine Drive and Brixham College; and the 20mph zones are East and West Pafford, Eastern Esplanade, Winner Street, Church Street and Well Street in Paignton.
- Cllr Darling was surprised the priority health benefits have not been alluded to as were highlighted by the Health and Well Being Board.
- Cllr Haddock made the point that some schools are not willing to participate in road safety schemes.
- Cllr Morey advised that where bollards were placed on pavements in Higher Ranscombe Road the speed of traffic has improved.

**Recommendation:**

- To carry out further investigations and report back to the TWP with suggested priorities, but to continue with programme of 20mph limits outside schools whilst referring to the Health and Well Being objectives.

**Proposed:** Cllr Mills – with specific reference to Health and Well Being objectives.  
**Seconded:** Cllr King  
**All in favour.**

## 227. Fleet Street Regeneration Scheme - Proposed Phase 3 Construction

- IJ confirmed Phase 1 of the scheme was completed in 2013. Following consultation with traders it was agreed to delay Phase 2 until after the Christmas period. Phase 2 was completed in 2015.
- The next phase of the scheme is proposed to be taken forward after Christmas 2016 with an early start in 2017 running until the summer season. IJ advised the works should be completed in Summer 2017, but may have to straddle the summer period if necessary. Cllr Darling asked what assurances can be given that works would not overlap into the Autumn, IJ advised that the contract would include completion dates. The only potential delays would be due to unforeseen problems such as unknown services in Fleet Street.
- IJ confirmed there is one slight alteration from the original consultation drawings that allows for a potential future GPO Roundabout improvement scheme to ensure that abortive works do not take place. The pavement will be slightly cut back but will not change the overall scheme.
- Cllr Haddock sought confirmation that prior to the project commencing that the materials for the works are in stock. IJ confirmed that granite is used for the Town Centre and that the TDA will be pre-purchasing these materials and will source these accordingly prior to commencement.

### Recommendation:

- For Members to support Phase 3 works to commence in early 2017 to avoid the Christmas 2016 period.

**Proposed:** Cllr Darling  
**Seconded:** Cllr Doggett  
**All in favour.**

## 228. Road Casualty Reduction Report

- IJ presented the road casualty figures for Torbay for 2015 highlighting positive news overall including no fatalities and an overall reduction in KSI's on Torbay's roads. Casualty figures for Torbay remain comparatively low for an area of this size. The report will now be placed on Torbay Council's website.
- Cllr Darling enquired whether we are able to obtain car collision accident data and whether this can be recorded, for the purpose of determining accident hot spots. IJ advised that the Police have now stopped reporting these statistics, however there is a new reporting system being implemented that will give the Police more flexibility for reporting accidents. This may be operational within the next two years. IJ confirmed that the Road Safety Partnership are aware of this.
- Cllr Morey advised that there is only one Speed Watch in the Bay which is in Brixham. Cllr Haddock confirmed that this is currently not in use.

**229. Western Corridor - Verbal Update**

IJ advised Members of the progress of the scheme to date:

- Long Road to Roselands Drive section is now complete and working well.
- The next phase of works have started in the area just north of Tweenaway which include widening the merge lane heading north and undertaking works to the pedestrian crossing and implementing a turn right lane into Waterleat Road. Works will be suspended for the Summer and completed in the Autumn.
- There are two large schemes planned to start in the Autumn/Winter 2016 period as follows:
  - 1) Yalberton junction to Roselands Drive/Wilkins Drive. There will be a major gas main diversion to facilitate the scheme and the building of a retaining wall. Some of the works will be 'off line' with minimal impact on traffic flow, but the road widening may cause some disruption.
  - 2) Spruce Way to Churscombe Cross – widening of section in Kings Ash Road. This scheme will be challenging and Members were advised that the road will need to close for works for around a 2 month period to facilitate the scheme. The TDA are currently preparing the contracts, which are going out to tender this summer. Once a contract is awarded the programme will be agreed, aiming to start in January/February 2017. Funding has already been approved for this scheme and TDA have been commissioned do carry out this scheme. There will be some land acquisition as part of the scheme which the TDA are progressing currently.
- IJ to provide a more detailed report to the next TWP meeting in December.
- There is one further scheme still planned for the 2017/18 financial year which is Windy Corner. There is confirmed funding for this scheme.
- Cllr Stubley enquired whether there would be a footpath implemented in Warborough Road as part of the Windy Corner scheme. IJ confirmed not as part of this scheme, but can be put forward as part of a future scheme. IJ confirmed that Common Lane is required to be acquired for the scheme and that this is being kept to a minimum.
- Cllr Stubley enquired whether a sign could be erected to indicate horse riders present in Old Road, Galampton to deter traffic flow. IJ confirmed that this road is for access only and therefore the Police can enforce non access traffic in this road.

**230. Torquay Gateway - Verbal Update**

- IJ confirmed Marldon Road approach to Gallows Gate is complete and working well. Traffic flow is continuing to be monitored.
- The Shiphay Cycle Route is virtually complete. There are a couple of outstanding finishing off issues including the street lights; upon completion a press release will be issued.
- There is one scheme being implemented this year which is the Scotts Bridge junction improvement adding an additional left turn lane into Newton Road. This is due to go out to tender during the Summer and will commence in Autumn/Winter 2016.

- In 2017/18 Shiphay Lane to Lowes Bridge widening is planned for implementation.

**231. Date of Next Meeting**

**Proposed Date:**

1<sup>st</sup> December 2016, 4pm, Meadfoot Room, Town Hall.



**Meeting: Transport Working Party**

**Date: 7th December 2016**

**Wards Affected: Goodrington with Roselands, Roundham with Hyde, Shiphay with Willows and Tormohun**

**Report Title: Decommissioning of Red Light Violation Cameras**

**Executive Lead Contact Details: Fran Hughes, Assistant Director Community & Customer Services**

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

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**1. Purpose**

The purpose of this report is to inform the members of the Transport Working Party of the current condition of the safety cameras located on the Torbay highway network with specific reference to some existing Red Light Violation Camera sites.

**2. Proposed Decision**

That, the members support the decommissioning of the red light violation cameras at the junctions of Dartmouth Road/Sands Road and Newton Road/Lowes Bridge and the recommissioning of the site at Newton Road/Shiphay Lane.

**3. Action Needed**

It is recommended that members support the proposals outlined above in point 2. A formal decision will then be made by the Assistant Director, Community and Customer Services in consultation with the Executive Lead for Community Services.

**4. Summary**

It has been noted that a number of red light violation cameras in Torbay are no longer fit for purpose and it is recommended that two of these sites are decommissioned, whilst equipment from one is relocated to recommission another.

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**Supporting Information**

**5. Position**

- 5.1 Safety cameras in Torbay (speed cameras and red light cameras) have been operated by the Peninsula Road Safety Partnership, formerly known as the Devon and Cornwall Police Safety Camera Partnership, for several years. Original housings were funded and installed by the authority, later housings were installed through hypothecation funding or more commonly known as 'netting off'.

- 5.2 Due to a reduction in the Road safety Grant in 2010, many camera partnerships in the UK changed the way in which they operate. However in Devon and Cornwall, the police continue to operate the enforcement aspects of safety cameras including prosecution via Her Majesty's Courts and tribunal service. Currently maintenance is undertaken by 'Cubic Transportation Systems Limited', a third party contractor working for the Peninsula Road Safety Partnership and funded by the local authority.
- 5.3 Within Torbay, most cameras currently operate using a wet film process which is now considered obsolete technology because the film in each individual camera requires changing on a regular basis and supplies of the film are becoming increasingly harder to source.
- 5.4 At the present time the Peninsula Road Safety Partnership have reviewed, with the authority, the wet film camera cameras sites in Torbay and are intending to replace most with digital cameras in a programme which will take three years to complete. The upgrade contract will be placed via Devon County Council and funded by the partnership. Where housings are in a poor state of repair and have been deemed by the relevant partners that they continue to contribute to road safety will be replaced. Some basic maintenance will be undertaken and funded by the partnership. New housings and those which need to be replaced due to damage or vandalism will still need funding from the authority. Where the case for keeping a housing is not supported by evidence, it is appropriate to consider removal.
- 5.5 The initial upgrade will be of speed offence recording cameras and the following wet film cameras, have been proposed for upgrading to digital are as follows:
- A3022 Torbay Road, Torquay - (Due to be commissioned Nov 2017)
  - A379 Dartmouth Road, Paignton - (Operational)
  - A379 Babbacombe Road, Torquay - (Due to be commissioned Nov 2017)
  - Lymington Road, Torquay - (Due to be commissioned Nov 2017)
  - Barton Hill Road, Torquay - (Due to be commissioned Nov 2017)
- 5.6 As part of this process, all of the safety cameras within the bay area have also been assessed for condition (Torbay sites listed as **Appendix 1**) and it has been noted that the following Red Light Violation Cameras are in poor condition:
- A379 Dartmouth Road / Sands Road – pole and housing in poor condition and no longer safe to operate.
  - A3022 Newton Road / Shiphay Lane – pole and housing in poor condition and no longer safe to operate.
- 5.7 It is therefore proposed to carry out the following works:
- A3022 Newton Road / Lowes Bridge (East bound)

This site is no longer used as the vast majority of activations are by emergency service vehicles, as this site is on the blue light route from both the local fire station and hospital ambulance station. Therefore it may be considered that this location was originally inappropriate for the installation of a red light camera.

A three year collision analysis of the junction shows that there have been no red light related collisions on this leg of the junction.

Therefore it is proposed to decommission this site, remove the pole and housing and relocate the equipment to the site at the junction of A3022 Newton Road / Shiphay Lane (North bound), which will then be recommissioned.

- A3022 Newton Road / Shiphay Lane (North bound)

Recommission this site, which has been out of use for a number of years due to the condition of the equipment, using the pole and housing from the site at Newton Road / Lowes Bridges (see above).

- A379 Dartmouth Road / Sands Road (North bound)

It should be noted that following the installation of the camera at this site, the junction has been re-engineered with alterations to the kerb line and the addition of an additional signal heads.

A three year collision analysis of the junction shows that there has been one collision at this junction, however from the Police report it would appear that one of the vehicles involved was travelling against the legal direction of traffic flow in Sands Road.

It is therefore proposed to decommission this site.

- 5.8 It should be noted that the Peninsula Road Safety Partnership do have a standard operating procedure for the decommissioning of a red light safety camera, copy attached as **appendix 2**. This requires that a camera be bagged to indicate it is not in use and further offence level records are collected for a minimum period of three months.

However, in the case of the two locations above, as these have not been enforced for some years, it is felt that this guidance is not appropriate and with the advice of the manager of the Peninsula Safety Camera Partnership, can be ignored.

- 5.9 The costs of these works are as listed below:

A379 Dartmouth Road/Sands Road £1,350

A3022 Newton Road/Lowes Bridge, relocate to A3022 Newton Road/Shiphay Lane  
£4,150

Total cost = £5,500

## **6. Possibilities and Options**

### **Option 1**

It is recommended that members support the decommissioning and re-commissioning of the Red Light Violation Cameras as listed in 5.7 above.

### **Option 2**

That Members do not support the removal and relocation of the Red Light Violation Camera s safety cameras as listed in 5.7 above.

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

Members are recommended that Option 1, would be the most appropriate option.

## **8. Consultation**

Consultation has been undertaken with the Peninsula Road Safety Partnership.

## **9. Risks**

Discontinuing the use of Dartmouth Road / Sands Road site may encourage drivers to ignore the red light, however the junction has been re-engineered with alterations to the kerb line and the addition of additional signal head. However, to leave the camera pole and rusty camera housing in place, may be a potential safety risk if it was struck by a vehicle.

Discontinuing the use of the A3022 Newton Road / Lowes Bridge site may encourage drivers to ignore the red light, however the vast majority of activations previously recorded were 'blue light' emergency vehicles. However, to decommission this site and relocate the equipment, allows the A3022 Newton Road/Shiphay Lane site to be recommisioned in a cost effective manner, and reduce the risk of potential red light violation offences at this site.

## **Appendices:**

Appendix 1 List of all Safety Camera Locations with Torbay.

Appendix 2 Peninsular Safety Camera Standard Operating Procedure for the Decommissioning of a Red Light Camera Site.

## **Additional Information:**

None.

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

None.

## **Background Papers:**

None.

**Appendix 1 - Locations of Safety Cameras in Torbay.**

Type			LOCATION	
Speed			Barton Hill Road, Torquay, Devon	
Speed			A3022 Torbay Road, Livermead, Torquay, Devon	
Speed			A385 Collaton St Mary, Paignton, Devon	
Speed			A379 Dartmouth Road, Waterside, Paignton, Devon	
Speed			A379 Babbacombe Road, Torquay	
Speed			Lymington Road, Torquay	
Speed			A385 Totnes Road, Paignton, Devon	
Red Light			South Street, Torquay, Devon	
Red Light			A379 Dartmouth Road (inbound), Paignton, Devon	
Red Light			A3022 Newton Road, Torquay, Devon	
Red Light			A3022 Lawes Bridge, Torquay, Devon	
Red Light			A3022 Newton Road (Torre Station), Torquay, Devon	
Red Light			A3022 Kings Drive, Torquay, Devon	



## Standard Operating Procedure

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### Decommissioning of a red light camera site

**Aim**

To allow the most appropriate utilisation of resources by removing camera sites / housings which have fulfilled their purpose of casualty / speed reduction and are to be considered for removal.

**Specifically Relevant Documents and or Partner Documents**

None Identified

**Author**

Safety Camera Partnership Project Manager

**Authorisation**

D&CSCP Steering Group Chairman and / or delegated Member

**Issue Number and Date**

001 14/09/04

**Procedure**

	Action	Responsible Person / Group
Initial Phase	The site is categorised as a low or zero enforcement site	Operations Manager
Initial Phase	Specify what engineering work has been done to reduce the hazard / speeds	Local Authority Safety Engineer
Initial Phase	Confirm collision data at site is zero or very low	Data Analyst
Initial Phase	Present results to Project Manager / Relevant Steering Group Member to inform appropriate stakeholders, and seek feedback	Project Manager / Steering Group Member
Study Phase	Record offence levels at the site being below the average level for the area without bag.	Local Authority Safety Engineer
Study Phase	The camera to be bagged to indicate it is not in use and further offence level records to be taken	Local Authority Safety Engineer
Study Phase	Check offence levels have not risen significantly with bag in place (minimum 3 months) consider removal of bag if offending rate increased.	Local Authority Safety Engineer
Approval Phase	If the results indicate no significant increase in offending during the period of bagging	Local Authority Safety Engineer



# Standard Operating Procedure

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## Decommissioning of a red light camera site

Approval Phase	Ensure compliance with stated process and that data conforms to requirements	Steering Group
Approval Phase	Confirm Decision with Community representatives	Local Authority Safety Engineer
Completion	Camera housing removed and site decommissioned	Local Authority Safety Engineer

Note – the individual steps must be completed in each of the phases, before proceeding to the next phase.

**Applicable Form and Proformas**

None Identified

**Process Inputs**

Feedback from Publicly elected representatives or Partnership / local authority analysis of accident / speed data.

**Process Outputs**

Site decommissioning and spare housing recycling



**Meeting: Transport Working Party**

**Date: 7<sup>th</sup> December 2016**

**Wards Affected: All**

**Report Title: Road Safety Initiatives 2016/17**

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

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

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## **1. Purpose**

Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is indicative funding of £40,000 in 2016/17.

The purpose of this paper is to:-

- i) Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- ii) Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2**.
- iii) Seek approval from Members to implement the list of Safer Travel Schemes for 2016/17, as identified in **Appendix 4**.

## **2. Proposed Decision**

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

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

## **3. Action Needed**

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

## 4. Summary

- 4.1 The development of a local road safety strategy was included within the new Local Transport Plan 3 (2011 – 2026), to ensure greater reductions in road casualties locally by:
- Encouraging better and co-ordinated working between local authorities and their partners;
  - Enabling local authorities to consider their future priorities;
  - Involving and informing the public.
- 4.2 Road Safety is of paramount importance to both the Council and the residents it serves. Road safety issues are wide ranging and sometimes complex, but the Council has a good record in improving road safety for all transport users. A mixture of education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.
- 4.3 An evidence based approach to road safety education and engineering will be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Strategy 2013 – 2020, which was presented to the Transport Working Party on 25<sup>th</sup> April 2013. The Road Safety Strategy will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.
- 4.4 Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

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## Supporting Information

### 5. Position

- 5.1 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is indicative funding of £40,000 in 2016/17.

The purpose of this paper is to:-

- Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- Inform Members of previous years approved schemes, which have not been completed **Appendix 2** and completed analysis **Appendix 3**.
- Seek support from Members to implement the list of Safer Travel Schemes for 2016/17 as identified in **Appendix 4**.

(i) Safer Routes Schemes

As a result of national concern regarding the level of traffic generated by the 'school run', the Department for Transport (DfT) continues to encourage alternatives to the use of the private car for school pupils.

A common response to the question of why so much vehicle traffic is generated at "school run" times is that many of the routes that could be walked by pupils are perceived as dangerous for pedestrians. This perception, coupled with the previous national casualty reduction target of reducing child injury collisions on the highway by 50% by 2010, has resulted in emphasis being placed on Safer Routes Schemes that improve these areas of the highway network. They comprise routes or junctions that are either overly represented in road casualty figures and / or where parents and pupils have a perception of danger for pedestrians.

With this in mind schemes are identified based upon:

A programmed implementation of highway improvements outside of schools within the Bay;

- Requests from members of the public, based upon perceived difficulties and dangers on the highway;
- Requests from school staff;
- Officer knowledge, based upon observation and/or traffic speed and flow data;
- Information from Elected Members.

Due to budgetary constraints there were no Safer Routes Schemes completed between the 2012/13 and 2015/16 financial years, however various upgrading works have been carried out and a complete list of all works carried out is included in **Appendix 1**.

In 2015 there was no change in the number of child KSI's (0 – 15) within the bay area, remaining at three, provisional analysis shows that all 3 of these casualties were pedestrians.

Further targeting of road safety education to this age group will continue to take place as part of our 'Learn to Live' and teenage road safety weeks, this will be required if the authority is to continue to maintain our good casualty record with regard to this age group.

It should be noted that Parking Services are no longer using their camera enforcement vehicle which was being used to target a number of offences, including the indiscriminate parking on 'School – Keep Clear' markings which endanger the lives of school children at the majority of schools across the bay.

However, when accepting the Parking Strategy 2016-2021 at the meeting of full council on 27<sup>th</sup> October 2016 members agreed to its reintroduction with its operation specifically targeted at school time enforcement.

The authority continues to run cycle training for all age groups using our team of experienced instructors and trained over 1,000 riders of all ages in the last twelve months.

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

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

Funding was secured from the Department for Transport Local Sustainable Transport Fund to enable us to provide free adult training. This takes various forms ranging from 'Learn to Ride' sessions at Torbay Velopark to bespoke 'one to one' two hour sessions with one of the team of national standard instructors. We also offer a free one-day full day course.

It is proposed to continue the implementation of 20mph limits outside schools in 2016/17.

(ii) Safer Travel Schemes

The Council, as with all Local Authorities in England and Wales, had government targets for casualty reduction as shown below, which were to be met by 2010:-

- 40% reduction in the number of killed and seriously injured by 2010 (compared to the average figures for the period 1994-1998).

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

Unlike in the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against. However the DfT published its Strategic Framework for Road Safety (May 2011) which is designed to help Government, local organisations and citizens to monitor the progress in improving road safety.

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

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

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

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

The progress will be reported annually, with details published in 'Reported Road Casualties Great Britain'. The form of presentation has yet to be decided but it is likely that this will include, where appropriate, use of rolling averages and percentage changes to monitor progress.

An analysis of the collision data for the period 2014-2016 has shown that there are two cluster sites (3 No. killed or seriously injured casualties within a radius of 50m) identified, however there are also a number of sites identified which cause concern.

Cluster Site:

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

It should be noted that both of the above sites were identified in last year's report and notes regarding this location, can be found in Appendix 3.

Sites for concern:

Full details of the proposals for these sites can be found in **Appendix 4**.

An update of previous schemes identified as Safer Travel Schemes is shown in **Appendix 2** and a schedule of all proposed Safer Travel Schemes for 2016/17 is included in **Appendix 4**.

## **5 Possibilities and Options**

### **Option 1**

It is recommended that members support the following:

Continue with program of Implementation

- The implementation of the proposed schemes in **Appendix 4** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.
- The cluster sites identified in Appendix 3 to be subject to continuing monitoring.

### **Option 2**

Discontinue Program of Implementation

Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction.

- There is also a possibility that the casualty rate amongst children may increase in the future.

## **6 Preferred Solution/Option**

Members are recommended that item 5, 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 for consideration.

## **7 Consultation**

Consultation will be undertaken with affected Council ward members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are involved these will be advertised (both on site and in the local media) and should there be any objections these will be presented to the Executive Lead for Community Services for consideration.

## **8 Risks**

Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government targets for casualty reduction. There is also a possibility that the casualty rate amongst children would increase in the future.

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

**Appendices:**

Appendix 1	Works carried out on the safer routes schemes
Appendix 2	Update of previous schemes identified as Safer Travel Schemes, which have not been completed.
Appendix 3	Completed analysis of schemes identified in the 2015/2016 Road safety Initiatives Report.
Appendix 4	Schedule of all proposed Safer Travel Schemes for 2016/17

**Additional Information:**

None.

**Documents available in Members' Rooms:**

None.

**Background Papers:**

Devon and Torbay Local Transport Plan 2011 – 2026.

## Road Safety Plan

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided</b>	<b>Flashing Warning Lights and signs Provided</b>
<b>Primary Schools (30)</b>			
Babbacombe Primary School, TORQUAY	Reddenhill Rd/Quinta Rd/Warboro Rd junction	Dropped kerbs, red anti skid crossing point, road markings to diagram no. 545	3 signs with automatic flashers approaching school entrance. 4 signs with automatic flashers approaching SCP site. Upgraded to GMS (mobile phone control) 2010/2011 Upgraded with LED lighting 2015/16 (Currently no Patrol – post being advertised)
Barton Primary and Nursery, TORQUAY	Barton Road outside school entrance	Road narrowing, barriers, car park, red anti skid crossing point, road markings to Diag.No 545 -SCP site upgraded to new zebra crossing facility. New permanent 20mph limit and parking restrictions to be implemented as part of 2016-17 schemes.	2 signs with double flashers approaching SCP site. Signs / flashers replaced and upgraded to GMS (mobile phone control) 2008/2009
Brixham Infants and Nursery, BRIXHAM	Higher Ranscombe Road outside school entrance	New standing area with drop crossings and railings. Following redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol at the new school entrance, this included alterations to the kerb lines and the provision of new high friction surfacing and pedestrian guard rails. Permanent 20mph speed limit implemented during summer 2014. Re-advertised and TRO sealed Oct 2016 – enforceable from 1 <sup>st</sup> Nov 2016.	2 signs with flashers approaching SCP. Flashers/warning signs relocated due to redevelopment.
Cockington Primary School, TORQUAY	Avenue Road back entrance. Old Mill Rd main entrance.	Old Mill Road new kerb alignment, thermo plastic feet markings, entrance signing. Red anti skid crossing point, road markings to diagram no. 545 on both sites. Advisory variable 20mph speed limit on Avenue Road, implemented summer 2014.	2 signs with double flashers approaching Avenue Road SCP. 2 signs and single flashers approaching Old Mill Road SCP
Collaton St Mary, PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present

Curledge Street Primary, PAIGNTON	Dartmouth Road Curledge Street	Dartmouth Road junction improvement with footway widening. Curledge Street footway widening both sides, safety barriers, bollards, seats. Red anti skid crossing point, road markings to diagram no. 545 on both sites. New Lighting to Station lane car park with parking permit scheme. Introduction of advisory variable 20mph speed limit on Dartmouth Road, 2016.	Dartmouth Road 2 signs with flashers on each side of road on each approach to SCP. Curledge Street 1 sign and flasher approaching SCP site (one-way street). Upgraded to GMS (mobile phone control) 2010/2011
Eden Park Infants, BRIXHAM	Drew Street	New footway build-outs, bollards, red anti skid crossing point, road markings to diagram no. 545 Burton St. pavement widening. As part of the Higher Brixham Traffic Action Zone the existing red anti-skid surfacing was renewed and shared space in both Knick Knack Lane and Penn Lane formalised with buff high friction surfacing and appropriate signage. Review of parking restrictions undertaken autumn 2014 and new restrictions implemented.	2 signs with flashers approaching SCP Burton Street 2 signs
Eden Park Juniors, BRIXHAM	As above	As above	As above
Ellacombe Primary, TORQUAY	Ellacombe Church Road	SCP relocated footpath widened, red anti skid crossing point, road markings to diagram no. 545. New uncontrolled pedestrian crossing point constructed on Victoria Road. Advisory variable 20mph speed limit implemented on Ellacombe Church Road, 2016.	2 pairs of double flashers approaching school 2 single approaching SCP
Furzeham, BRIXHAM	No	New link footpath between school and residential area to the east. New footway links along the playing field to the west. New bus stop facility. Parking restrictions opposite school have been revised.	Existing signs present
Galmpton, BRIXHAM	No	New length of footway and widening on opposite side with drop crossing. Installation of Bollards.	2 new signs on approach to school entrance
Hayes, PAIGNTON	Totnes Road	Kerb buildout at rear entrance SCP site, bollards, pedestrian guard rail, realignment of road markings. Footway works carried out to improve the safety of pedestrians crossing the junction of Collingwood Road / Hartley Road and Hayes Road. Works were undertaken on Totnes	2 new signs and flashers on approach to rear school entrance SCP site Upgraded to GMS (mobile phone control) 2010/2011 Upgraded with LED lighting 2015/16

		<p>Road to upgrade the zebra crossing near the junction of Elmbank Road with the fitment of internally illuminated poles and LED halos around the beacons to improve pedestrian links. Footway works were undertaken on Hayes Road at the junction of Derrell Road /Elmbank Road and on Derrell Road (fronting the upgraded play park) to improve pedestrian links. Revisions to the parking restrictions on both Hayes and Totnes Roads have been carried out.</p> <p>Advisory variable 20mph speed limit implemented on Totnes Road, during summer 2014.</p> <p>Enforceable 20mph speed limit on Hayes Road implemented 2016 – enforceable from 1st Nov 2016</p>	
Chestnut, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone works were undertaken on Milton Street to improve pedestrian access in the vicinity of Pack Hall Lane.	Existing
Homelands, TORQUAY	Westhill on new Zebra Crossing	Footway widening, zebra crossing, bollards and guard rail. Variable advisory 20mph speed limit implemented on Westhill Road, 2016.	School signing and Patrol signing with flashers one double (southbound) and single (northbound). Upgraded to GMS (mobile phone control)
Ilsham, TORQUAY	No	Kerb-buildout, bollards and slow road markings. Further parking restrictions and advisory 20mph signage implemented 2016	Signing on each approach to school entrance Upgraded to GMS (mobile phone control) Upgraded with LED lighting 2015/16
Kings Ash Infants and Nursery, PAIGNTON (formerly known as Foxhole)	Fernicombe Road	Pavement widening, dropped kerbs, safety barriers, and red anti skid crossing point and road markings to diagram no. 545. Following the redevelopment of the school, improvements have been undertaken to relocate the school crossing patrol to the new school entrance in Smallcombe Road. This work included alterations to the kerb lines, and the provision of new high friction surfacing and pedestrian guard rails.	2 signs with flashers approaching SCP Flashers / warning signs relocated as part of the redevelopment.
Kings Ash Juniors, PAIGNTON (formerly known as	As above	As above	As above

Foxhole)			
Preston, TORQUAY	Position currently being advertised	New build-outs, provision of parking lay-by and restrictions introduced during 2014. Variable 20mph speed limit on Old Paignton Road, due spring 2017.	Existing Upgraded to GMS (mobile phone control) 2010/2011
Priory, TORQUAY	No	Improved pedestrian footways with traffic calming and congestion reduction measures.	Existing school signing on approaches.
Queensway, TORQUAY	Queensway	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with double flashers (northbound) and sign with single flasher (southbound) Upgraded to GMS (mobile phone control) 2010/2011
Roselands, PAIGNTON	No	Footstep markings. Variable 20mph speed limit on Roselands Drive, introduced during summer 2014.	Existing signs
Sacred Heart, PAIGNTON	Cecil Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Installation of Guard-rails. Variable 20mph speed limit on Cecil Road, implemented summer 2014.	Patrol sign with single flasher on each approach
Sherwell Valley, TORQUAY	Hawkins Avenue	Footway widening and dropped kerbs. Red crossing point , anti skid surfacing and road markings to diagram no. 545 Upper Cockington Lane Kerb buildout with bollards. Domed mini roundabout and improved visibility on island crossing. Advisory variable 20mph speed limit implemented 2016	Hawkins Ave. Patrol sign with single flasher on each approach Upper Cockington Lane school signs Marldon Road school signs and automatic flashers Upgraded to GMS (mobile phone control) 2010/2011 Upgraded with LED lighting 2015/16
Shiphay, TORQUAY	Exe Hill	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with single flasher on each approach. Sign / flasher replaced and upgraded to GMS (mobile phone control) 2008/2009 Upgraded with LED lighting 2015/16
St Margaret Clitherow, BRIXHAM	No	As part of the Higher Brixham Traffic Action Zone a virtual footway was implemented on Horsepool Street, along with slow road markings and traffic calming. A short section of Dashpers was made 'One-Way' to	Existing

		improve pedestrian safety.	
St Margarets, TORQUAY	No	Kerb build out railings and bollards.	Existing
St Marychurch, TORQUAY	Petitor Road	Hartop Road/Petitor Road widened footway SCP refuge, bollards and railings. Teignmouth Road widened footway, drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 at both sites	Hartop Road School sign and patrol sign with flasher. Petitor Road Patrol sign with flasher. Teignmouth Road patrol signs with flasher both approaches.
Torre, TORQUAY	No	Footpath widening (existing speed humps scheme).	Existing
Upton St James, TORQUAY	Forest Road	Forest Road dropped crossings, red crossing point , anti skid surfacing and road markings to diagram no. 545 St. James Road kerb buildout, bollards railings and new TRO's Teignmouth Road improved crossing point with parking permit scheme. Improvements to Lymington Road including New pedestrian Crossing.	4 Patrol signs with single flasher on each approach. School sign on approach to school annexe. Upgraded to GMS (mobile phone control) Upgraded with LED lighting 2015/16
Warberry, TORQUAY	Cedars Road	Kerb build out with priority give way, railings, bollard, parents waiting area, TRO's Windsor Road new footway link Lyme View Road footway link	Windsor Road school signing Cedars Road new street lighting, Signing and flashers planned for 2004 Upgraded with LED lighting 2015/16
Watcombe, TORQUAY	No	Alternative kerb build out scheme traffic calming scheme.	Existing
White Rock, PAIGNTON	No	Bollards at the entrance. New parking restrictions introduced around the school entrances.	Existing

<b>Secondary Schools</b>	<b>(9)</b>		
Brixham Community College.	Higher Ranscombe Road	As Brixham infants school	As Brixham infants school
Churston Ferrers Grammar.	No	New footway and bus drop-off/ collection area. Virtual footway installed on Greenway Road, pedestrian guard rail upgraded at Dartmouth Road/Greenway Road junction in 2010.	School signing on each approach. Signs upgraded on Dartmouth Road in 2010
Devon Studio School Newton Road, Torquay	No	Provision of revised parking restrictions and cycle facilities implemented during 2014.	
St Cuthbert Mayne, TORQUAY.	No	Bus parking facilities improved. New kerb build out constructed to slow traffic on approach to bus parking, pedestrian guard rail and signs upgraded in 2010. Variable 20mph speed limit, implemented summer 2014.	Existing Signs upgraded in 2010 Upgraded with LED lighting 2015/16
Paignton Community College (Lower school) Waterleat Road.	No	Waterleat Road Traffic calming. New 20mph speed limit implemented 2016	
Paignton Community College (upper school) Borough Road, PAIGNTON	Totnes Road	Drop crossings. Red crossing point, anti skid surfacing and road markings to diagram no. 545. Junction improvement to junction of Borough Road and Totnes Road. Improvements to Borough Road including kerb build outs to assist pedestrians, HGV ban and parking restrictions. Cycle way constructed to link school with existing route. Introduction of variable 20mph speed limit on Borough Road 2016.	Patrol sign with single flasher on each approach. School signing on each approach on Borough Road.
Spiers School, TORQUAY	No	No	Existing
Torquay Boys Grammar	No	Pedestrian phase added to traffic lights.	Existing New Pedestrians crossing sign installed 2015
Torquay Community College	No	Automatic lights and zebra crossing. Introduction of variable 20mph speed limit on Cricketfield Road, installed 2016.	Existing Some signs upgraded during 2010. Upgraded with LED lighting 2015/16
Torquay Girls Grammar	No	New puffin crossing	Existing

<b>Special Schools (3)</b>			
Combe Pafford, TORQUAY	No	As Watcombe, TRO's.	Existing
Torbay school, PAIGNTON	No	No	Existing
Mayfield, TORQUAY	No	As Watcombe	Existing
<b>Private Schools (2)</b>			
Tower House School	No	No	Existing
The Abbey, TORQUAY	No	Pedestrian phase at junction access to car park.	Existing.

Note : All schools have a No Stopping Clearway on the school entrance markings.  
Some schools had their markings refreshed as part of TOR2's ongoing maintenance regime.

### Previous Years Schemes that have not been completed

- **Abbey Gates, Torquay**

Pedestrian facilities will be introduced in the future as part of an upgrade of the equipment at this junction. A full traffic survey (both vehicular and pedestrian) was undertaken during 2012, following which a design brief was produced for a significant upgrade of the junction, as and when funding allows.

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

Funding has been sourced from the Local Transport Board for a continuation of the Western Corridor scheme in this area and this scheme began in April 2016, with a seven week break being taken during the summer. These ongoing works have allowed a widening of the carriageway on the Eastern side to allow for the provision of a protected right turn facility (into Waterleat Road), as well as an upgrade to the controlled pedestrian crossing facility. A central pedestrian reserve is being constructed to allow the signals to work separately for each carriageway, therefore improving traffic flow. These works will be completed in mid December 2016.

- **Strand, Torquay**

This major scheme continues to be dependent on Torquay Development Agencies proposals for the redevelopment of the harbourside area.

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

- Full details regarding the investigation into the following three locations, as identified in the 2015/2016 Road Safety Initiatives Report can be found in **APPENDIX 3**.

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

### **Analysis of schemes identified in 2015/2016**

As a recommendation of the Road Safety Initiatives Report for 2015/16, the following investigations were carried out.

- A3022 Riviera Way, junction Brownsbridge Road, Torquay

As reported last year, this junction was fully investigated once the South Devon Highway was fully operational and analysis shows no conclusive link between the recorded injury collisions.

Of the eight collisions which were recorded in the last three years; five were serious and three slight, one wet and seven dry, one dark and seven light.

One slight injury collision has been reported since the opening of the South Devon Highway in December 2015, this was a hit and run collision between two cars on the Westbound carriageway of Riviera way on the Kingskerswell side of the junction.

This junction will continue to be monitored to see if any collision pattern can be identified.

- Hyde Road / Torquay Road, Paignton

The area of the Hyde Road / Torbay Road junction was reviewed due to the evidence of a collision cluster occurring in this location.

Therefore it was felt that there was currently 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 it should be noted that Paignton town centre is referred to in both the Town Centre Master Plan and Local Transport Plan 2016 / 2021 which were adopted by members at the full council meeting which took place on 27th October 2016.

Under future schemes for 2018 - 2021 plans for Paignton Town Centre pedestrian, road traffic and railway station improvements are listed as part of a package of proposed holistic regeneration.

This area will continue to be monitored.

### Proposed Schemes for 2016/17

Sites that have caused concern and proposed for improvement in priority order, subject to funding, are listed below:-

- Totnes Road / Parkers Arms, Paignton – Build out to improve visibility at zebra crossing.
- Totnes Road / Blagdon Road, Paignton – Central island to protect right turning traffic.
- Sands Road / Whitstone Road Paignton – Provision of an uncontrolled pedestrian crossing facility at the roundabout.
- An ongoing programme of schemes is continuing to be delivered and the following schools are still to be investigated for the possible implementation of either permanent 20mph limits or variable 20mph zones operational at school times. Priorities for schemes will be agreed in consultation with the Executive Lead for Community Services

### **Primary/Junior Schools**

Babbacombe Primary School, Torquay  
Barton Primary and Nursery, Torquay (permission to implement already received)  
Cockington Primary School, Torquay (Old Mill Road entrance)  
Collaton St Mary, Paignton  
Furzeham, Brixham  
Galmpton, Brixham  
Kings Ash Infants, Nursery and Juniors, Paignton\*  
Preston, Old Paignton Road (to be undertaken by developers)  
Priory, Torquay (undertake with St Margarets)  
Queensway, Torquay (permission to implement already received)  
Shiphay, Torquay\*  
St Margarets, Torquay (undertake with Priory)  
St Marychurch, Torquay  
Upton St James, Torquay  
Warberry, Torquay\*  
White Rock, Paignton

### **Secondary Schools**

Churston Ferrers Grammar  
Torquay Girls & Boys Grammar School, Torquay  
Westlands (AKA Spiers), Torquay

## **Private Schools**

Tower House School, Paignton  
The Abbey, Torquay

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

Officers will look to identify a programme of sites from the above list (possibly three schemes) for the current financial year and consult with the Executive Lead for Community Services.