

TORBAY COUNCIL

SCHOOL 20MPH ZONES 2025

CONSULTATION SUMMARY REPORT
JULY 2025



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WSP



Torbay Council

SCHOOL 20MPH ZONES 2025

Consultation Summary Report

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1 BACKGROUND TO CONSULTATION

1.1 20MPH SPEED LIMIT PROPOSALS

- 1.1.1. Torbay Council commissioned WSP to undertake analysis and reporting for a consultation related to 20mph speed limit zones around selected schools in Paignton and Torquay.
- 1.1.2. Currently the schools have advisory 20mph speed signage, with flashing lights to warn motorists of this. An example of such a sign is shown to the right. The lack of a red circle around the number denotes that this is an advisory limit and not enforceable.
- 1.1.3. The proposals are to put in place 20mph mandatory speed limits to be in force at all times alongside other traffic calming measures to reduce traffic speeds and create a more friendly environment for non-motorised users. The areas covered by these speed limits include some surrounding residential roads which are well-used by schoolchildren travelling to and from the schools.
- 1.1.4. The six new zones covered by this consultation are in addition to a further six zones being introduced this year at other schools in Paignton and Torquay.



Source: Google Maps

1.2 REASONS FOR THE CHANGES

- 1.2.1. All the schools included in the proposals are on or near roads with heavy traffic and a high level of potential pedestrian to vehicle conflict. Evidence demonstrates that lower vehicle speeds contribute to improved road safety for all users, including pedestrians, by reducing the number and severity of collisions. Further to this, slower vehicle speeds improve visibility for road users, giving drivers more time to react to pedestrians.
- 1.2.2. Additional benefits of lower traffic speeds include the presence of less noise and fewer exhaust emissions. This improves air quality locally and benefits the quality of life and health of everyone in the area.

1.3 CONSULTATION

- 1.3.1. A public consultation on the 20mph proposals took place between 16th June and 7th July 2025.
- 1.3.2. To collect feedback, an online survey was launched on a dedicated website related to the consultation (<https://torbaycouncil.ntropydata.co.uk/school-20mph-zones>). This website included a Frequently Asked Questions section; maps of the proposed 20mph zone areas and details of the scheme proposed for each school included.
- 1.3.3. A total of 416 consultation responses were received via the online form, while there were also 50 emails received which made comments related to the proposals.



2 SUMMARY OF PROPOSALS

2.1 WHAT IS PROPOSED FOR CHANGE

- 2.1.1. The new permanent speed limit zones will be in operation at all times and can be enforced by the police, unlike the current 'advisory' limits.
- 2.1.2. The speed limit within the zone will be highlighted through a combination of 20mph entry and exit signs at the entrances and exits to the zone. These will have a red circular border (as with existing 30mph signs) to indicate that these are mandatory and can be enforced by police.
- 2.1.3. Repeater signs (roundels) may be located on lighting columns within the zone, as well as painted roundels on the ground showing the 20mph limit.

2.2 PROPOSALS IN PAIGNTON

- 2.2.1. Maps of the proposals in each area can be found in **Appendix A**.
- 2.2.2. The proposals include changes to the speed limit and traffic calming measures in the following locations in Paignton:

Paignton Academy

- 2.2.3. Advisory 20mph limit upgraded to mandatory in Borough Road and Tor Park Road, extends in Tor Park Road past junction with Blackthorn Way and in Borough Road past junction with Longstone Road; Longstone Road, including Drake's Road and Kingsland Drive; Pennine Drive between Borough Road and Stoke Road; includes Snowdonia Close, Cambrian Close, Brecon Close, Grampian Close.

Roselands School

- 2.2.4. Advisory 20mph limit upgraded to mandatory in Roselands Drive, extends to junction with Sandtown Road and past junction with Haytor Avenue; includes Hennock Road, Porlock Way, Lulworth Close, Lynmouth Avenue, Rushlade Close, Haytor Avenue, Mena Park Close.

Curledge Street Academy

- 2.2.5. Advisory 20mph limit upgraded to mandatory in Dartmouth Road; existing mandatory 20mph limit stays in Elmsleigh Road, Grosvenor Road, Curledge Street and Midvale Road.

Preston Primary School

- 2.2.6. Advisory 20mph limit in Old Paignton Road upgraded to mandatory and extends to part of Roundhill Road and part of Cockington Lane.



2.3 PROPOSALS IN TORQUAY

2.3.1. The proposals include changes to the speed limit and traffic calming measures in the following locations in Torquay:

Sherwell Valley Primary School (extended scheme)

2.3.2. Advisory 20mph limit upgraded to mandatory in Hawkins Avenue, extends to junction with Upper Cockington Lane and past junction with Sherwell Valley Road to meet existing 20mph zone. Upper Cockington Lane towards junction with Marlton Road / Shiphay Avenue, includes junction with Courtland Road; Drake Avenue to junction with Nut Bush Lane; includes Armada Crescent, Frobisher Green.

Ilsham Church of England Academy (extended scheme)

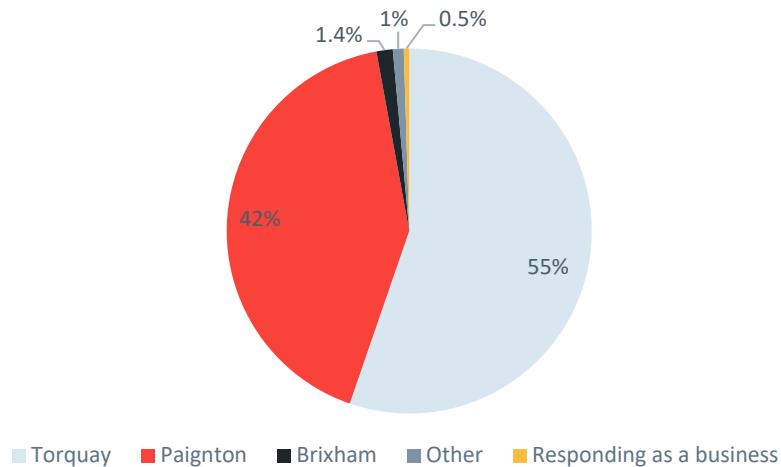
2.3.3. Advisory 20mph limit outside school in Ilsham Road upgraded to mandatory; includes lane at the side of school between Babbacombe Road and Ilsham Road, St Matthias Church Road, Ashton Terrace, Cleve Terrace, Kents Lane; extends on Ilsham Road to meet existing 20mph zone at junctions with Ilsham Marine Drive; includes Meadfoot Sea Road between Ilsham Road and junction with Daddyhole Road and Hesketh Terrace.

3 CONSULTATION SURVEY RESPONSES

3.1 RESPONDENT PROFILE

3.1.1. Respondents were asked which town they live in, with 55% indicating Torquay and 42% indicating Paignton, while a smaller number of other locations were mentioned.

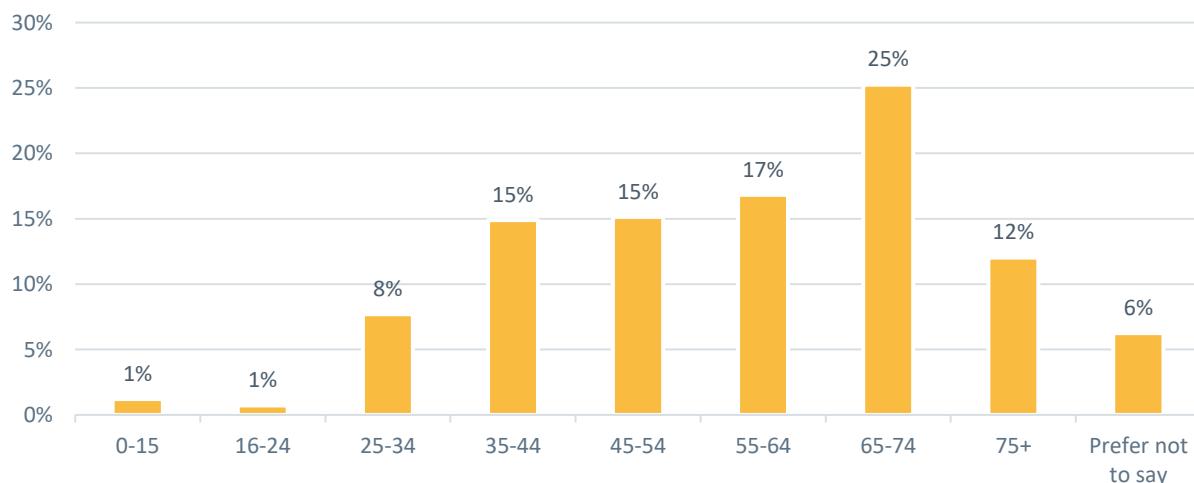
Figure 3-1 - Which town do you live in?



3.1.2. Respondents were asked details of their gender. Out of the 416 respondents 46% were male, 46% were female and the remaining 8% preferred not to give details.

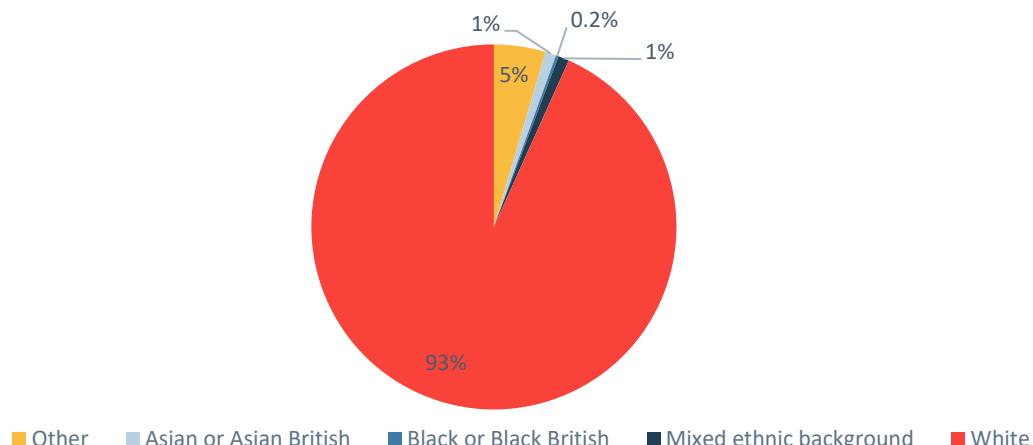
3.1.3. In terms of age profile, the respondents indicated their age in groups, as shown on the bar chart below. Out of the 416 survey respondents, six percent preferred not to say, while of the respondents that did give details of their age, 25% were in the 65-74 years age group. There is some indication that older respondents are interested in the proposals, though there were still a significant number of respondents from younger age groups (though not those under 25, who made up 2% of the total)

Figure 3-2 - Which age group are you in?



3.1.4. Respondents were asked their ethnic group, with 93% of the 416 survey respondents indicating they were 'White', while 5% suggested other ethnic groups. The proportion of respondents in the Asian/Asian British, Black/Black British and Mixed ethnic backgrounds comprised around 2% of the respondents to the survey.

Figure 3-3 - What is your ethnicity?

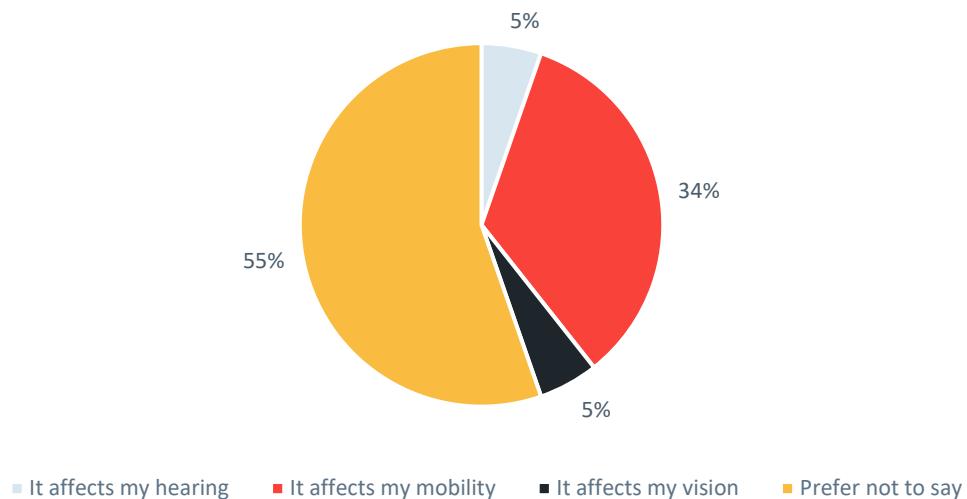


3.1.5. Respondents were asked to detail their occupation. The table below shows the responses given in order from most frequent to least mentioned. As can be seen below, out of the 416 respondents, around a third are retired, while a quarter are working full time in Torbay.

Respondent occupations			
Retired	138	33%	
Working full-time in Torbay	104	25%	
Working part-time in Torbay	58	14%	
Working full-time elsewhere in Devon	35	8%	
Self-employed (including full-time or part-time)	25	6%	
Prefer not to say	22	5%	
Other	11	3%	
Looking after Family/Home	8	2%	
Working part-time elsewhere in Devon	6	1%	
Long-term Sick	5	1%	
Unemployed	3	1%	
Student	1	<1%	

3.1.6. Next, respondents were asked if they had any disabilities. Of the 416 survey respondents, 79% said that they did not, while 10% said they did and 10% preferred not to say.

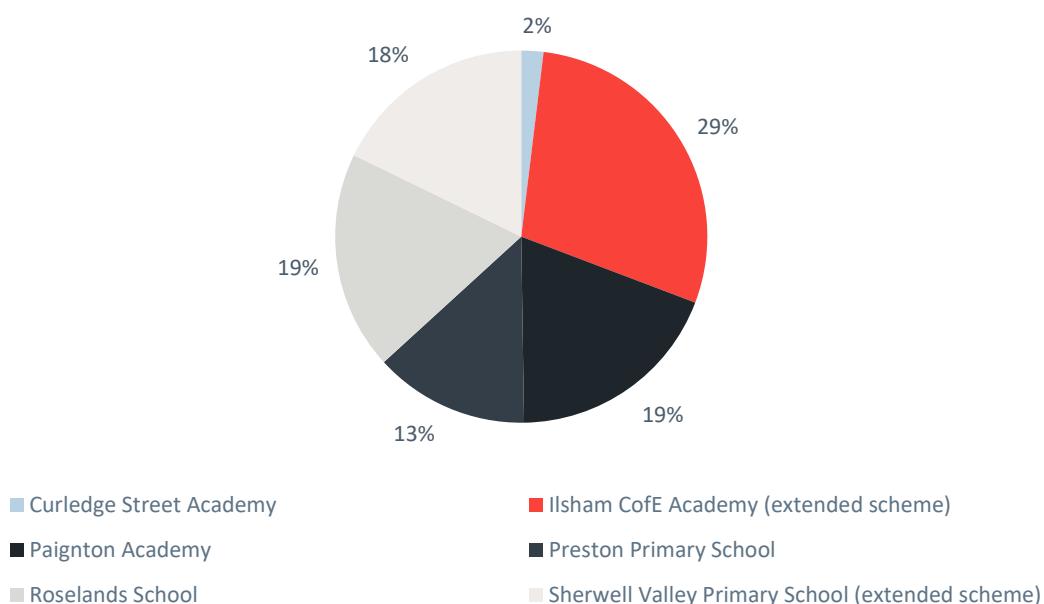
3.1.7. Respondents were also asked in what way their disability affected them. Of the 416 respondents, over half preferred not to say. Of those that were prepared to give details, the largest proportion was that their mobility was affected (34%) while 5% said it affected their vision and 5% said it affected their hearing. It should be noted that it was possible for respondents to select more than one answer in response to this question.

Figure 3-4 - In what way does your disability affect you?

3.1.8. The final questions asked about the care sector. First respondents were asked whether they considered themselves to be a carer. Of all survey respondents, a total of 91% said they did not, 16% said they did and 9% preferred not to say. This was followed by a question asking whether the respondent had been in care – of which 93% said they had not, 2% said they had and 7% preferred not to say.

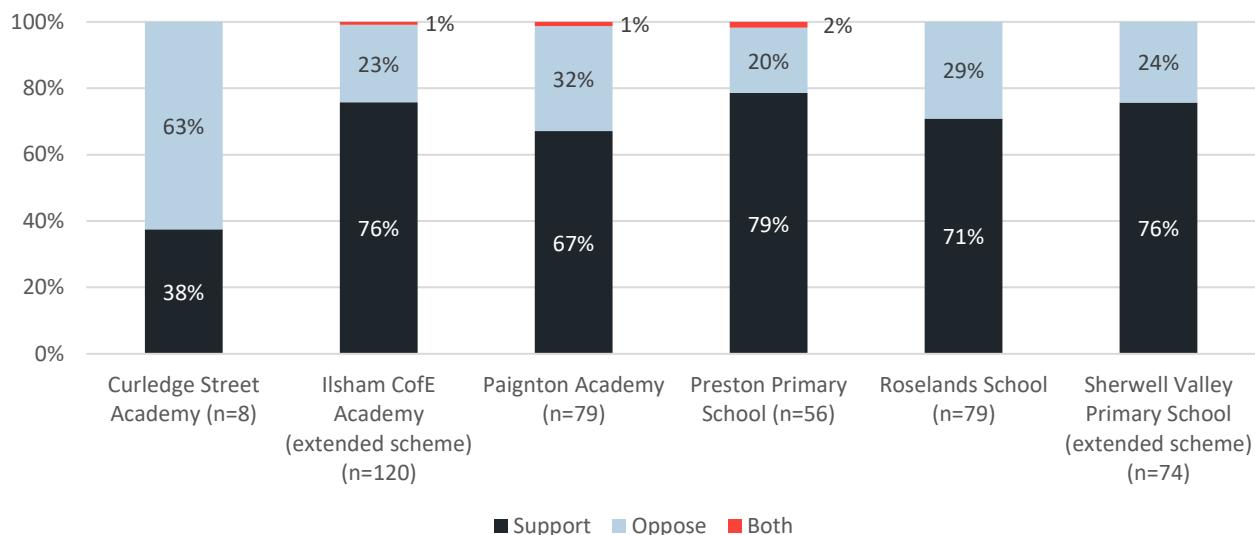
3.2 RESPONDENT LOCATION

3.2.1. Respondents were asked which 20mph zone proposal they were responding regarding. The results shown below indicated that out of 416 respondents, 29% were commenting on the Ilsham CofE Academy (extended scheme), while 19% were commenting on the Paignton Academy and Roselands School schemes respectively.

Figure 3-5 - Which proposal are you responding regarding?

3.2.2. A cross-tabulation was undertaken to see whether the level of support or opposition to the proposal differed between the proposed schemes. As can be seen below, the level of support for the proposals was consistently in the majority, for all schemes except Curledge Street Academy, where the overall total is small when compared to the other school 20mph zones. The proposals for Preston Primary (79%), Ilsham CofE Academy (76%) and Sherwell Valley Primary School (76%) had over three quarters of survey respondents in favour of the proposal for their school.

Figure 3-6 - Cross-tabulation: Level of support by proposal



3.3 COMMENTS ON PROPOSED 20MPH ZONES

3.3.1. Respondents were given the opportunity to provide feedback on the proposals in their own words, in addition to the closed-response questions.

3.3.2. In the survey, a total of 371 comments were left by the 416 respondents, while 50 emails were also received which gave views on the proposals. Both of these response types were coded with a thematic codeframe based on sentiment. This was structured as follows:

- Comments supportive of proposal
- Positive impact of proposal
- Comments unsupportive of proposal
- Negative impact of proposal
- Suggestions related to 20mph zone
- Other suggestions
- Other

3.3.3. The tables which follow present the results of the coding analysis from the most frequently mentioned issues to the least frequently mentioned within each section of the codeframe.

3.3.4. A total of 91 respondents commented that the speed limit restrictions are much needed and should have been done sooner – this included respondents that mentioned previous ‘near-misses’ in the area around the proposed speed limit zone. The next most frequent mentions were those comments that indicated support for the 20mph zones outside the various schools.



3.3.5. It should be noted that partial support included those respondents that would support the proposals if there was a change to the proposals, such as the timing of restrictions or the extent of the area covered.

Among email respondents a similar pattern was evident, with the speed limit reductions being much needed, mentioned in 14 emails.

Comments supportive of proposal	Survey	Emails
Speed limit reductions are much needed / should have been done sooner	91	14
Fully support 20mph zone proposal at Ilsham Church of England Academy	85	8
Fully support 20mph zone proposal at Roselands School	49	5
Fully support 20mph zone proposal at Sherwell Valley Primary School	44	8
Fully support 20mph zone proposal at Paignton Academy	41	3
Fully support 20mph zone proposal at Preston Primary School	33	2
Partially support 20mph zone proposal at Paignton Academy	18	2
Partially support 20mph zone proposal at Ilsham Church of England Academy	14	4
Partially support 20mph zone proposal at Sherwell Valley Primary School	11	1
Partially support 20mph zone proposal at Roselands School	9	2
Partially support 20mph zone proposal at Preston Primary School	7	0
Fully support 20mph zone proposal at Curledge Street Academy	3	0
Partially support 20mph zone proposal at Curledge Street Academy	1	0

3.3.6. Survey respondents expressed that they felt the proposals would make it safer for pedestrians (110 respondents mentioning this in their comment – almost a third of all respondents), while reduced traffic speeds and improved safety for other road users and cyclists were also mentioned.

3.3.7. In the email responses, a similar frequency of issues mentioned was present, with the improved safety for pedestrians being mentioned in 11 of the emails received, followed by reduced traffic speeds, mentioned in five of the emails.

Positive impact of proposal	Survey	Emails
Will make it safer for pedestrians	110	11
Will reduce traffic speeds	73	5
Will make it safer for other vehicles	18	3
Will make it safer for cyclists	14	1
Will make it easier to cross the road	13	2
Will help with visibility when exiting junctions	10	2
Will reduce likelihood of a fatality when accidents happen	8	4
Will be more pleasant (e.g. less noisy)	6	2
Will reduce air pollution / emissions	1	0

3.3.8. Comments that were unsupportive of the proposals focused on the speed limit zone being perceived as unnecessary, with 25 survey respondents mentioning this, while it was raised in three of the emails received. Among the emails, the most frequently mentioned matter was the perception that the proposals were a waste of money (mentioned in four emails).

Comments unsupportive of proposal	Survey	Emails
Speed limit reductions not needed / current advisory limits are fine	25	3
Do not support 20mph zone proposal at Ilsham Church of England Academy	13	3



Do not support 20mph zone proposal at Paignton Academy	11	0
Do not support 20mph zone proposal at Roselands School	11	3
Proposals are a waste of money / poor value for money	11	4
Do not support 20mph zone proposal at Sherwell Valley Primary School	10	1
Do not support 20mph zone proposal at Preston Primary School	8	0
Do not support 20mph zone proposal at Curledge Street Academy	4	0
Do not support proposals (in general)	0	2

3.3.9. The main negative impacts of the proposal that were considered were that these would increase congestion, which was mentioned by 13 of the survey respondents and two of the email respondents. Very few further issues were mentioned in emails, the only other code used was that the scheme would result in conditions being more dangerous, mentioned in one email.

Negative impact of proposal	Survey	Emails
Will increase congestion	13	2
Will make driving difficult (i.e. difficult to stick to 20mph limit)	8	0
Will increase air pollution / emissions	7	0
Will negatively impact businesses / economic activity	5	0
Will be more dangerous (e.g. crashes / collisions / lack of visibility)	4	1
Will increase journey time	2	0
Will lead to rat-running / using other routes to avoid the 20mph zone	0	0
Will negatively impact on car parking	0	0

3.3.10. Most suggestions related to changing the layout or scheme extents of the 20mph zone, with this being mentioned in 60 survey responses and eight emails. This information was captured separately in a 'details sheet' as the specific changes requested were complex and, in many cases, unique. These were reviewed by the council and taken into account for the next phases of the scheme development. These have been summarised in Section 3.4.

3.3.11. Other key comments related to the timings of the 20mph zone, including the suggestion that these should only apply during the opening and closing times of the school (i.e. when pupils are arriving or leaving the school). This was mentioned in 33 survey responses and in six of the emails received. Other suggestions included that the limits should not apply for 24 hours a day (i.e. they should be in effect during certain hours) and the suggestion that the 20mph zones should apply to all schools, not just those being considered as part of this proposal. Other suggestions were that the 20mph zones should not apply at weekends or during the school holidays.

Suggestions related to 20mph zone	Survey	Emails
Suggest change to scheme extents / layout	60	8
20mph limits should only apply during school opening / closing	33	6
20mph limits should not apply 24 hours a day / all the time (nothing else said)	24	4
20mph zones should apply to all schools	8	2
20mph limits should not apply at weekend	8	0
20mph zone should be smaller (no details)	7	1
20mph limit road signage must be clear	7	1
20mph limits should not apply during school holidays	6	1
20mph zone should be larger (no details)	2	0
20mph limits should not apply overnight	2	0



20mph limits should not extend beyond the current proposals	0	0
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3.3.12. Other suggestions were those that were not related to the timing or extent of the 20mph zones, so included other measures (some of which were complementary).

3.3.13. Among the survey responses there were 74 comments that indicated a need for better enforcement to prevent poor parking. This was the most prevalent issue raised in the survey and the same was true in the emails, with this being raised in 18 of the emails received. The need to deter speeding through enforcement was mentioned in 61 survey and 17 email responses, while the introduction of measures to discourage poor driver behaviour was mentioned in 39 survey and 14 email responses.

3.3.14. Some additional suggestions related to footways and crossings, with 15 survey respondents suggesting wider and improved footways are needed and 10 survey respondent suggesting crossings were needed in the area. Eight of the emails received requested more designation of parking, including specific allocated parking areas and the presence of parking prohibition elsewhere to prevent inconsiderate parking.

Other suggestions	Survey	Emails
Need better enforcement of poor parking (e.g. parking on kerbs etc.)	74	18
Need to deter speeding through enforcement (e.g. police patrols, speed cameras)	61	17
Need measures to discourage poor driver behaviour	39	14
Need to deter speeding through hard measures (e.g. speed humps, chicanes, light-up speeding signs)	29	6
Suggest wider / improved footways are needed	15	1
Need school crossing patrols (lollipop person) near schools	11	3
Need designated parking bays / allocated parking / parking prohibition (i.e. double yellow lines)	10	8
Suggest crossings are needed (e.g. zebra / controlled)	10	2
Suggest training to encourage children to walk safely / criticism of people's behaviour when walking	6	0
Suggest training to encourage all pedestrians to walk safely / criticism of people's behaviour when walking	3	0
Suggest spending funds on road maintenance (fixing potholes)	1	0
Suggest driver training / campaign to educate drivers about 20mph zones / speeding (police or council led)	1	1
Consider options to close roads near school to traffic	1	0
Suggestions relating to bus services (incl. school buses)	0	0
Suggest improvements to cycle routes / cycle network	0	1
Speed limits should be increased on major roads to compensate	0	0

3.3.15. The final section of the codeframe related to those comments that did not fit within the remaining sections. Among these the most mentioned issue in the emails was to criticise the consultation approach, while among survey respondents there were 11 comments requesting further information and 10 respondents that criticised the motive of the proposed scheme.

Other	Survey	Emails
Query / request for information	11	1
Criticism of motive	10	1
Proposals will lead to 'blanket' 20mph zones (i.e. more widespread)	5	0



Criticism of council	3	0
Proposals are blaming motorists	3	0
Criticism of consultation	2	2
Support of consultation	0	0

3.4 SUMMARY OF SUGGESTED CHANGES TO SCHEME EXTENT / LAYOUT

3.4.1. The below sections provide a summary of the suggested changes to the scheme extents and layouts which were captured during the coding of the survey and in the emails received. These comments were given a specific code which directs to a details sheet, where the specific design requests were included.

3.4.2. While these suggested changes have been summarised in the section which follows, it should be noted that due to the complexity of some of these design changes the full details are also presented in Appendix B. Where an extension is proposed, this is marked by a and a removal by a .

PROPOSALS IN PAIGNTON

Paignton Academy

- Include the 20mph limit across the seafront
- Look at Long Road South Devon College
- Include Colyton St Mary primary school and the main village road running alongside

Roselands School

- Include the whole of Roselands Road (3 mentions)
- Include Sturcombe Avenue (2 mentions)
- Leading to Brixham Road should be a 20mph limit
- Extend to Lancaster Drive area
- Don't include the cul-de-sacs adjoining Roselands Drive
- Include the hill between Lancaster Drive and Sandown Road
- Brixham Road speed limit should be reduced
- Don't include the second part of Hennock Road

Curledge Street Academy

None

Preston Primary School

- Include the Seafront
- Include Broadpark Road
- Should be the whole length of Old Paignton Road, ending at Preston Down Road



- Extend to the Old Paignton Road junction with Broadpark Road
- Extend to Purbeck Road, Broadpark Road, and Manscombe Road

PROPOSALS IN TORQUAY

Sherwell Valley Primary School (extended scheme)

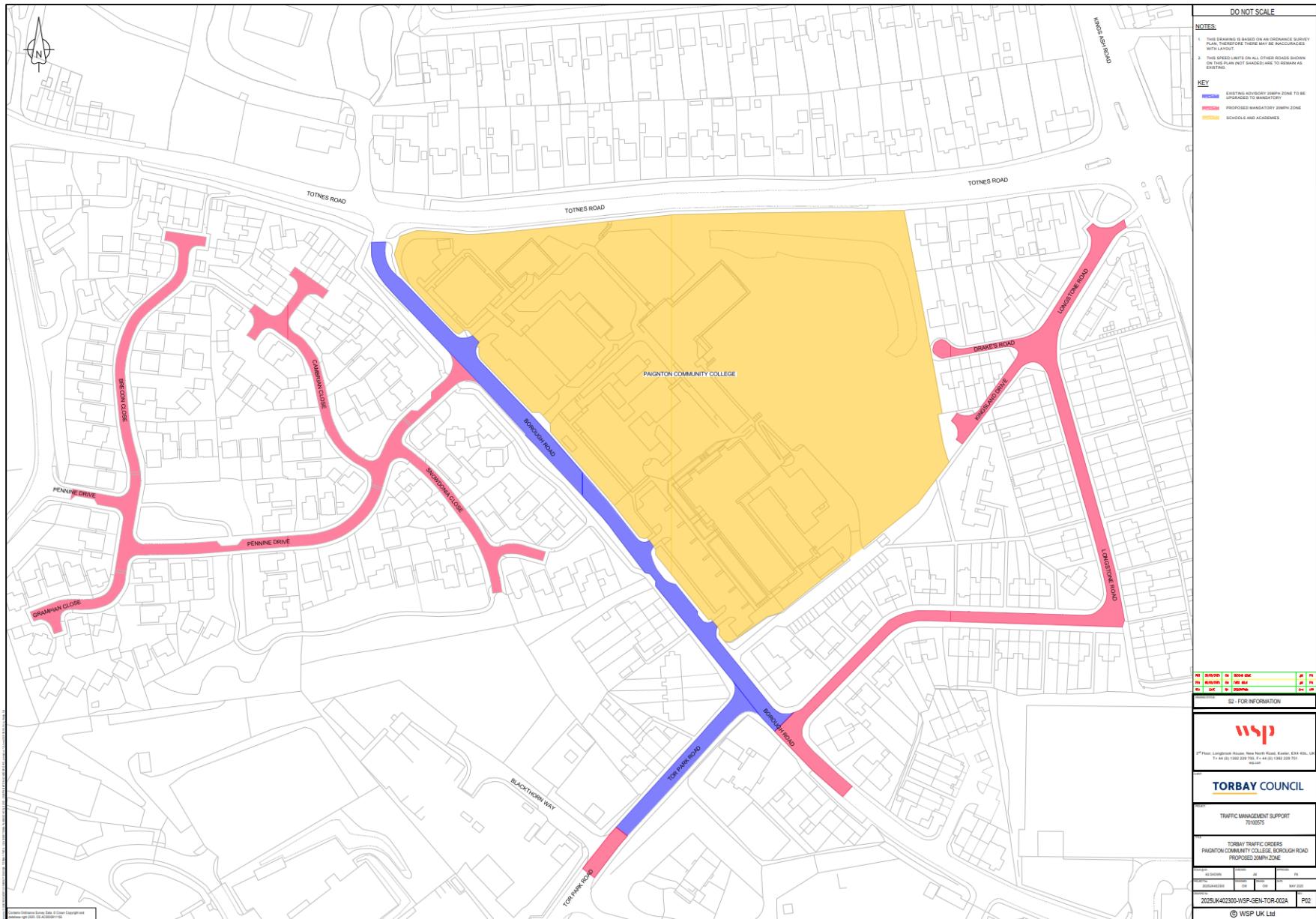
- Include Sherwell Valley Road (8 mentions)
- Include Nut Bush Lane (2 mentions)
- Extend along Sherwell Valley Road (2 mentions)
- Include Hawkins Avenue and the junction with Sherwell Valley Road
- Extend to Queensway 20mph zone
- Include Shiphay Avenue and Shiphay Lane and route traffic to Hamelin Way and Riviera Way
- All residential roads should have a 20mph limit
- Include Upper Cockington Lane and Drake Avenue
- Do not include Drake Avenue
- Include the Old Mill Road shopping area
- Include Courtland Road

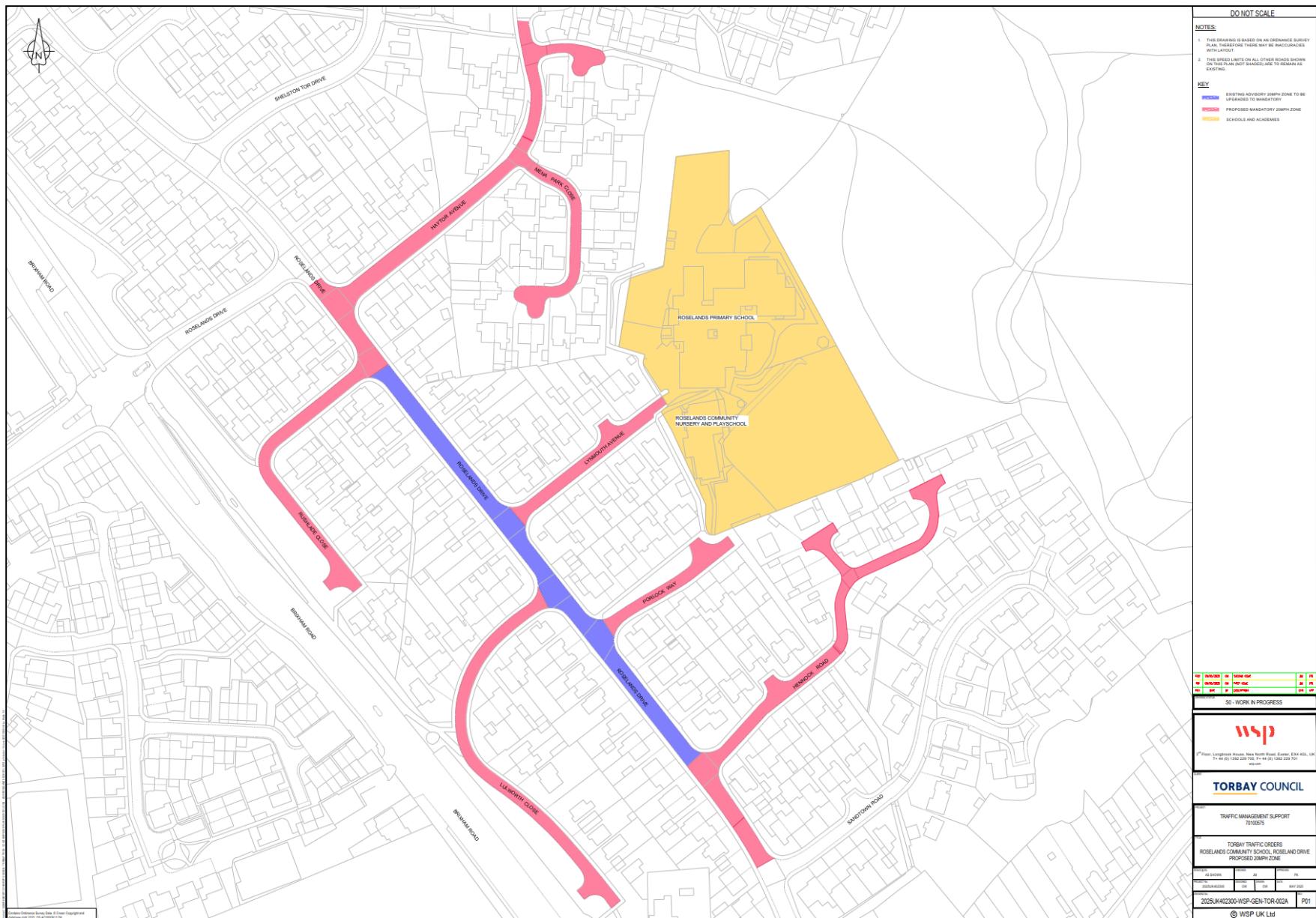
Ilsham Church of England Academy (extended scheme)

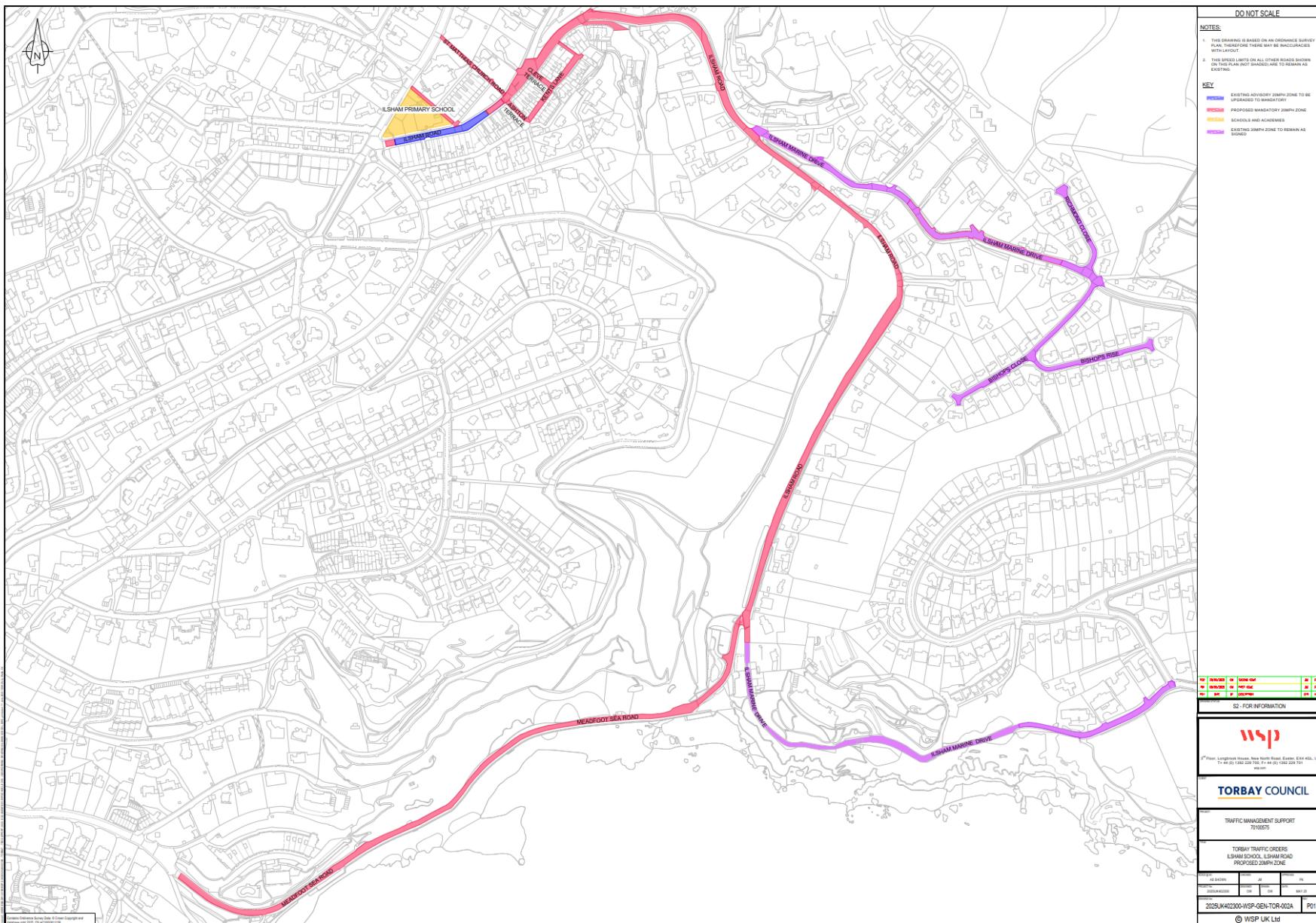
- Include Ilsham Road / part of Ilsham Road (9 mentions)
- Include Babbacombe Road (5 mentions)
- Include Asheldon Road (5 mentions)
- Only include area directly outside the school (3 mentions)
- Include Kents Lane (3 mentions)
- Include Kents Road (2 mentions)
- Include Anstey Cove Road (2 mentions)
- Do not include the Beachfront area (2 mentions)
- Include Wellswood Avenue
- Include Wellswood, Ilsham and Meadfoot
- Include Higher Warberry Road
- Include St Anne Road
- Include Clock Tower to Pavillion area
- Include the Beachfront area
- Do not include Ilsham Road to Daddyhole Road junction
- Do not include Babbacombe Road
- Do not include Meadfoot Road / Ilsham Valley Road
- Close Higher Erith Road at junction with Ilsham Road / Babbacombe Road
- Include Higher Erith Road
- Do not include area beyond Ilsham Road, Marine Drive junction

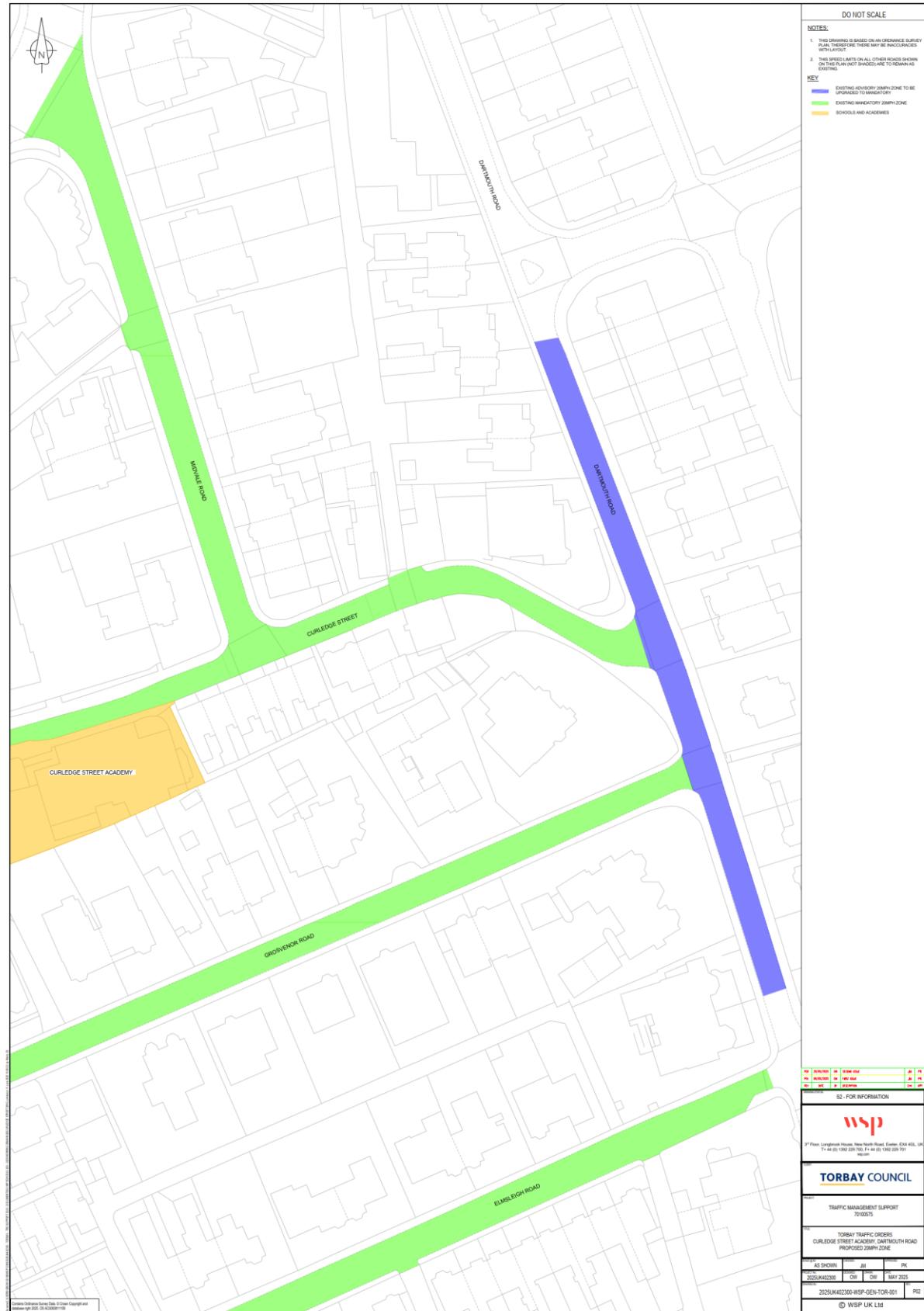
Appendix A

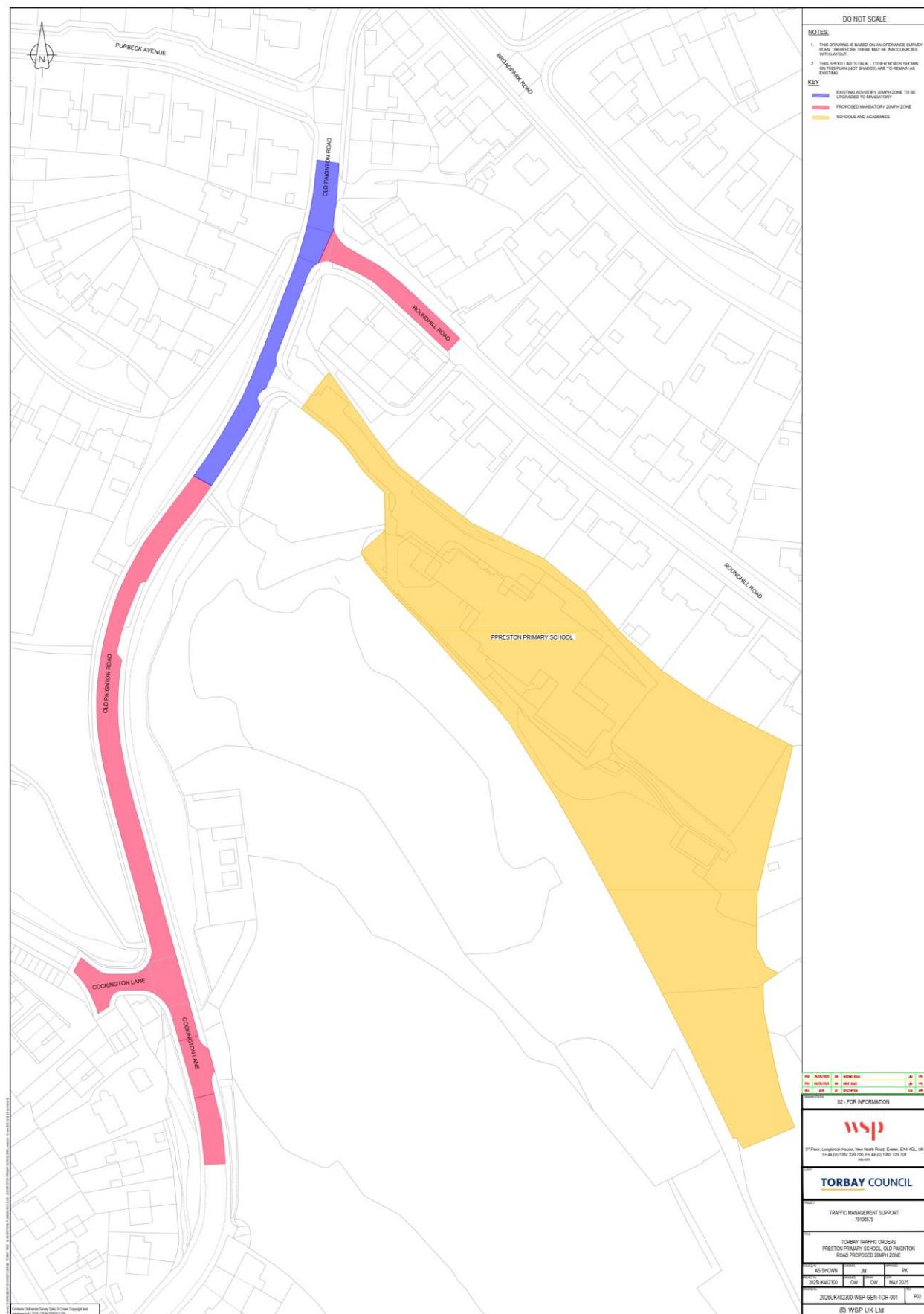
MAPS OF PROPOSED SCHEMES

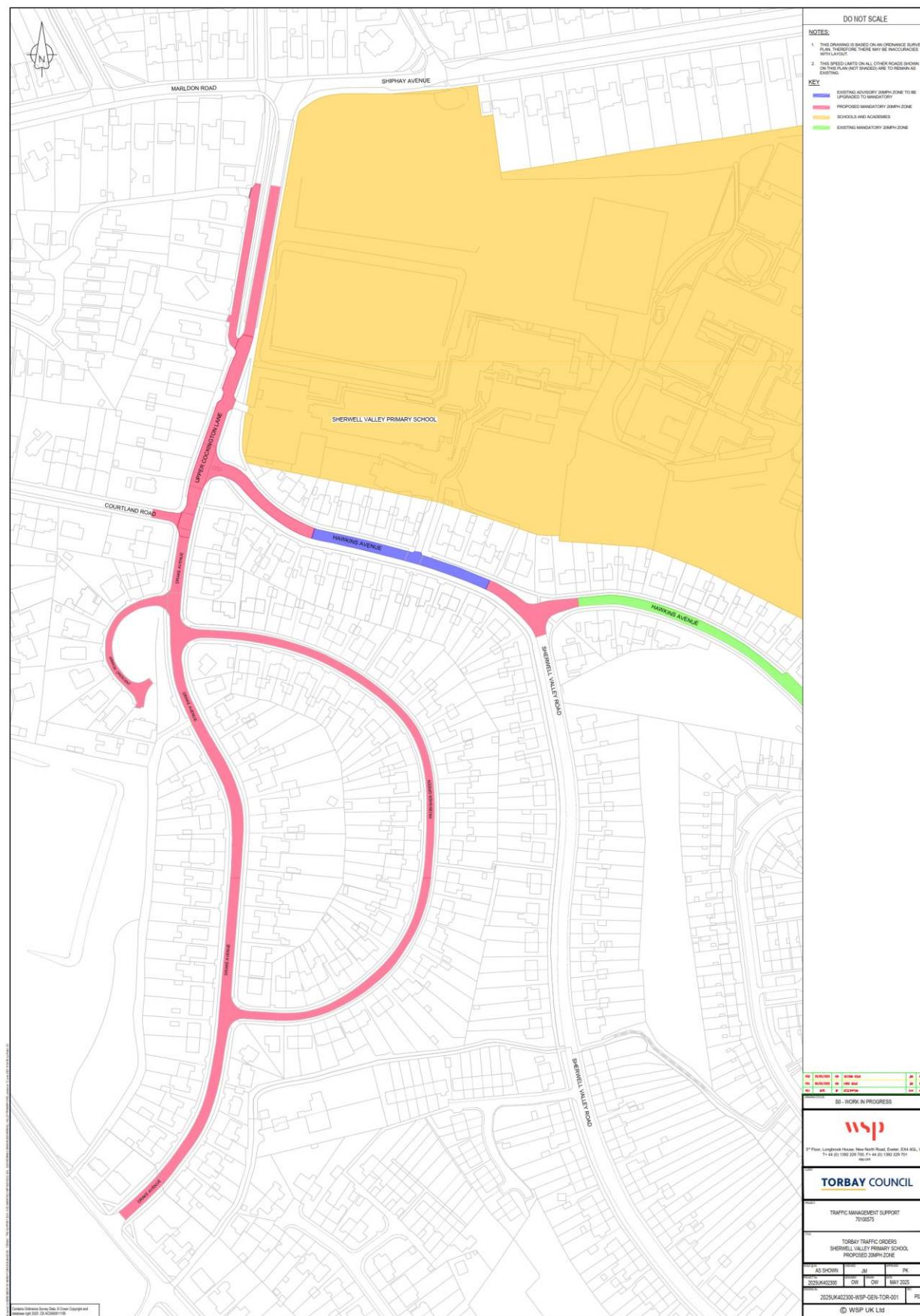












Appendix B

SUMMARY OF SUGGESTED CHANGES TO SCHEME EXTENTS / LAYOUT



Suggested change to scheme extents / layout	Relevant proposal
Include Sherwell Valley Road!!	Sherwell Valley Primary
Sherwell valley road needs to be included in the 20mph limit	Sherwell Valley Primary
Would support the whole of roselands road being a 20	Roselands School
Wondering why Sherwell Valley Road is not part of the 20mph when: it's the main route probably the busiest pedestrian wise Clogged with parked cars People speed along there	Sherwell Valley Primary
20mph is essential for the safety of vulnerable road users. Babbacombe Road should be included too though as it is where many children have to cross to get to school.	Ilsham CofE Academy
It should be 20mph around every school, especially collaton st mary cof e primary	Paignton Academy
Would like to see it extended to babbacombe road	Ilsham CofE Academy
I propose that the 20mph limit should be expanded to cover the whole of Wellswood, Ilsham and Meadfoot.	Ilsham CofE Academy
Drake Avenue to Nut Bush Lane is not a common route for children at Sherwell. I would like to see Sherwell Valley Road included, as far as the Haywain, so that it joins the existing 20mph zone.	Sherwell Valley Primary
The speed limit reduction should be extended to Higher Warberry Road as well.	Ilsham CofE Academy
The rest of Hawkins Avenue and the junction with Sherwell Valley Rd should have been included in the original scheme.	Sherwell Valley Primary
Ilsham Road is busy and frequently congested, and considering not only the school but also the shops, a 20mph speed limit there is required and clearly should be mandatory.	Ilsham CofE Academy
St Anne road just off babbacombe is often used as a cut through road with very inappropriate speeds. Please restrict this to 20 miles also as speeds will increase in this area to very unsafe levels.	Ilsham CofE Academy
My parents live in Frobisher Green and my sister lives in Sherwell Valley Road and I travel these roads a number of times a week. I support the expansion but believe that it should include the whole of Sherwell Valley Road. My reason is that cars speed along the road weaving in and out of parked cars on either side. By putting the 20mph zone only partially down Sherwell Valley Road, this will result in an acceleration from 20 to 30 at a point where there are still children walking to school and back. It should extend all the way down passed Queensway junction as this will then incorporate the park and the children walking to Cockington School and join up the Queensway 20mph zone	Sherwell Valley Primary
I support the use of 20mph zones around the schools but also on the seafront during times when children or high pavement usage will take place.	Preston Primary School
It needs to be the whole length of the old Paignton road and it needs to finish at Preston down road.	Preston Primary School
It should extend the the old Paignton Road junction with Broadpark Road	Preston Primary School
I live on Wellswood Avenue and would like to see the speed restrictions extend to the main Babbacombe Road.	Ilsham CofE Academy



please can you also include anstey cove rd people speed down it as a cut through and out double yellow lines side of school and at ilsham rd end of anstey cove rd it is really difficult to see when people park close to the junction on rhs	Ilsham CofE Academy
Would like this limit to include Asheldon Road , as this road is used by parents parking for the school and cars speed down here and then screech to a halt when they reach the junction with Ilsham Road.	Ilsham CofE Academy
I live in roselands drive where the traffic lights are leading to brixham road it should be 20mph down this road as well the speed people come down the road is dangerous I agree all of roselands should be 20mph also is someone going to be checking what speed people are doing .	Roselands School
The implemented 20mph zones are fantastic and should be praised. But I do not feel they have gone far enough. 20 mph zones should be mandatory across all roads which are near to schools or are on the route to schools (or other sites frequented by children or with heavy pedestrian footfall). As a resident on Shiphay Lane (TQ2) I see erratic and undisciplined driving everyday, but particularly at the beginning and end of the school/working days. This is the main artery serving 5 schools and the safety of the children should be paramount. Torquay Girls Grammar, Torquay Boys Grammar, Sherwell Valley Primary, Shipay Learning Academy and Queensway Catholic Primary are all within short walking distance of each other and the entire area should have far more restrictions on drivers. Shipay Lane itself is very dangerous with accidents (or near accidents) frequent and I worry everyday with my children walking on this road. I would urge the Council to continue this process and ultimately prioritise the safety of children over road users and spread these schemes far wider. Roads such as Hamelin Way and Riviera Way are designed for larger volumes of traffic and we should be working towards pushing the traffic to these routes. There is no reason to be using Marldon Road, Shipay Avenue and Shipay Lane as a commuter route, this outdated use of these roads is surely no longer viable. Having lived and worked in London for many years prior to returning to Torbay, I was used to all residential roads to have 20mph restrictions and for traffic to be directed away from residential areas. Hopefully Torbay can follow suit. I am also not quite sure why Drake Avenue warrants a 20mph zone, when traffic cannot move freely due to parked cars and when there is less footfall, than a road like Shipay Avenue and Shipay Lane where there is far more danger for our children. Thank you for improving the immediate roads to some of our schools, please can we now think a little bigger and implement further changes.	Sherwell Valley Primary
Great idea and should be extended to include our road- Sturcombe Avenue	Roselands School
I support focussed 20mph areas such as the area from the clock tower to the pavilion and the areas directly outside schools, but these wider area schemes are not required.	Ilsham CofE Academy
I think the 20 mile an hour zone should be extended the whole way through Roselands, from one end to the other not just the area shown it is too small	Roselands School
I am a resident of Drake Ave and have for years could not understand why Upper Cockington Lane / Drake Ave have not had more traffic calming measures by the school.	Sherwell Valley Primary
Can I suggest that Asheldon road also be considered within this scheme due to the amount of children and elderly who regularly use the road.	Ilsham CofE Academy



People use Roselands and surrounding roads as race tracks so should also include Sturcombe Avenue which parents use for dropping their children to school	Roselands School
I would like to see the 20mph zone extended across the sea front as well as outside of schools.	Paignton Academy
The proposal should include the entire length of Kents Lane all the way to the Kents Pub at the top.	Ilsham CofE Academy
Do not support the extension of the scheme into Drake Avenue- there is no evidence that this is necessary. Drake Avenue is some distance from the school and with crossings near the scheme there is no need to cross the road.	Sherwell Valley Primary
I think the zone should extend to Purbeck Road, Broadpark Road . Manscombe Road	Preston Primary School
I would suggest extending 20mph down to Lancaster Drive area.	Roselands School
I would suggest that the 20mph at Sherwell Valley be extended to Huxtable Hill.	Sherwell Valley Primary
Also it is beyond me why, in that case, the highways authority did not extend the 20mph to cover the Old Mill rd shopping area where I often see drivers travelling through at unacceptable and dangerous speeds.	Sherwell Valley Primary
I don't agree with the extended proposal that would include the section of ilsham road to the daddyhole road junction.	Ilsham CofE Academy
Good plan but extending the zone into Courtland Road and Sherwell Valley Road by 50 metres might be better.	Sherwell Valley Primary
But not to extend down any of the separate roads and cul-de-sacs adjoining Roselands Drive. Drivers do not speed in the adjoining roads / cul-de-sacs.	Roselands School
Traffic is far too fast in the area but i would prefer if it was extended further down sherwell valley road	Sherwell Valley Primary
I oppose this proposal and strenuously object on the basis of the proposed limits particlurly with respect to Meadfoot Road/ Ilsham Valley Road.	Ilsham CofE Academy
Agree to a 20MPH zone outside of the school only and not further down after the school.	Ilsham CofE Academy
Higher Erith Rd should be closed at the junction with Ilsham Rd/Babbacombe Rd. This is a hazardous road where there is no pavement and crossing the road to the other side entails coming into conflict with vehicles out of sight line especially vehicles entering from Babbacombe Rd. which have to negotiate a difficult double junction and whose concentration may be taken up in so doing. The junction of Lincombe Hill Rd/Lincombe Drive with Higher Erith Rd. Is dangerously large which encourages speeding traffic, and again forces pedestrians to cross the road for the safety of a pavement.	Ilsham CofE Academy
Extended to include Kents Road.	Ilsham CofE Academy
Extend this further down Ilsham Road and along Meadfoot Sea Road.	Ilsham CofE Academy
It should extend along by the beach as far as Osborne Hotel due to numerous speeding motor bikes and cars.	Ilsham CofE Academy
The zone should be extended to include all of Kents Lane and Kents Road	Ilsham CofE Academy
I believe the 20 mph zone should be extended along Asheldon Road, along Babbacombe Road to the Asheldon Road junction, along Babbacombe Road to Lincombe Hill Road, and along Higher Erith Road to Lincombe Hill Road.	Ilsham CofE Academy



I support the speed restriction near to the school but not on the road to the sea or along the sea front.	Ilsham CofE Academy
20mph zone should be extended beyond school area to include the whole on Nut Bush lane	Sherwell Valley Primary
I would like to see the whole of Ilsham Road with a 20mph limit and speed bumps.	Ilsham CofE Academy
It seems unnecessary for the scheme to go further than the Ilsham marine Drive turnoff. Extending all along the beach and up past the Hesketh hotel seems illogical	Ilsham CofE Academy
i'd prefer Nut Bush Lane also restricted to 20mph as it delivers speeding traffic to clash with the Drake Avenue problem area.	Sherwell Valley Primary
The 20 mile an hour speed limit needs to be extended to Asheldon Road as well as Ilsham Road.	Ilsham CofE Academy
This speed limit should only apply to the area immediately in front of the school and down to the end of the shops (John Couch's shop)	Ilsham CofE Academy
The only thing that needs changing is inclusion of the babbacombe road by the school. Starting at the Kent's pub and not including large proportions of the access routes to the school seems to make the zone half as good as it should be.	Ilsham CofE Academy
To include Anstee's Cove Road from Babbacombe Road to Ilsham Road	Ilsham CofE Academy
The area should be extended to include the hill between Lancaster drive and Sandown road which cars constantly speed and there have been several near misses on the brow.	Roselands School
What would also help is if the speed limit is reduce on the A3022 Brixham road which alot of people leave to go on to Roselands drive.	Roselands School
If a full-time mandatory limit must be enacted [as it seems is policy], I suggest a triangular box around the school; from the junction of Babbacombe Road with Ilsham Road to that Of Babbacombe Road with St. Matthias Church Lane, then across to Kents Lane, returning along Kents Lane to the Ilsham/Babbacombe Roads junction. Changing the zebra crossing on Babbacombe Road to a pelican would also increase safety.	Ilsham CofE Academy
I would like to see the extension continue further down into SVR given the increasing speeds. This is another key route to the school with many parents living the full length of SVR. The surrounding roads are included, but its not clear why the extension does not continue further down.	Sherwell Valley Primary
You should also be looking at Long Road South Devon College.	Paignton Academy
Sherwell Valley Rd should be included in this.	Sherwell Valley Primary
20 mph limit on Asheldon Road, where a lot of older people live and where there is no crossing	Ilsham CofE Academy
As Ilsham road continues past a children's play park, a narrow section of road without a pavement and along past Ilsham green where lots of cars park with children getting out of vehicles to access the park. Also I welcome along Meadfoot Sea Road to just past the Cafe. I am aware of suggestions for Ashelden road to be included in this scheme, I have no Comment on that. I am also aware of calls for the section of Babbacombe Road from Ashelden road to Ilsham road be included, I would object to this, there are often parked vehicles outside church and also a crossing which already slows down vehicles, in my opinion a 20mp on this section would cause vehicles to slow down the go back up to 30mph in a short space of road causing more problems than it sets out to solve.	Ilsham CofE Academy



Emails

The scheme should also include the Colyton St Mary primary school too & the main village road running alongside reduced to 20 mph too. Inclusion of this would be by far the greatest benefit in reducing danger to life being only one of only two main roads into the Bay for use by hauliers, buses, commuters & caravans particularly during school drop off & pick up times	20 mph enforcement proposal - Paignton Academy
I don't think that the second part of Hennock Road (where all the bungalows are situated) need this speed limit as mandatory	Roselands school
Include about 100 yards commencing at the Ilsham Marine Drive turn off (Nursing Home) and which has no pavements	Ilsham Cof E Academy 20mph zone proposal.
Include Asheldon Road	Ilsham school 20mph scheme
Include Broadpark Road	Preston primary
Include end of Ilsham Road	Ilsham Academy
Including the area of road up to and beyond the entrance to Stoodley Knowle Park which has high use by parents of preschool children and elderly dog owners.	Ilsham Road 20mph zone proposal
Include Sherwell Valley Road from Hawkins Avenue to the Haywain pub in the proposal	Sherwell Valley

WSP