



Wednesday, 4 October 2017

## **TRANSPORT WORKING PARTY**

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

**Thursday, 12 October 2017**

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 Morey

Councillor Doggett

Councillor Stringer

Councillor Mills

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 the last meeting** (Pages 3 - 7)  
To confirm as a correct record the Action Notes of the meeting of the Transport Working Party held on 7<sup>th</sup> December 2016 and to receive any feedback.
3. **Election of Chairman and Vice-Chairman**
4. **Road Safety Strategy 2017 - 2020** (Pages 8 - 60)
5. **Road Casualty Reduction Report 2016** (Pages 61 - 72)
6. **Road Safety Initiatives** (Pages 73 - 91)
7. **Fleet Street - Verbal Update**
8. **Western Corridor Update - verbal**
9. **Torquay Gateway and Torquay Town Centre Access - Verbal**
10. **Date of Next Meeting**  
The next meeting of the Transport Working Party is provisionally scheduled for Thursday 18<sup>th</sup> January 2018.



## Minutes of the Transport Working Party

7 December 2016

-: Present :-

Councillor Robert Excell (Chairman), Councillor Mark King (Vice-Chair), 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, Shirley Hopkinson, Adam Luscombe and Peter Woodhead (TOR2), Mike Brown (TOR2), Councillor Di Stubbley, Councillor David Giles - Brixham Town Council)

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### 232. Apologies for absence

None.

### 233. Minutes of Last Meeting (30th June 2016)

- MK asked IJ to give an explanation with regard to the slippage of the programme for Fleet Street, item 227. IJ advised that proposals had changed since the previous meeting. IJ stated the programme for Fleet Street will slip due to TDA's resources being concentrated on the Western Corridor and Torquay Gateway projects. TDA have advised that they are unable to deliver the start of this project in January. IJ has asked them to consult with the traders with regard to when they would prefer the works to take place. The options are to delay the start until the Autumn, possibly working through Christmas or delay for a calendar year. The purchasing of materials in advance will continue as planned.
- RE advised that MK will now have highways and transport under his remit as Executive Lead. Parking will continue to remain under RE.
- Minutes were accepted.  
**Proposed** – Cllr Mills  
**Seconded** – Cllr King  
**All in favour.**

### 234. Carriageway Markings - TOR2 Verbal Update

- IJ advised that he had invited TOR2 to the meeting to provide an update on carriageway marking following a question at Full Council. IJ advised that Highways are working closely with TOR2 to rectify and prioritise as possible the re-marking of lines.

- PW advised that they are circulating weekly reports, and working with the Highways Team to prioritise these works. There is a current issue with leaves therefore the works are being coordinated with sweeping works to enable lining to take place after roads have been swept. Works are being carried out by an in-house crew, and new equipment has been purchased with priorities being agreed weekly. These are issued to the Lining Crew weekly, however it can be difficult to complete all in a week.
- AB advised that she had received a message from St Marychurch residents that they had not been looking forward to Christmas due to the lining issues. They have now expressed their thanks for the works that have been completed.
- IJ advised that the required works are broken down into areas and needs. Areas are chosen on their balance of need, and trying to split resources between safety and parking.
- It was confirmed that any enquiries should be passed through to Highways, however TOR2 will respond to any safety critical ones.
- RE queried if an ongoing list could be made available for Ward Councillors to enable them to know which roads are being completed. FH advised that there are no resources for a weekly list to be produced. This is to be discussed further at the next Executive Briefing.
- SD queried when it would be possible to close the gap in the works and by what date. RE advised that it is an ongoing issue as there are 70 areas that are unable to be enforced due to the need for lines to be re-marked. FH advised that in reality resources have been reduced over the life of the contract which has caused issues. This means that we will always be playing catch up unless additional investment is made.
- MM advised that without investment there is an inability to do what is necessary, and that this is the ideal time to look at it with the upcoming budget proposals.
- FH clarified that over £1m has been removed from the highways budget and we are unable to carry out lining works due to the condition of some roads. Competing factors mean that we can't consider one issue in isolation, and as fast as lining is carried out another set of lines requires refreshing. This will have to continue unless something changes.
- IJ reiterated that they are working together and that cyclic marking is continuing. They are also looking at whether they can combine ordered services with cyclic works.

*MB and PW left the meeting.*

### **235. Decommissioning of Red Light Violation Cameras**

- IJ presented a report giving an overview of cameras within the Bay, specifically red light violation cameras. These are placed on evidence based locations with the Peninsula Road Safety Partnership managing their operation and the amount of enforcement that is required. This report looks at 3 specific red light violation cameras which are not working properly.
- The proposal is for two to be decommissioned and one existing site to be recommissioned using apparatus from one of the decommissioned sites. This has been brought to the meeting due to the requirement to show to the Partnership that there is a formal procedure in place for the decommissioning to be agreed.

- The junction at Elmsleigh Road and Dartmouth Road has been inactive for many years and is no longer required due to works that have been carried out. Shiphay Lane junction with Newton Road does not currently work, however it would be beneficial to retain a camera at this location. The camera at Lowes Bridge is in good condition and can be reused at Shiphay Lane. It is not required at Lowes Bridge as the actuations are mainly for blue lights. It is therefore proposed to relocate this camera to Shiphay Lane and to decommission Lowes Bridge and Dartmouth Road. IJ advised that he needs a recommendation of support from the Working Party to enable him to take this to the Peninsula Road Safety Camera Partnership.
- **Recommendation**  
It was recommended that Lowes Bridge and Dartmouth Road cameras should be decommissioned, with the camera at Shiphay Lane being recommissioned using the equipment from Lowes Bridge.
  - **Proposed** – Cllr King
  - **Seconded** – Cllr Morey
  - **All in favour.**

### 236. Road Safety Initiative 2016/17

- IJ advised that the Road Safety Initiative programme is usually presented earlier in the year, however this has been delayed as capital was not approved until October.
- IJ advised that this shows where we are with priorities agreed at previous meetings together with advice on which priorities are to be put forward for the current year.
- Site review – only two cluster sites have been noted and these were both shown last year. These are Hyde Road, Paignton and the junction of Browns Bridge Road and Riviera Way Torquay. Whilst causing concerns there are no specific commonalities with the roads concerned.
- IJ proposed that they continue to monitor Browns Bridge Road. Hyde Road will be looked at as part of the town centre regeneration so will continue to be monitored.
- 20mph zones around schools are proposed to continue to be implemented. Appendix 4 of the report lists those schools that have yet to be completed. The order of priority will be agreed with the Executive Lead and these will continue to be implemented.
- Proposed schemes – as there are no evidence based schemes, smaller schemes and areas of concern should be considered. Schemes to be considered are
  - Totnes Road, by the Parkers Arms zebra crossing
  - Totnes Road Blagdon Road - provision of a central island to protect right turn traffic
  - Sands Road and Whitstone Road, crossing facility required due to pedestrian demands
  - It should be noted that highways currently are picking up schemes from previous years:- Kings Ash/Waterleat Road junction is being implemented

through the Western Corridor scheme and a proposed evening 20mph zone at The Strand Torquay is still being progressed.

- IJ recommended that Highways should continue with the programme and recommended that the Working Party approve priorities for the current year.
- SD queried why money is being spent on road safety when there are thousands dying through air quality and asked what consideration has been given to air quality? IJ advised that this is outside of his expertise; however some works have been carried out around air quality ie Bolton Cross and Hele Road. These are the only two zones that we have.
- FH advised that she has received a recent report on air quality and the public health implications, she will share this in due course. Hele Road remains a concern, and FH will provide an update on this.
- MM advised that there is a need to progress the 20mph zones outside schools as quickly as possible. IJ confirmed that officers are working through the list, however there have been some issues for the lighting contractor with new equipment, which are currently being addressed.
- AB advised that some flashing lights outside Homelands School are on all night. IJ confirmed that there has been an issue with the lights and officers are attempting to get all sites automated. Unfortunately the batch of signs have an issue with them which the contractor is attempting to debug and resolve at no additional cost to the authority.
- ID queried if cycle training is being cut. IJ confirmed that this will continue as it is grant funded.

#### **Recommendation**

To continue with the programme of implementation

- **Proposed** – Cllr Doggett
- **Seconded** – Cllr Morey
- **All in favour.**

#### **237. Western Corridor - Verbal Update**

- RE passed IJ a plan for perusal from Cllr Haddock on behalf of the Churston residents which showed suggestions for the Windy Corner scheme. It was agreed that this should be discussed at a future Executive Member Briefing as the scheme has already been approved.
- IJ advised that there is a significant phase coming up in the Western Corridor Improvement Scheme.
- Tweenaway to Waterleat section is nearing completion. Surfacing is to be completed by Christmas, but we are currently waiting for confirmation from the Signal Company as to when the signals for the crossing will be available.
- Spruce Way to Churscombe Cross – temporary fencing and reptile screens are in place, tree clearance is under way. Scheme has gone out to tender with contractor due to be appointed in January. Road is due to be closed at the beginning of February until the end of March. The full closure will allow for major earth works to take place to lower the level of the brow of the hill by approximately 1 metre. Diversions will be in place with temporary vms signs. There may be difficulties for a couple of months but on previous occasions that the road has been closed it has been chaotic for an initial few days whilst diversion routes become known. The Contract will enable the contractor to work

as many days as possible, with a suggestion to consider working weekends but this will be down to the Contractor to decide within his programme. Once the road reopens works will continue through the Summer until Christmas 2017, but traffic should be kept moving, albeit under some periods of traffic control.

- Brixham Road and Yalberton Road junction – design is currently being completed, with the scheme potentially starting in April 2017 to avoid closure of Kings Ash Road.

*ID left the meeting*

- Windy Corner – planned to commence in Autumn 2017. Currently waiting for a decision from the Planning Inspectorate with regard to the land swap. This decision is expected within the next 3 months.
- AB queried if the road closures will be advertised. IJ confirmed that signs will be put out in advance together with the use of VMS. A press release is also due to go out shortly. It was suggested that the Community Partnerships should also be advised of these works. It was agreed that information should be passed to Tracy Cabache for her to distribute to the relevant Community Partnerships.
- DS advised that she has been approached by retired and elderly residents in Warborough and Galmpton, who don't like using the subway and have requested the installation of a crossing to the shops. RE advised that this is not relevant to this meeting and requested DS to discuss this with MK for a future meeting.
- ID queried if there will be parking restrictions on Marldon Road as part of the Western Corridor Scheme. IJ advised that this detail has not been considered yet and that this will be looked at once the contractor is appointed. It is not planned to take this facility away from residents unless there is a safety need or that they can be accommodated elsewhere.

*MM left the meeting.*

### **238. Presentation of new LTP Implementation Plan - Verbal Update**

- AL gave a verbal update on the Implementation Plan. There is an allocation of £5m over the next 5 years. This has been allocated specifically in the past. £2.4m of the money will be committed to current schemes with the remainder being used for new projects. Whilst schemes have been consulted on, the process can be restarted if required. The funding can be used to develop business cases. The detail still needs to be discussed later this week.
- It was confirmed that the bid for money for Edginswell was made to the DfT on 25 November. It is expected to hear back in Spring 2017.
- DS advised that there are speeding issues along Old Road at Galmpton. RE requested DS to speak to MK separately on this issue as it is not relevant to this meeting.

### **239. Date of Next Meeting**

#### **PROPOSED DATE:**

Provisional 29<sup>th</sup> June 2017, 4pm, Meadfoot Room, Town Hall, Torquay.



**Meeting: Transport Working Party**

**Date: 14<sup>th</sup> September 2017**

**Wards Affected: All Wards in Torbay**

**Report Title: Road Safety Strategy 2017-2020**

**Executive Lead Contact Details: Cllr Mark King**

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

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## **1. Purpose**

- 1.1 To provide members with a revised Road Safety Strategy for Torbay, which is proposed to replace the existing Road Safety Strategy 2013-2020 to reflect changes to service provision with regard to the delivery of road safety education.

## **2. Proposed Decision**

- 2.1 Members are recommended to support the adoption and publication of the proposed Road Safety Strategy 2017-2020 in Appendix 1 to this report.

## **3. Action Needed**

- 3.1 Following the support of the Working Party, the revised Road Safety Strategy will be published on the Torbay Council Website to replace the existing Road Safety Strategy 2013-2020 and the Strategy is then adopted for future Service Delivery with affected stakeholders informed.

## **4. Summary**

- 4.1 The existing Road Safety Strategy 2013-2020 was presented to and supported by the Working Party in April 2013 and adopted for implementation.
- 4.2 Recent budget reductions have resulted in the loss of the Road Safety Team from the Highways Management Group and this will mean that Road Safety Education will not be delivered in the traditional manner. A revised Road Safety Strategy is therefore required to reflect the changes in service delivery.

## **Supporting Information**

### **5. Position**

- 5.1 Road Safety in the UK is a statutory responsibility for local highway authorities under Section 39 of the Road Traffic Act 1988, however it is for the highway authority to determine how Road Safety is provided.



- 5.2 The current Road Safety Strategy 2013-2020 was presented to this Working Party in April 2013 where members supported its adoption for Road Safety delivery. The strategy has been published on the Torbay Council Website and has provided the strategy for Road Safety delivery since that time.
- 5.3 Following the approval of budget reduction proposals for 2017/18, the Road Safety Education Service ceased to be provided by the Authority from 1<sup>st</sup> April 2017 due to the loss of the relevant officer posts. This has meant that the Road Safety Strategy in place can no longer be delivered in full and therefore needs to be revised to reflect these service changes.
- 5.4 Much of the current Strategy does however remain relevant; however elements of Road Safety Education Service and associated campaigns are now to be delivered by posted information on the Torbay Council Website. The analysis of collision data and associated site reviews will continue to form the basis of any future road safety target areas.
- 5.5 Members are recommended to support this revised Strategy to ensure the continuation of the current road safety provision and continuation of on-going partnership arrangements.

## **6. Possibilities and Options**

- 6.1 That the revised Road Safety Strategy 2017-2020 is supported and adopted for publication and delivery.
- 6.2 That the revised Strategy is not adopted.

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

- 7.1 It is recommended that the option in item 6.1 above is supported.

## **8. Consultation**

- 8.1 The current Road Safety Strategy was subject to consultation with stakeholders including the Police, Fire Service and Community Safety. There is no requirement to consult further at this stage, as the amendments only relate to services that are no longer being delivered by the authority.

## **9. Risks**

- 9.1 Road Safety affects the whole community and our quality of life. If the revised Road Safety Strategy 2017-2020 is not supported, then the Strategy in place would not be deliverable in full, due to the loss of the Road Safety Education Service, resulting in likely reputational damage to the authority.
- 9.2 There is a risk that the loss of the Road Safety Education Service may have a detrimental impact on road collisions in future years.

## **Appendices:**

Appendix 1 – Draft Road Safety Strategy 2017-2020

**Additional Information:**

None

**Documents available in Members' Rooms:**

None

**Background Papers:**

Report of Transport Working Party April 2013

Report of Transport Working Party September 2012

Road Safety Strategy 2013-2020



# Road Safety Strategy 2017 – 2020

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DRAFT

## Foreword

Torbay Council will continue to improve the safety of all road users and, as a priority, those who are the most vulnerable. e.g. pedestrians, cyclists and powered two wheelers.

This is reflected in 4 of the Targeted Actions as part of Torbay Council's Corporate Plan.

- **Protecting all children and giving them the best start in life**

Torbay Council will signpost road users to websites giving advice on Road Safety training.

Torbay Council will continue to provide a School Crossing Patrol Service at appropriate locations.

- **Promoting healthy lifestyles across Torbay**

Torbay Council will offer Bikeability training to all primary schools.

- **Ensuring Torbay remains an attractive and safe place to live and visit**

Torbay Council will signpost people through our website with regards to driving behaviour as this continues to be the main cause of road collisions and traditional engineering solutions will become more difficult to identify, more expensive and less effective in reducing casualties.

- **Protecting and supporting vulnerable adults**

Torbay Council will offer advice on the web site with regards to our ageing population aiming to keep older drivers driving safer for longer.

## Executive Summary

The Road Safety Strategy is a document, which sets out the Council's response to the government's strategic framework for Road Safety (May 2011) which provides freedom to act locally, but to also increase local accountability on delivery.

This document replaces the Torbay Council Road Safety Strategy 2013 – 2020 to take account of changes to service provision that have resulted from budget reductions and ongoing reviews of the service provided.

There are no national casualty reduction targets, but there are key indicators to 2030, against which all local authorities will be compared.

Torbay Council has had consistent success in meeting its road safety targets. This has been the result of a wide range of measures, including engineering measures, road safety education and working with enforcement agencies to deal with identified issues.

The Council starts from a very low baseline when trying to reduce its casualties, however benchmarking indicates that Torbay has some of the safest roads within the South West.

In order to maintain this record, the implementation of the Road Safety Strategy will be based around four key areas:

- Education
- Engineering
- Enforcement
- Encouragement

## Setting the Scene

### Background

Torbay Council became a Unitary Authority in April 1998 and assumed responsibility as the Highway Authority. In Great Britain, local highway authorities are responsible for road safety on all roads except the motorway and trunk road network.

The Road Traffic Act was revised in 1988 and gave local authorities the duty to carry out a programme of measures designed to promote road safety, including the dissemination of information and advice relating to the road user and providing practical training to road users.

Road Safety in Great Britain is a statutory responsibility for local Highway Authorities with section 39 of the 1988 Road Traffic Act (9) placing a requirement to prepare and carry out a programme of measures designed to improve road safety for all road users.

The role of Road Safety forms an integral part of the Highway Safety and Development Traffic Team that operates within the Residents and Visitor Business Unit.

### What is a Road Safety Strategy

A Road Safety Strategy is a document, which sets out the Council's response to national government policies and the needs of the local community. This is done by identifying the means by which the Council intends to carry out these responsibilities.

Road safety is a concern of the whole community and as such, we are all responsible for the reduction of road traffic incidents.

### Torbay Council's Roles and Responsibilities?

Torbay Council, through its elected representatives, its partnerships with other organisations and agencies plays a vital role in co-ordinating the activities of a wide range of groups within a shared set of aims and objectives.

In its active role as a Highway Authority, Torbay Council is responsible for

- Carrying out studies into collisions arising out of the use of vehicles on roads or parts of roads within their area;
- Taking such measures, in the light of the results of those studies, as deemed appropriate to present such, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the Highway Authority and other measures taken in the exercise of their powers for controlling protecting or assisting the movement of road users;



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- When constructing new roads, taking such measures as appear to the Authority to be appropriate to reduce the possibilities of such collisions when the roads come into use;
- The preparation and delivery of a programme of measures designed to promote road safety and seek contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

### Where we are Now?

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

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

### Casualty and Collision Data

The following graphs outline the road casualty and collision data for the years 1998 to 2016 compared against the government targets (where applicable), which are validated each year by the Department for Transport. This data only includes collisions that have been reported to / recorded by Devon and Cornwall Police.

The Department for Transport's definition of a collision recorded by the Police is as follows:

[A collision that] involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. One collision may give rise to several casualties. Please note "Damage-only" collisions are not included in this publication.

Department for Transport Definitions:

- *Fatal collision:* A collision in which at least one person is *killed*.
- *Serious injury:* An injury for which a person at least one person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*.
- *Slight injury:* An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock

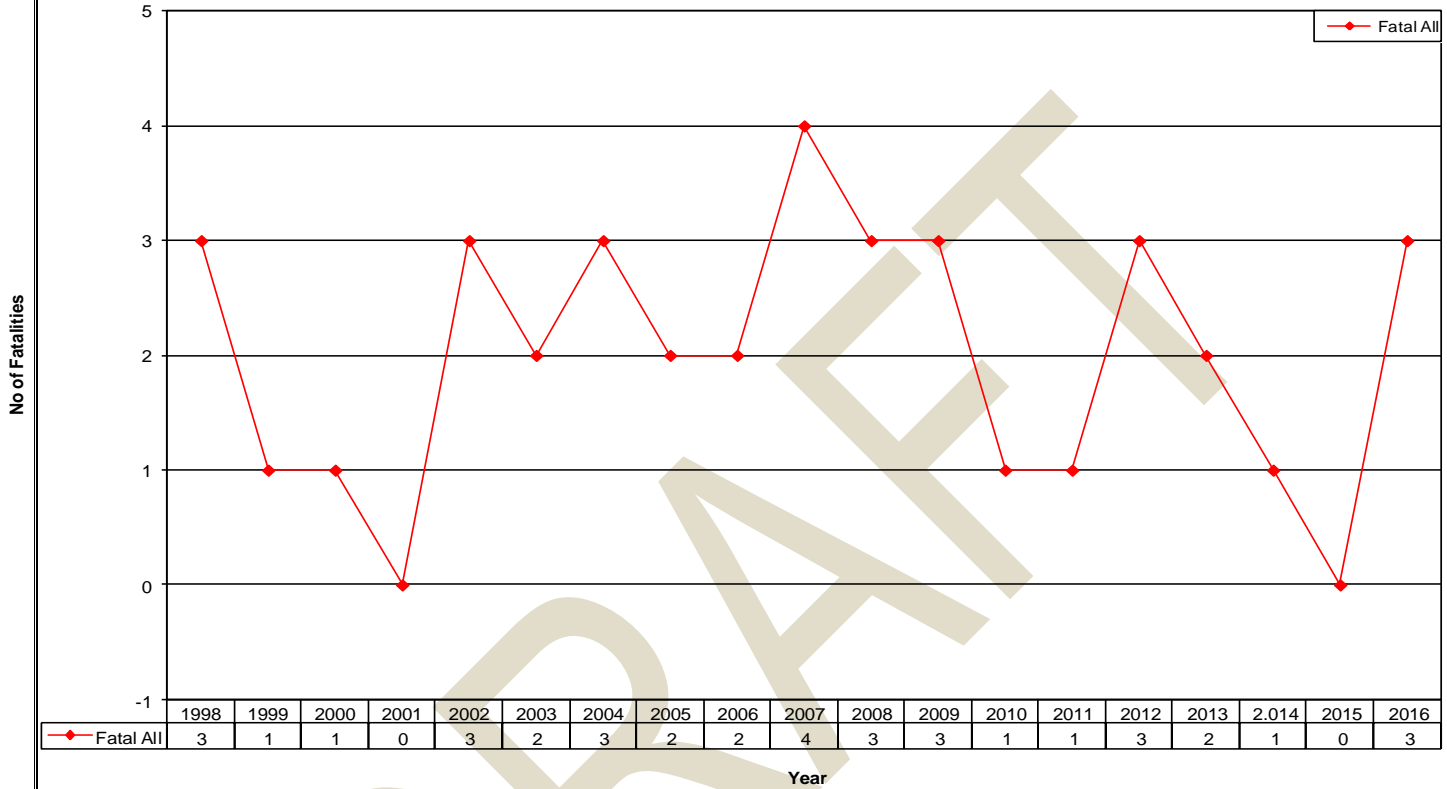
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requiring roadside attention. This definition includes injuries not requiring medical treatment.

**Fatalities**

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

Figure 1 - Fatalities (all ages)

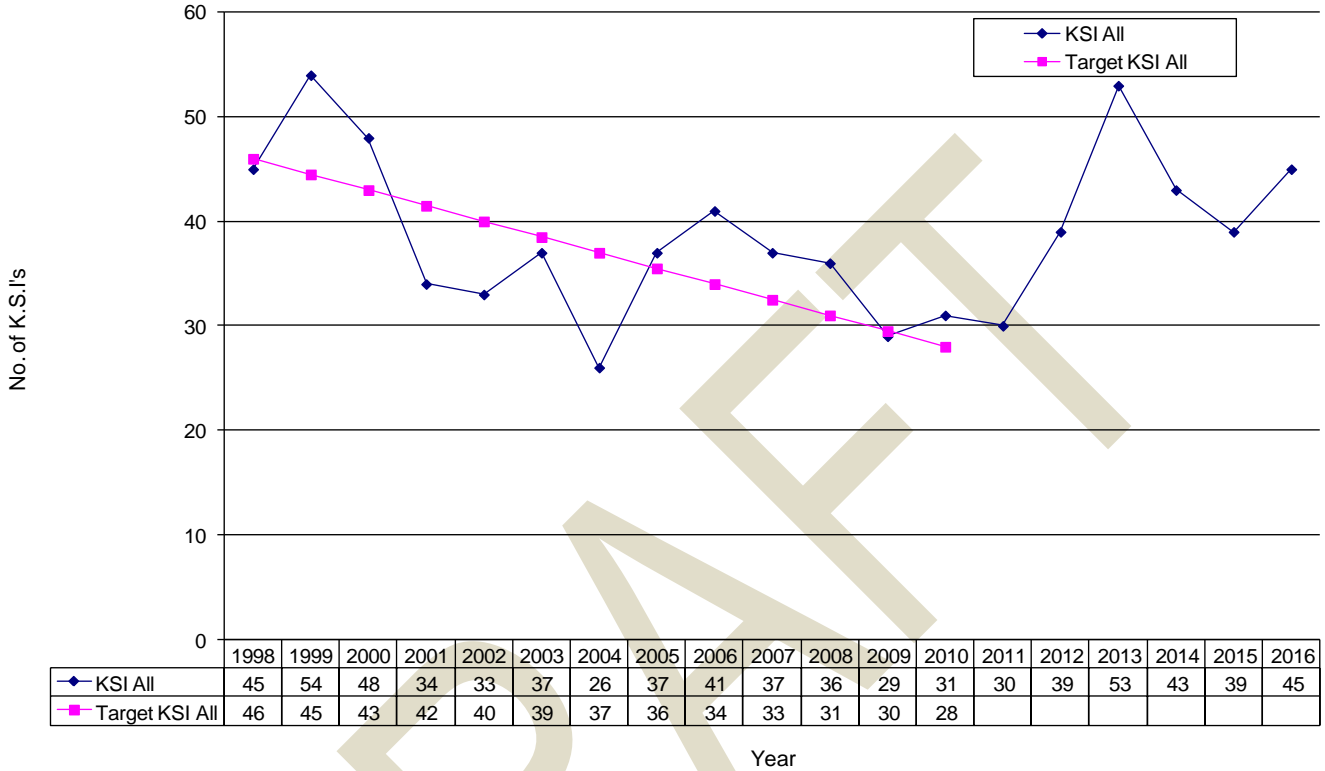


The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced. Torbay continues to have one of the safest road networks within the South West. Torbay Council benchmarks with other highway authorities and the number of road traffic casualties expressed as a percentage of the population is amongst the lowest in the south west.

**Killed and Seriously Injured (KSI's) (all age groups)**

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

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



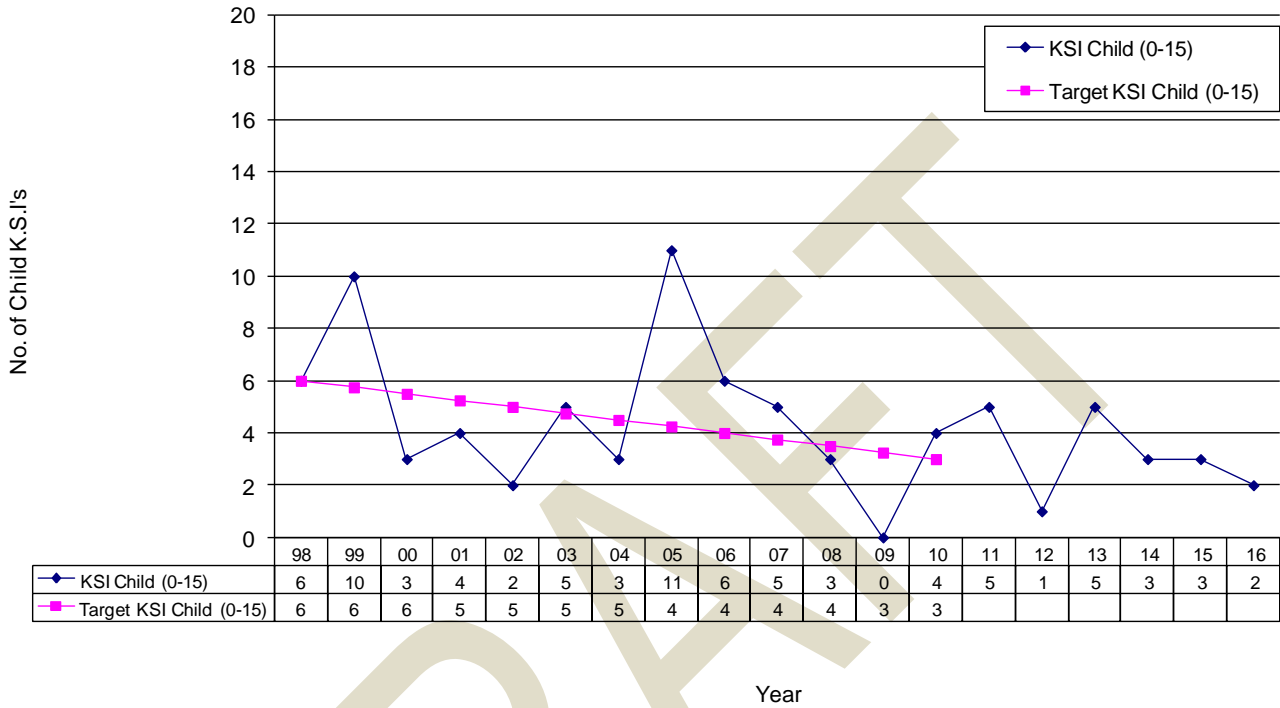
Whilst the Council finished the Department for Transport (DfT) monitoring period just above the 10 year target with a 33% reduction, it continues to show a general downward trend from the 1998 baseline.

Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify. Collision data is investigated every year as part of our cluster review, where we carry out a study of all the road traffic collisions that have resulted in a person being injured and all known collision hot spots across the bay area. This information is reported annually to members as part of the Road Safety initiatives Report. See Making Our Roads Safer page 25.

**Killed and seriously injured (0 – 15 age group)**

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

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



Whilst the Council finished the Department for Transport (DfT) monitoring period just above the ten year target, the figures for this age group fluctuate from 11 in 2005 to zero in 2009.

Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify. Collision data is investigated every year as part of our cluster review, where we carry out a study of all the road traffic collisions that have resulted in a person being injured and all known collision hot spots across the bay area. This information is reported annually to members as part of the Road Safety initiatives Report. See Making Our Roads Safer page 25.

### Slight Injuries

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

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



#### All ages

The Council's figures finished the Department for Transport (DfT) monitoring period in 2010 just below the 12 year target. However we continue to show a general downward trend from the 1988 baseline of 445, with a current reduction of 29%.

#### Children (0-15 age group)

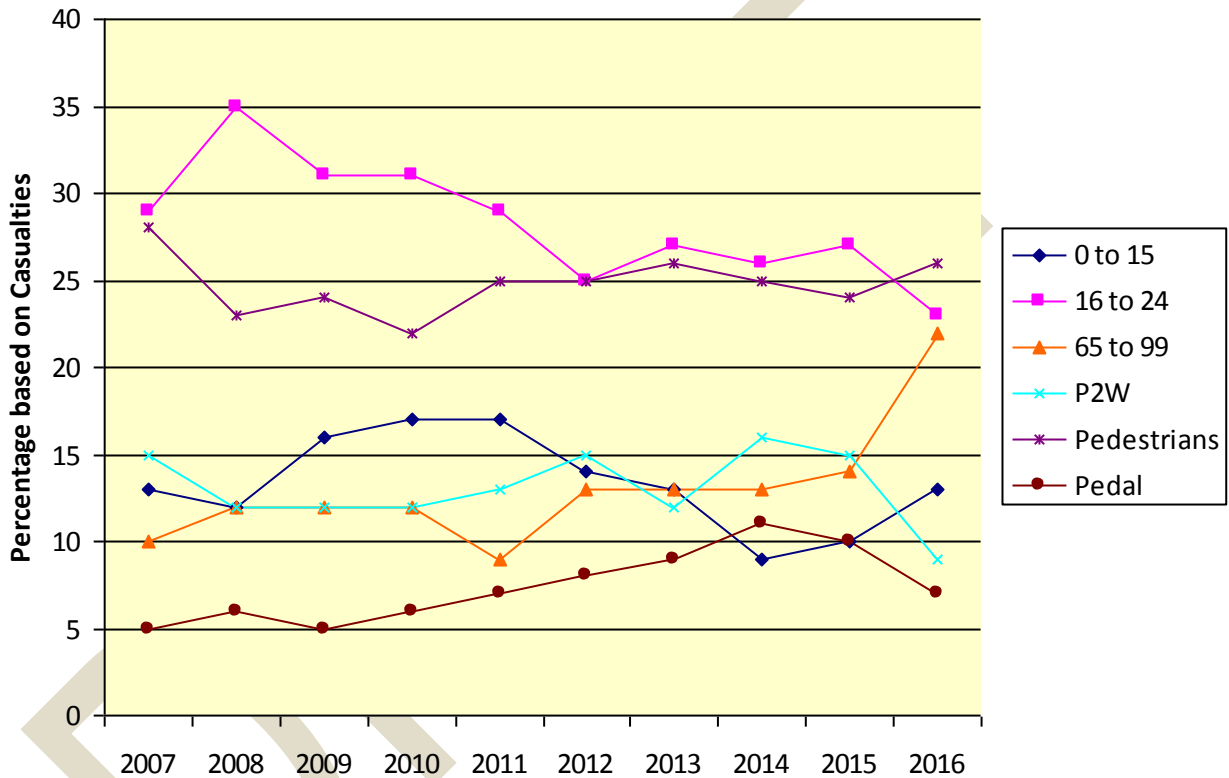
The Council figures finished the Department for Transport (DfT) monitoring period well below the 12 year target.

These figures can be explained by an improved data processing regime and successful road safety education campaigns, e.g. the number of rear seat passenger casualties reduced by 75% in 2011.

## Our Challenges

### Who is Getting Killed or Seriously Injured?

Fig 5 shows casualties in Torbay for the ten year period 2007 – 2016, displayed by age and category. This shows that whilst collisions involving both the 16 to 24 year-old age group and the powered two wheelers are falling, those involving the 65 to 99 age group are on the increase. This increase is also shown nationally, where the population in the over 60 age group has increased by 6% compared with the 2010-2014 average and by 19% compared with 2006.



Car drivers aged 16–19 have the highest risk of being killed with drivers aged 60–69 having the lowest risk.

Young drivers risk of being killed has fluctuated, while the risk has reduced for all other age groups of drivers.

Nationally, 95% of pedestrian injuries occur on urban roads, with children being disproportionately at risk, 22% of killed and seriously injured pedestrians are between 8 and 15 years old. National evidence also shows that children in deprived areas have an elevated risk of injury and death compared with children in more affluent areas.

The risk of older pedestrians being killed is much higher than for other age groups because of age-related frailty.

Fig 6

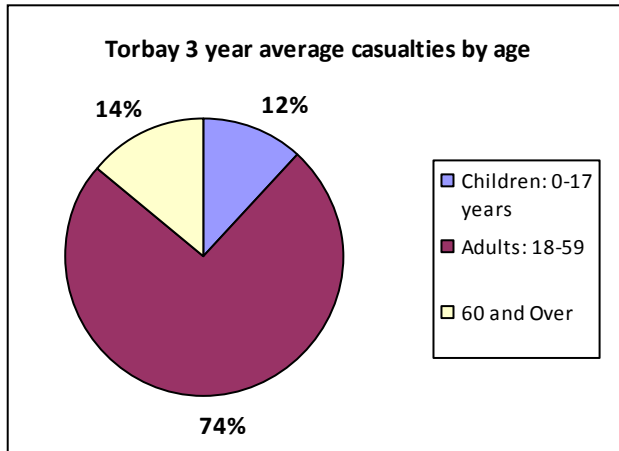
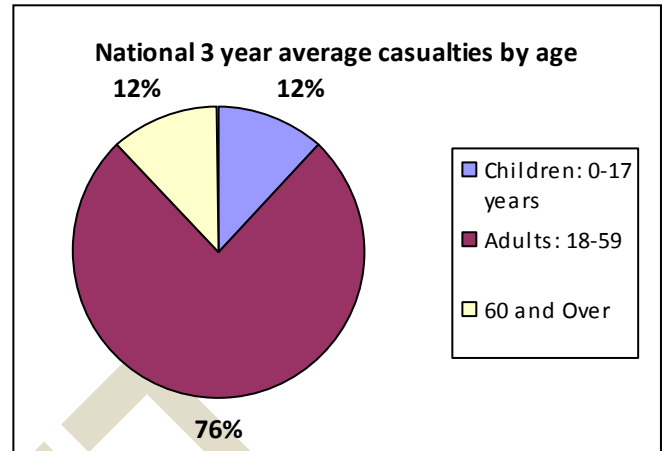


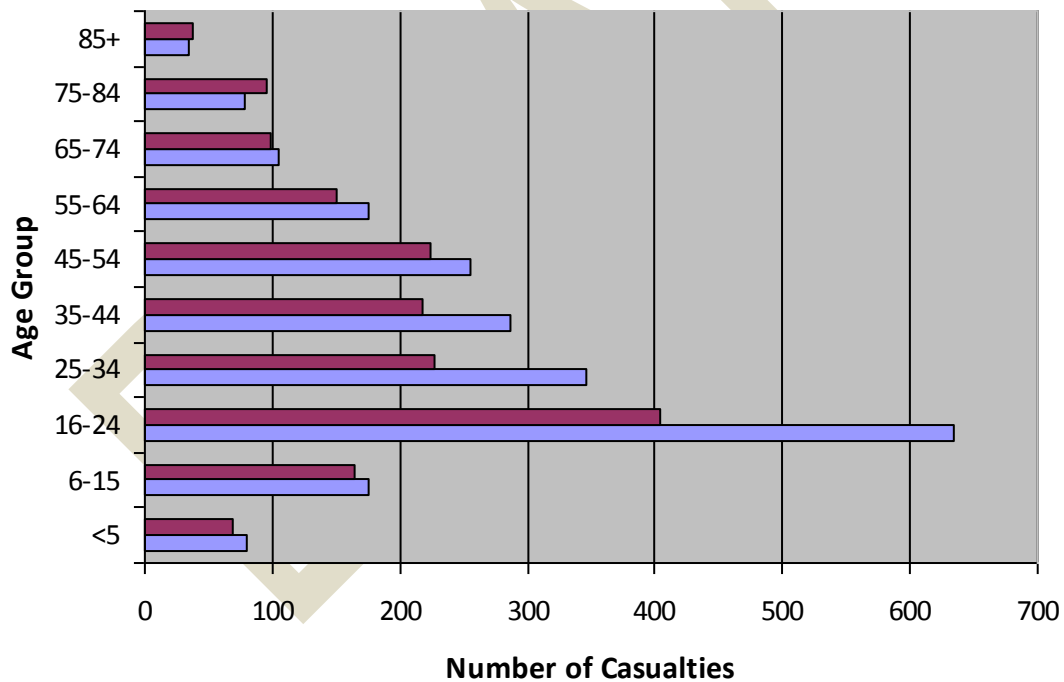
Fig 7



Figures 6 and 7 show that the casualty figures recorded for Torbay over the last three years are very much in line with the national average.

Fig 8

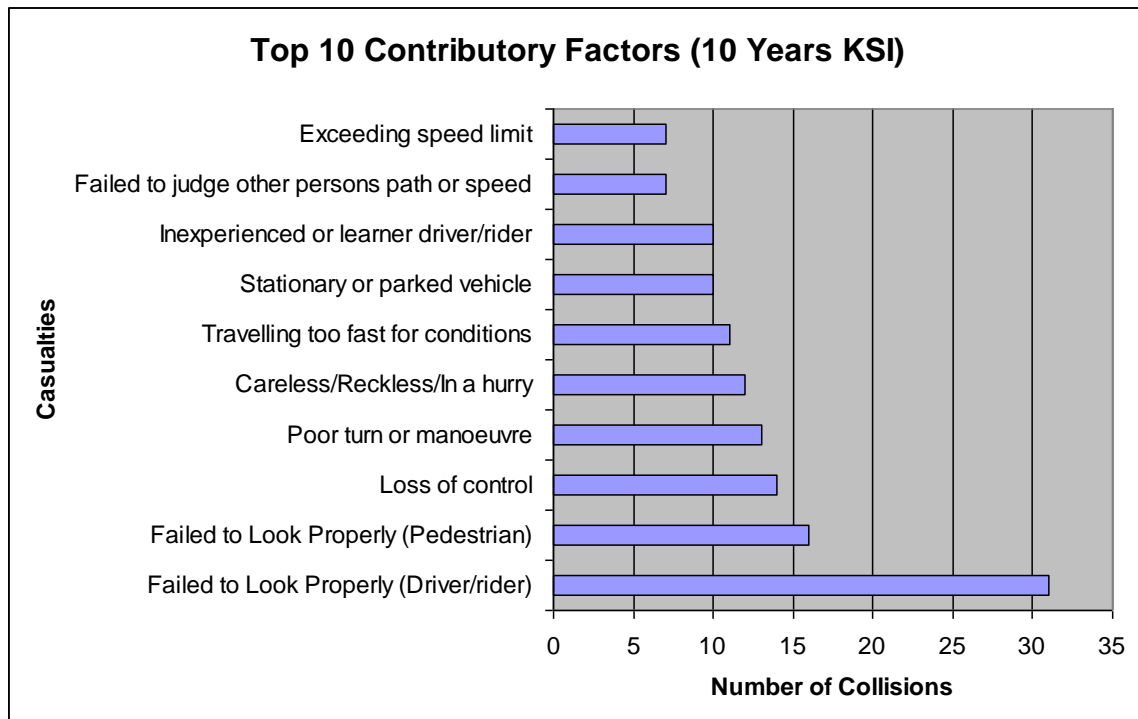
**Torbay Casualties by Age: 10 years 2007 - 2016**



A ten year survey of casualties by age, shows that across the Torbay area the largest number of casualties continue to be in the 16-24 age group, with male casualties outnumbering female casualties by 61% to 39%.

This continues to be the largest discrepancy between genders which, as the casualty ages increase, narrows considerably.

Fig 9



A ten year survey of collisions across the Torbay area, which resulted in killed or seriously injured casualties, shows that the most common contributory factor recorded by the Police is 'failed to look properly' for driver, rider or pedestrian related collisions. However this may be due to the way officers record collisions, as there may be little difference between 'failed to look properly' or 'poor turn or manoeuvre'.

Approximately half of the English police forces adopted the CRASH (Collision Recording and Sharing) system for recording reported road traffic collisions at the end of 2015 or the first part of 2016. Devon and Cornwall Police switched in December 2015. In CRASH, the Police officer records the type of injuries suffered by the casualty rather than the severity (severity is measured simply as 'slight' or 'serious'). The system then automatically converts the injury type to a severity classification.

The early indications are that switching to CRASH has added between 5 and 15 per cent to the Great Britain total for serious injuries and more detailed research has been commissioned to provide guidance to users in understanding these effects and to produce adjusted back-estimates of already published severity based data. This will enable the Department for Transport (DfT) to produce consistent time series which are independent of the reporting system used.



## Why are Some Groups More at Risk?

National research suggests that in every collision involving a fatality, there is around a 50% chance the driver responsible for the collision had a criminal record (DfT 2011). Furthermore, recent analysis of 2001–04 UK road traffic collisions shows a link between the low socio-economic status of car occupants and the fatality risk at both an individual area level (individual socio-economic classification) and area level (using area-based deprivation scores and police data).

Overall, it shows that car occupants from lower socio-economic groups are overrepresented in fatalities; while three times as many people are classified in the top two social groups as are in the lowest social group (40% compared with 13%), they each account for a similar proportion of fatalities (22% and 20%, respectively).

The analysis also raised a number of key issues which may affect an increase in collisions/injuries in areas of social deprivation, these are as follows:-

- Speed
- Impairment (alcohol and drugs)
- Seat belt wearing
- Licence violations
- Insurance violations

Torbay, like many other seaside resorts has areas of deprivation – poverty, poor housing and health are worse than the national average with 15,000 residents living in conditions similar to the worst 10 per cent in England in terms of poverty, housing and health. In 2015 Torbay was ranked the 71st most deprived area out of 354 in England.

More data analysis and investigations will need to be undertaken in an effort to understand the current problems within the deprived areas of the bay and to develop a method of connecting with and passing on the road safety message to this vulnerable group.

### Older Road Users

Torbay is home to more older people than average and these numbers are increasing at both ends of the social spectrum.

Older people from more deprived backgrounds are less likely to have access to a car, thereby increasing their reliance on walking and public transport. However, there are large numbers of the elderly population who wish to demonstrate their independence by continuing to drive and unfortunately this is reflected in the collision figures. It is for this reason that Torbay Council, in conjunction with their partners, developed the 'Drive Safer For Longer' project.

Unemployment and the number of people who claim housing benefits is high. The local economy relies on tourism for many jobs and this contributes to seasonal employment and low wages.

## Brixham \* Paignton \* Torquay

More people in these areas smoke and drink too much and have poorer physical and mental health. There is more crime, particularly violence in the home and for a variety of reasons; people from poorer areas attend hospitals for treatment more often.

Although there is no current robust evidence to 'prove' the case, it seems likely that these factors may influence to contribute to the injury risk faced by children in these areas in a number of ways.

For example, parents/carers may be less able to supervise their children, less aware of the risks and less able or disposed to access information and services to address these risks.

In addition, the lack of play space within the house may mean that children need to play out in the streets more than in other types of household or in other areas (*Towner et al., 2005*).

- **Older People** – Torbay is home to more old people than average and these numbers are increasing at both ends of the social spectrum.

While there is some evidence nationally of higher rates of pedestrian injuries (*Lyons et al., 2003*) among older people in disadvantaged areas, large gaps in knowledge exist that need to be addressed to enable proper programme planning and intervention to understand and address this.

### How are Road Traffic Collisions Occurring?

Government campaigns would appear to suggest that speed is the number one causation factor in collisions. However when drivers exceed the limit this accounts for only 13.9 per cent of fatal collisions. Whilst a larger causation factor 15.9 per cent in fatal collisions are going too fast for the circumstances.

The largest causation of road collisions in the UK today is driver error or reaction in more than 65 per cent of fatal crashes with. The most common causation factor is failing to look properly (the SMIDSY factor – "Sorry mate, I didn't see you", is relevant in 20.5 per cent of fatals involving driver error), closely followed by "loss of control".

Second largest causation of fatal road traffic collision is going too fast for the circumstances 31 per cent.

Historical national programmes have concentrated on speed as a primary causation factor and speed data over a number of years has shown that average speeds, especially within the urban (30mph) areas are coming down, indicating that the measures taken are having some positive effects. Speed continues to be a primary causal and secondary contributory factor to both numbers and severities of collisions, albeit with an improved trend.

Third largest causation is behaviour or inexperience (28 per cent) which includes careless, reckless, or inexperienced driving.

The fourth main category is "impairment or distraction" (to blame for 19.6 per cent of fatal accidents) covering "alcohol" (a factor in 9.6 per cent of fatal accidents) and "distraction in vehicle" (2.6 per cent).

## Brixham \* Paignton \* Torquay

Pedestrian only, casualty or injury collisions account for more than 18 per cent of collisions, with 10 per cent "failing to look properly".

Age is a factor. Older drivers more frequently fail to look properly while younger road users are more likely to be going too fast, either for the limit, or the conditions.

Time of day is equally important; between 7pm-7am 'loss of control' is the key factor while at other times, it is the 'failed to look properly'. Motorists are more likely to be 'distracted or impaired' at weekends

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## Where We Want to Be

From 2017 and for the years ahead, it remains the intention for the development and implementation of local road safety strategies to enhance delivery by focussing on casualty reduction with objectives and targets to support that aim together with engineering programmes planned to achieve that and thus improve casualty reduction.

The development of a local road safety strategy is included within the current 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.

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 road users.

An evidence based approach to road safety engineering will be used in Torbay, where the population varies so much between the summer and winter periods, to identify and target investment where it is most needed.

This Road Safety Strategy will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategies. Unlike the period up to 2010, the Department for Transport (DfT) have not set any targets for us to compare our results against which to compare.

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

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

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

At a local level 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

## Brixham \* Paignton \* Torquay

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.

- Enabling local authorities to consider their future priorities;
- Involving and informing the public.

At a local level, here in Torbay, the Council will also continue to report casualty figures for the following categories each year as part of the Road Casualty Reduction Report.

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

Seven key areas have been identified as priorities for Torbay.

- Pedestrian casualties
- Motorcycle casualties in particular young scooter riders and riders on larger sports bikes.
- Careless or dangerous road user behaviour
- Illegal and inappropriate use of speed.
- Vulnerable Young Females
- Older Drivers

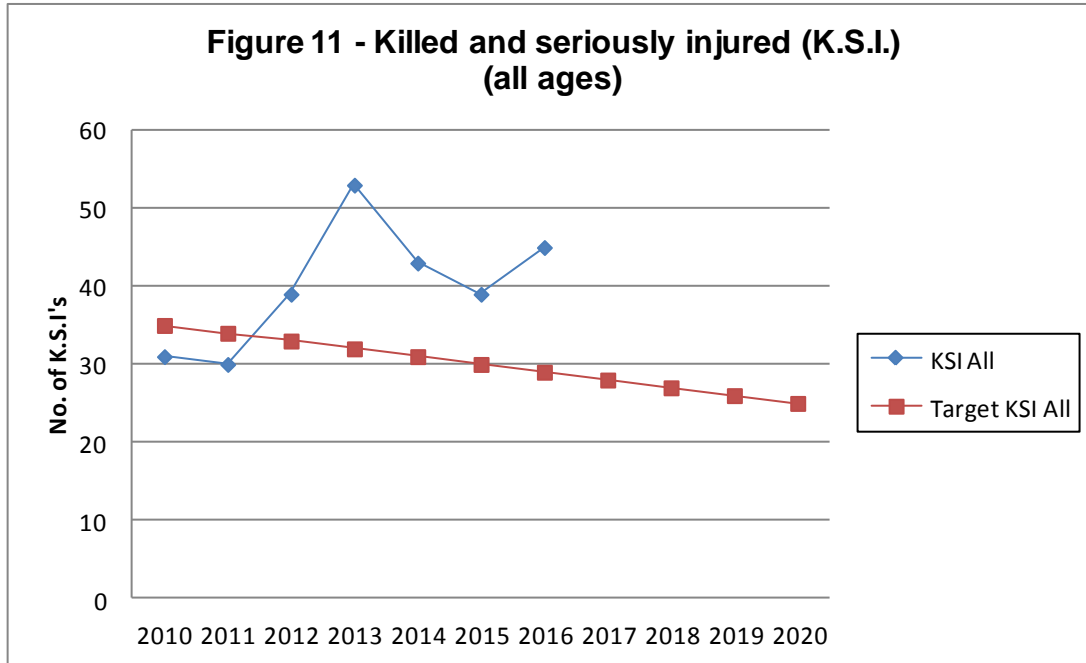
Driving behaviour continues to be the main cause of road collisions and traditional engineering solutions will become more difficult to identify, more expensive and less effective in reducing casualties.

### Targets

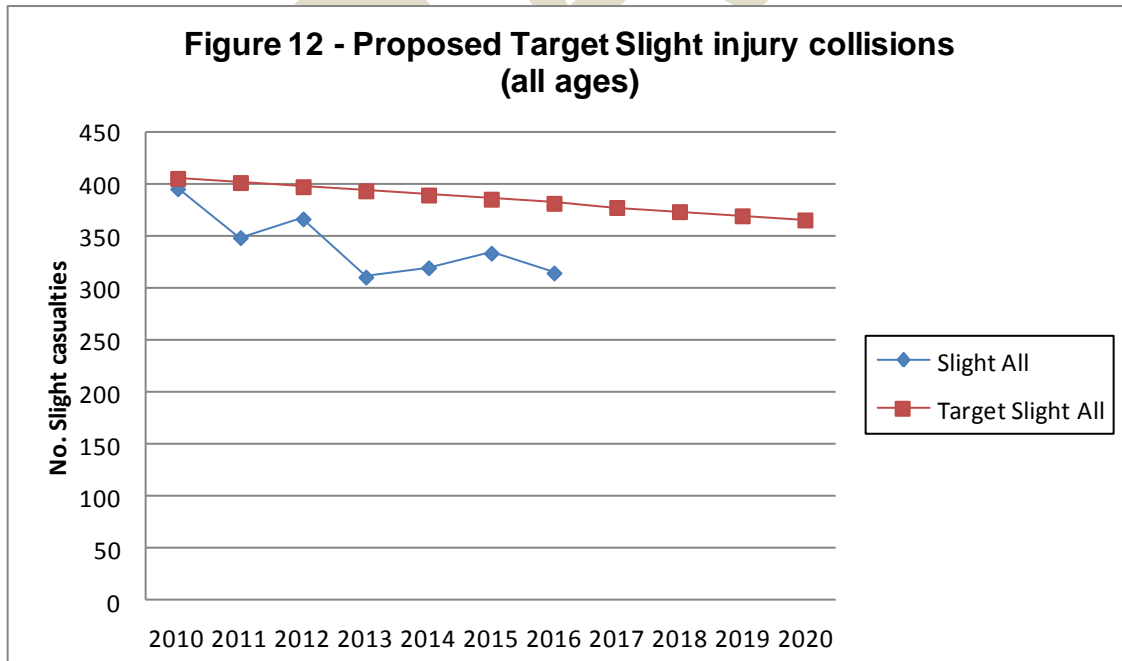
In the 10 year period up to 2020 Torbay Council intend to make reductions of:

- 25% to all KSI casualties
- 33% to collision casualties which are fatal, permanently disabled as a result, or where major medical care is required to prevent permanent disability or death.
- 10% to collisions resulting in Slight injuries
- 25% to collisions involving pedestrians
- 25% to casualties resulting from Powered Two Wheelers (PTW). The figures will take into account changes to levels of ownership of LA Registered PTW.
- 25% to all casualties resulting from collisions involving drivers/riders aged 17 to 24.

**Proposed Target**



The target is to reduce all killed and seriously injured (KSI) casualties by 25% in the next 10 years, using a 2010 baseline average of 2006 – 2010.



The target is to reduce all slight injury collisions by 10% in the next 10 years, using a 2010 baseline average of 2006 – 2010.

## How We Will Get There

Most collision clusters and challenging stretches of road have been improved and the safety return on engineering interventions and vehicle safety systems is beginning to flatten out. Torbay Council will signpost road users to web sites in order to continue to deliver road safety reductions however, the main focus will encompass engineering works and signposting road users to educational information based websites.

To do this Torbay Council will develop:

1. Smarter data analysis making use of new databases to understand what groups are most at risk and also how socio-demographic and lifestyle factors contribute.
2. Signposting road users to Road Safety Education and training programmes via our website at [www.torbay.gov.uk/roads/road-safety/](http://www.torbay.gov.uk/roads/road-safety/)
3. Road safety audit policies that minimise the likelihood of new road safety risks, inadvertently arising from the building of new roads or highway improvements.

### 1. Smarter Working

Key to the success of this strategy is strengthening existing partnership working with other departments within Torbay Council to ensure road safety is integrated with other objectives contributing to wider local priorities.

The Council recognise that there are work streams within the partnerships with complimentary aims and objectives, where resources could be shared and programmes pulled together to achieve joint outcomes.

At a more localised level, ensure the road safety engineering interventions are consistent.

### 2. Smarter Data Analysis

Effective road safety planning depends on reliable evidence of the real problems, along with the identification of both long and short term trends. Torbay Council needs to understand when and where collisions occur, who is involved and what the consequences are. The Council are developing a more sophisticated approach, using new databases.

Torbay Council will use MAST, an innovative web based data analysis tool for road safety professionals to gain an insight into collisions and the people involved with them.

Mast draws data from two main sources:

- National road collision and casualty information from the Police and Department for Transport.
- Socio-demographic insights into the communities most at risk of becoming involved in crashes using 'Mosaic Public Sector', a database which focuses on the needs of citizens, which provides a detailed and accurate understanding of each citizens location, their demographics, lifestyles and behaviours.

We will carry out an annual data review to ensure that resources are appropriately targeted making us more responsive to shifting trends and allowing us to refocus quickly.

### **3. Behaviour Change**

The Department for Transport forecast diminishing casualty reduction returns from engineering interventions, so signposting road users towards education and more enforcement measures will need to be stepped up to respond to the need for behaviour change.

In addition to the traditional road safety aspects of engineering, education and enforcement, Torbay also uses encouragement in the quest to reduce road traffic casualties. By encouraging more people to walk or cycle instead of driving, this makes the promotion of safety for more vulnerable road users as well as the responsible and considerate behaviour of drivers, even more important.

Road safety publicity campaigns raise public awareness that road traffic collisions do not just happen, rather they are caused. Public awareness campaigns can help to influence the attitudes and behaviours that cause collisions. They also create public acceptance for safety engineering and police enforcement and they give national focus and context for local initiatives aimed at making the roads safer.

In the case of children and young people, we are trying to influence the formation of habits, whereas with adults we are trying to persuade people, mainly drivers, to change often deeply entrenched habits.

However, issues such as drink-driving and speeding need to be kept firmly in the public consciousness to remind people of the possible consequences of reckless driving and how simple steps can improve safety.

### **4. Speed Management**

Research shows a strong link between speed and road casualties. Much of this evidence has been demonstrated by studying the average speed of traffic. Studies show how each 1mph reduction in average speed can reduce the number of collisions by 5 %. The three most important issues to tackle are: -

- Speeding in urban areas where there are high numbers of vulnerable road users.
- Speeding in rural areas where the problem is often inappropriate speed, rather than one of exceeding the speed limit.
- The most extreme speeds when the speed limits are exceeded by a considerable margin.

There is a wide range of speed reduction measures available, including active management, using a range of measures including engineering and enforcement approaches. Members have agreed the implementation of 20mph speed limit schemes (both permanent and variable) outside educational establishments across the bay area and following completion of this programme, have given officers a remit to investigate the possibility of similar schemes in residential areas.



As well as the targeted efforts acting on the basis of collision data, speed has both a direct and indirect impact on the health of communities and the fear of harm can have negative health consequences for residents, even if injury collisions have not occurred.

For this reason some safety camera activity is directed to more extreme areas of violation, but residents are also able to participate in volunteer programmes such as 'Community Speedwatch' which provide a valuable educational intervention and further intelligence.

## 5. Enforcement

The Department for Transport's strategic framework for road safety recognises that more than half of road deaths are associated with one or more of drink driving, driving whilst impaired by drugs, speeding and careless driving (including dangerous driving, driving with a distraction and not wearing seatbelts). The Framework also states that driving without insurance or a licence is also associated with a disproportionate level of death and injury.

The Governments intention is to target enforcement and sanctions better, with an increased focus on educational courses for low level offences.

The authority will tackle those locations where traffic speed is a problem through the most appropriate of the following interventions:

- Careless driving, dangerous driving
- Speeding
- Driving while distracted (e.g. use of mobile phones to talk or text)
- Not wearing a seat belt
- Driving unlicensed/uninsured

Devon and Cornwall Police continue to be the main enforcement agency for driving offences. However, since the decriminalisation of parking in 2004, the authority have been able to take action against most parking offences including parking on yellow lines and stopping on "School Keep Clear" markings. We will also continue to use other powers which impact on road safety, such as those to cut back overhanging trees and bushes, the removal of illegal signs and abandoned vehicles.

The authority will tackle the locations where the speed of traffic is a problem through the most appropriate of the following interventions.

- Speed enforcement via the Peninsula Road Safety Partnership (formerly the Devon and Cornwall Safety Camera Partnership) via their network of fixed and mobile safety cameras.
- Fixed and mobile safety cameras
- Physical traffic calming measures or other engineering solutions
- Permanent vehicle activated signs
- Community Speed Watch
- 20mph speed limits where appropriate

## The Peninsula Road Safety Partnership

Safety Camera operation in Torbay is operated through the Peninsula Road Safety partnership, which is made up of the following organisations:

- Devon and Cornwall Constabulary
- Devon County Council
- Cornwall Council
- Devon & Somerset Fire and Rescue
- Highways England
- Her Majesty's Courts Service
- Plymouth City Council
- Torbay Council

If detected, drivers who choose to exceed the legal speed limits will incur a minimum penalty of £100 and three penalty points on their driving licence. Penalty points are valid for a period of three years but cannot be removed from your licence until four years have elapsed.

Alternatively drivers detected at lower speeds and whose offences fall within the criteria, will be offered the option of attending a Speed Awareness course as an alternative to the Fixed Penalty process (three penalty points and a £100 fine).

Named drivers are only permitted to attend one Speed Awareness course within a three-year period. If a named driver subsequently commits a further speeding offence, then that offence will be dealt with via the Fixed Penalty or Court process. Drivers attending the course will not be required to pay the fine or receive penalty points provided the course is successfully completed. However, those offered the Speed Awareness course will be required to pay a course fee of £85.

It has been proved nationally that safety cameras can reduce the number of road collisions and protect road users by encouraging people to drive more slowly.

Enforcement is undertaken using a variety of systems including Fixed Camera Sites and Mobile Safety Camera Units

### Camera Data

On 27th June 2011 the Road Safety Minister wrote to Chief Executives of local authorities instructing them to publish data relating to fixed speed camera enforcement sites and to identify a website location where information on annual 'crash and casualty data' will be published.

Collision and speed data on individual sites has always been made available by the Partnership on request, where the cost of collation has not been excessive. However data is now accessible via the internet, with site specific data available when the user clicks on the "camera watch" map at the following link.

<http://www.prsp.org.uk/cameraWatch/index.aspx>

## 6. Making our Roads Safer

When identifying local safety schemes, Torbay will continue to ensure that budgets are targeted to achieve the maximum reduction in road traffic casualties. To help us establish those schemes, every 12 months we continue to carry out a study of all the road traffic collisions that have resulted in a person being injured and recorded by the Police and all known collision hot spots in the Bay. As a result, the difficult task of prioritising the locations for safety improvement projects is determined.

The local safety scheme programme has three main elements:

- **Single sites** – A single location, for example: a junction of two roads or a place where pedestrians cross.
- **Routes** – Collision data for key routes across the borough is looked at to highlight those roads or sections of road which experience a higher than expected number of collisions and casualties.
- **Areas** – At times, the single site and route studies may indicate that a local area or a network of roads could be investigated as a whole.

To achieve a greater overall reduction in collisions and casualties it may be appropriate to consider one area-wide scheme rather than one or more smaller schemes.

## 7. Safety Audits

Road safety audits are undertaken on highway schemes at various stages of their design and construction to ensure that they will not create future highway safety problems. The road safety audit process is used to help achieve this by scrutinising changes to the road network within the borough, to ensure that they are as safe as possible. Post completion audits are also undertaken on some schemes to check that a completed scheme does not create any safety hazards.

However, the Institution of Highways and Transportation Guidelines allows scope for individual highway authorities to adopt their own policies to set the level of audit they undertake locally, provided that they have a clear policy in place. The likelihood of a scheme having the potential to create future collisions is linked to the size and complexity of the scheme and we need to prioritise our resources to ensure they are being used effectively. Torbay have developed our own safety audit policy in line with the advice from the Institution of Highways and Transportation. (See Appendix 1)

## 8. Monitoring and Evaluation

Monitoring and evaluating our projects will help us assess how well we are doing and aid continuous improvement. It is about asking what has happened, what has worked and what has not worked. To monitor the impact of programmes our evaluation will include changes in behaviour, attitudes, knowledge and/or skills. The knowledge we gain will enable us to create more effective programmes in the future and spend budgets in the best way. Monitoring the progress and effectiveness of road safety engineering.

## **Funding Delivery of Road Safety Services**

The outcome of the Government's 2010 autumn spending review led to a reduction in the funding made available to local authorities, the fire service and the police. This has provided Torbay with increased challenges and the need for more focused ways of working.

Throughout this strategy we have identified proposals which we believe will provide more efficient ways of working:

- Smarter partnership working, drawing together the various work streams of enforcement.
- Better co-ordination of work programmes
- Improved evaluation and monitoring in order that we gain knowledge to create more effective engineering programmes in the future.

Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are details of the committed budgets which includes Road Safety Initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of small minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate business cases as part of the authority's capital budget setting process.

We will also, when appropriate, require developers to contribute through section 106 agreements and direct works on the Highway through Section 278 agreements to include or contribute towards road safety improvements.

In addition, there are occasional opportunities, to submit bids for funding to the Department for Transport and other organisations for specific projects and initiatives.

## **Partnerships**

Torbay Council continues to work with the following partnership organisations:

- Devon and Cornwall Police
- Devon and Somerset Fire and Rescue Service(DSFRS)
- Health Authority
- Learn 2 live young driver/rider partnership project
- Peninsula Roads Safety Partnership (formerly the Devon and Cornwall Safety Camera Partnership)
- The Peninsula Motorcycle forum

As well as the other local authorities within the South Western peninsula:

- Cornwall County Council
- Devon County Council
- Plymouth City Council

## 1. Learn 2 Live

Learn 2 Live is a partnership of Local authorities and Emergency services:-

- Devon County Council
- Torbay Council
- Devon and Somerset Fire and Rescue service
- Devon and Cornwall Constabulary
- Highways England
- South western Ambulance Service Trust

Learn 2 Live began in October 2007. It was based on a road safety presentation by South Yorkshire Fire Brigade. The first local event took place on 12th March 2008 at the Riviera International Centre in Torquay, over 25,000 students and service personnel have now seen this theatre based, real story, education project across Devon and Cornwall.

### The Presentation

The Learn 2 Live presentation is based on a short video, depicting the scene of a group of friends going out for a night, having a collision, the emergency services arrive, one of the friends is taken to hospital, where they pass away, and finally the family are informed.

As the different emergency services arrive, the video is paused and a member of that emergency service comes out on stage to tell of a collision they have attended. The stories they tell are real and told from their own personal point of view.

The final speakers are all (extra) ordinary people, who have had a member of their family killed or seriously injured in a collision. They speak of the collision and also of the effect it has had on them and their family.

The final speaker is someone who has been the driver in a fatal collision.

## 2. The Peninsula Motorcycle Forum

The Peninsula Motorcycle Forum (PMF) comprises of key representatives from the Devon and Cornwall Constabulary, the Highways England, Local Authorities and the Peninsula Road Safety Partnership (formerly the Devon and Cornwall Safety Camera Partnership).

The PMF meets on at least two occasions within a 12 month period, at the beginning of the motorcycle season (normally prior to the Easter Bank Holiday) and after the season.

### Aims and Objectives of the Motorcycle Forum

Motorcycling within Devon and Cornwall offers a number of benefits for riders. Riding a motorcycle, scooter or moped can be an affordable alternative to the car. Motorcycling can provide independence, mobility and widening employment opportunities, especially in the many parts of our rural community where public transport is limited. Motorcycling can also offer efficient and environmentally friendly transport within our congested

conurbations. Finally, many riders just enjoy motorcycling for the pleasure it gives them. We are blessed in Devon and Cornwall with some of the finest road networks in the country.

However, we must recognise that motorcyclists are amongst our most vulnerable road users. The aim is to focus collaboration between authorities to make motorcycling a safe and enjoyable experience for those who choose that mode. This requires co-ordination between partners when taking account of the needs of motorcyclists. As a forum we will promote safety measures and mainstreaming of motorcycling so that its needs are considered as fully as any other transport mode in the development of transport policy.

The safety of motorcyclists must be seen as a first priority for the Forum. At this time, although motorcyclists make up less than 2% of our road transport, they make up approaching 30% of fatalities. Again, for this situation to be reversed there needs to be focus, collaboration and partnership co-ordination in a local context.

The PMF will be integrated into the PRSP initiatives and as such the aims of the group are likely to be updated.

### **3. Bikeability**

Bikeability is Cycling Proficiency for the 21st century, designed to give the next generation the skills and confidence to cycle on today's roads.

There are three different levels of Bikeability training:

- Level 1. Teaches basic bike handling skills in an off-road environment and is ideally suited to children aged between 7-9 years old.
- Level 2. Is covered on quiet roads with real traffic conditions and is available to children aged 10 and older.
- Level 3. Is carried out on busier roads with more complex road junctions and is suited to secondary aged school children and adults.

Each Bikeability level builds on the skills and experience gained from the previous level and real-life cycling away from the training area.

Torbay Council is pleased to be working in nearly all primary schools in Torbay to give as many young people the opportunity to gain this important life skill. Bikeability is currently subject to funding by the DfT.

### **4. Driver Training**

Torbay Council will signpost road users towards promoting the benefits of a proactive approach to injury and casualty reduction.

We support the work of advanced driving groups such as the Institute of Advanced Motorists and RoSPA. Advice on driver training is available to all local organisations who wish to improve the driving standards of their employees.

### **Benefits for Employers**

Benefits of driver training for the employer include both tangible and non-tangible elements such as:

- Reduced crash and injury rates for employees
- Potential reduction in insurance premiums
- Reduced down time
- Savings in fleet running costs including maintenance and fuel
- Reduced environmental impact upon the local and wider community leading to improved quality of life for all
- Enhanced environmental profile
- Reduced health and safety problems
- Fulfilling health and safety obligations
- Dissemination of information beyond the immediate client base
- Benefits for Employees

### **Benefits to the employee are as follows:**

- Reduced risk
- Increased confidence
- Reduced stress levels
- Reduced conflict
- Dissemination of information to family and friends
- Greater awareness of the individual's responsibility with regard to other road users and health and safety issues
- Raised awareness concerning the issue of responsibility rather than the current blame culture
- Improved personal fuel economy
- Reduced insurance claims

## **5. School Crossing Patrols**

School Crossing Patrol Officers operate at certain places where it can be hazardous or difficult to cross the road. This is a discretionary service and it remains the responsibility of parents to ensure the safety of children travelling to and from school.

The law requires drivers to stop when the Stop sign is held upright. It is an offence under the Road Traffic Regulation Act 1984 if a driver does not stop when signaled to do so by a School Crossing Patrol. The penalties for not stopping include:

- a fine of up to £1000;
- three penalty points on your driving licence.

The Transport Act 2000 states that a patrol can stop traffic for any pedestrians and not just for school children or those accompanying a school child.

### **Patrol Responsibilities**

School Crossing Patrol Officers, sometimes known as "Lollipop People", work on school days for approximately 40 minutes each morning and afternoon.

If a patrol officer is unable to work, we attempt to provide cover using a mobile relief patrol. Our priority is to provide cover for the first day of absence. In these circumstances

we inform schools that the regular patrol officer is unable to attend and that the site is likely to be unstaffed.

**School Crossing Sites**

Torbay Council have 26 approved sites in the Bay and re-assesses each site when it becomes vacant, to ensure there is still a need for the school crossing patrol. In addition, new assessments are carried out at locations where pupils report difficulty in crossing.

Torbay Council has implemented Traffic Regulation Orders on all the zigzag “Keep Clear” markings in the Bay.



- Parking outside your Schools entrance?
- Parking on the zig zag markings?
- Don't you see the dangers?  
In 1998, 9 out of every 10 Child casualties were injured crossing the road and a third of these were masked by a stationary vehicle (DETR 1998).

The zig zags are there to provide a clear area at the entrances to Schools, in which children can cross the road. They can see motorists and motorists can see them.

**If you stop there please THINK again.**

Peak Child casualty times are between 8am and 9am as children travel to school and 3pm as children leave school (DETR 1998).

**It could make you sad**

**Child Casualties in Road Accidents**

- 206 children killed
- 5,873 seriously injured
- 37,366 slightly injured

**TOTAL OF 43,445 CHILD CASUALTIES**

- 36,010 of the 43,445 child casualties occurred on built up roads of which:-  
49% were child pedestrians  
27% were child car occupants  
18% were child pedal cycles
- Therefore most deaths and injuries to children occurred on built up roads and nearly 50% of all child casualties were pedestrians.

(Transport Statistics: Child casualties in Road Accidents: Great Britain 1998. Department of the Environment, Transport and the Regions).

Please THINK at school times and STOP your child becoming just one of another peak time, child casualty statistic.

**IT SHOULD MAKE YOU MAD!**



**KEEP THE ZIG-ZAGS CLEAR**





## Road Safety Action Plan

### TARGET GROUP

Parents/Carers/child minders of Pre-School Children

### Objectives

- To signpost parents/carers/childminders with current and up to date Road Safety information via our website at [www.torbay.gov.uk/roads/road-safety/](http://www.torbay.gov.uk/roads/road-safety/)
- To reduce the number of casualties to pre-school children

### Action

- Parents of pre-school children will be signposted towards the web site for the latest Government campaign literature, and information

### Performance Indicators

- Under 16's KSI

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**TARGET GROUP**  
**Key Stage 1 Children – Age 5 to 7 Years**

**Objectives**

- To signpost parents and schools to the web site for road safety education and information
- Raise awareness of safer journeys to school programme

**Action**

- Road Safety information for all children including information on starting school
- Schools will be signposted towards information on road safety teaching resources available.

**Performance Indicators**

- Under 16 KSI's

DRAFT

**TARGET GROUP**  
**Key Stage 2 Children Age 8 to 11 Years**

**Objectives**

- To provide access to Bikeability training
- To promote the correct use of safety clothing

**Action**

- Bikeability Training

**CYCLING**

**On your bike**

Before starting off, turning right or left, overtaking, or stopping, you must look behind and make sure it is safe and then give a clear **arm signal** to show what you intend to do (see page 29).

You **must not ride on the pavement** unless there are special signs allowing you to do so.

When you get on your bike look all round for traffic. When it is safe to move off, cycle away.

Always keep both hands on the handle bars unless you are signalling or changing gears.

Be particularly careful near large vehicles like lorries and buses. The drivers may not be able to see you. Do not ride in the space between the vehicle and the kerb, because they may be going to turn left.

When turning from one road to another, pedestrians who are crossing that road have the **priority**, so give way.

**?** When you are next out in a car, look at the cyclists. Are there times when you can't see them? Which ones are easier to see and why?



**Remember** Use your eyes and ears all the time.

You **must obey traffic light signals and road signs** and the signals made by police officers, traffic wardens or school crossing patrols.

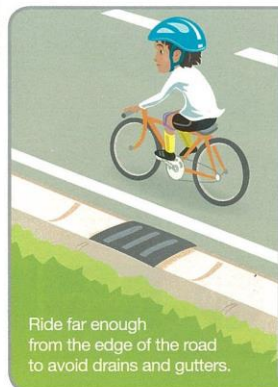
You **must not hold onto any other vehicle** or another cyclist.

You **must not carry a passenger** on your cycle unless it is specially designed to do so.

You should never lead an animal whilst cycling.

Watch out for traffic doing unexpected things.

Never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends.



If you want to turn right from a busy road, it is safer to stop on the left hand side before or after the **junction** and wait for a safe gap in the traffic before walking with your cycle across the road.

Only overtake when you are certain it is safe to do so. If you are overtaking parked vehicles, watch out for them starting off while you are doing so, and look out for car doors opening or pedestrians crossing near them. You should also look for traffic coming towards you.

You should not use a personal stereo or a mobile phone whilst cycling.

Ride far enough from the edge of the road to avoid drains and gutters.

**TARGET GROUP**  
**Key Stage 3 & 4 Children Age 12 to 16 Years**

**Objectives**

- To provide education on the safe use of Public Transport
- To provide education on the safe use of School Transport
- To improve seat belt wearing
- To improve cycle helmet wearing

**Action**

- Signpost schools to the web site for road safety education materials

**TARGET GROUP**  
**Young Driver / Rider**

**Objectives**

- To signpost road users to the web site in order to improve safety and to raise awareness of young drivers and driver education

**Performance Indicators**

- National Performance indicator for KSI's and slights

**TARGET GROUP**  
**Older drivers**

**Objectives**

- To signpost older drivers to the web site in order to improve knowledge, skills and safety awareness.

**Action**

- Signpost older drivers towards information and education.
- Signpost road users towards public awareness of medical fitness to drive

**Performance Indicators**

- Review of crash/collision statistics

**TARGET GROUP**  
**All Drivers**

**Objectives**

- Signpost road users towards awareness of Road Safety and Driving

**TARGET GROUP**  
**Motorcyclists**

**Objectives**

- Provide information on motorcyclist training

**Action**

- Signpost motorcyclists towards the web site for information on motorcycle training.

**TARGET GROUP**  
**Cyclists**

**Objectives**

- Promote Bikeability to all primary schools in Torbay.

**Action**

- Promote the use of cycle helmets
- Provide all primary schools with information on Bikeability training

## TARGET GROUP

### Pedestrians

#### Objectives

- To reduce the number of pedestrian casualties
- To improve accessibility and reduce conflict between road users

#### Action

- Implement pedestrian facilities in town centres and district centres
- Improve links to public transport
- Signpost road users to the web site for information.

#### Timescale

- Ongoing

#### Performance Indicators

- Pedestrian casualty targets



## Appendix 1 - Torbay Road Safety Audit Policy

### 1. Introduction

This document contains guidelines on the Road Safety Audit process to be undertaken within Torbay. These are guidelines and may be relaxed or tightened at the discretion of the Highways Client Officer.

### 2. Background

A Road Safety Audit (RSA) is a formal, systematic, independent assessment of the potential road safety problems associated with a new road or road improvement scheme. Audits must consider those aspects of a design that have an adverse effect on safety. An audit is **not** a check of compliance with design standards.

HD19/03 Road Safety Audit (DMRB Volume 5, Section 2, Part 2) sets out the procedures required to implement Road Safety Audits on Highway Improvement Schemes on trunk roads including motorways.

HD19/03 has recently been replaced by HD19/15, the main reason was to incorporate the requirements of IAN 152/11 which introduced the 'Certificate of Competency' for Road Safety Auditors undertaking work on the Motorway and Trunk Road network.

IAN 152/11 resulted from the EC Directive on Road Infrastructure Safety Management (2008/96) and requires at least one member of every audit team to hold a certificate of competency.

Highway Improvement Schemes are audited at Stages 1, 2, 3 and 4.

- Stage 1 audits are undertaken at the completion of a preliminary design;
- Stage 2 audits are concerned with the more detailed aspects of the scheme, and are undertaken at completion of detailed design. Where a Stage 1 audit has not been undertaken, or for a smaller scheme, audit Stages 1 and 2 can be combined into a Stage 1/2 Audit;
- Stage 3 audits are undertaken at completion of construction, and preferably before the works are opened to road users. The scheme site is examined during daylight and during the hours of darkness so that hazards particular to day and night operation can be identified;
- Stage 4 audits are monitoring reports using 12 and 36 month collision data.

It is a fundamental principle that the Audit Team is independent of the Design Team. HD19/15 requires an Audit Leader and at least one Audit Team Member. The Highway Client Officer must be satisfied with the experience and qualifications of the proposed team. Acceptable training, skills and experience are laid out in HD19/15.

Adherence to HD19/15 is mandatory for trunk roads. RSAs are not mandatory on local roads, although the principles are commended to, and adopted by many local authorities. HD19/15 sets a high standard for carrying out audits which can prove challenging for some local highways authorities, given the resources available and the number and scales of highway schemes that most authorities have to consider. As a



result, the CIHT 'Road Safety Audit' document (2008) advises that a more flexible approach could be taken.

This Policy defines the process for RSAs in Torbay, using the principles of HD19/15 and adapting to provide a more reasonable framework for the area.

### **3. Road Safety Audit Levels**

All schemes have the potential to influence future collisions, however it is accepted that the level of audit should be relevant and proportional to the scheme. For this reason, four grades of audit are being adopted by Torbay Council which will provide the basis for the level of safety assessment that is required for each scheme. The level of audit recommended for each type of scheme is detailed in Section 4 (Table 2).

#### **Road Safety Audit - Grade A**

Grade A schemes will require a full Road Safety Audit, completed to HD19/15 standards.

Whilst there are no motorways or trunk roads within the Torbay boundary, Grade A may be applicable on Torbay's strategic network at the discretion of the Highway Client Officer.

Grade A schemes will be audited by an external party to Torbay Council. The Audit team should be conducted in accordance with HD19/15, and the requirements for auditors training and experience are as set out in HD19/15.

#### **Road Safety Audit - Grade B**

Grade B schemes will adopt the principles of HD19/15. However, full compliance is not considered necessary due to the location, road type and/or scheme. Compliance to HD19/15 will be relaxed in the following ways:

- Training requirements of all team members – only one team member to be HD19/15 approved
- Requirement for a Stage 4 Audit is omitted

A RSA will normally be applicable to schemes with works costs in excess of £40k. The audit team should be fully independent from the design process.

When requesting an audit, the proposed design drawings to a suitable scale along with a background to the scheme should be provided to the Audit Team. At least 36 months collision data should also be supplied.

Stage 1/2 Audits will take place at detailed design stage. Stage 3 audits are expected to take place as soon after completion of construction as possible.

Guidance on templates is available in HD19/15.

#### **Road Safety Review**

A Safety Review is considered acceptable for smaller schemes, generally with a works cost between £10k and £40k. See Section 4 (Table 2) for detail of scheme types suitable for a Road Safety Review.

## Brixham \* Paignton \* Torquay

One auditor independent from the design team is satisfactory to carry out the review; however it may be preferable for a road safety engineer or officer from Torbay Council to assist. This decision will be made by the scheme Highway Client Officer. The auditor should be HD19/15 approved, or be experienced in road safety engineering or similar professional training.

A Safety Review is essentially a 'light touch' Road Safety Audit. The categories listed in HD19/15 Annex A/B/C should be used as a reference when a problem is identified. The problem should be recorded, stating the potential risk and the type of collision that may occur. A recommendation must be included. This should be proportionate and viable to the proposed scheme. Recommendations to 'consider' should be avoided.

A Safety Review Template is attached in Appendix A.

### Self Audit

A Self Audit by the design team is generally considered acceptable for schemes with a works cost under £10k. Reference should be made to Table 2 for schemes suitable for Self Audit.

The Self Audit shall comprise a Safety Checklist to ensure that the design team have identified potential risks to all road users and provided suitable mitigation where necessary.

The audit should be undertaken by a team member independent of the design with suitable road safety engineering experience as deemed appropriate by the Highways Client Officer.

The following aspects should be considered when completing a Self Audit:

- Visibility for each road user group
- Potential conflicts between vehicles; or between vehicles and vulnerable road users
- Type of collision that may occur

A template for the Self Audit is attached in Appendix B.

### Summary

A summary of the requirements for each Audit Level are included in Table 1.

**Table 1: Audit Level Summary Requirements**

Audit Level	Description	Training / Competency*	Internal / External	Number of auditors	Site Visit Required	Stage
A – RSA	RSA to HD19/15 standards	HD19/15 approved	External	2+	Yes	1 – 4
B – RSA	RSA to the principles of HD19/15	One team member to be HD19/15 approved	External***	2+	Yes	1 – 3

Audit Level	Description	Training / Competency*	Internal / External	Number of auditors	Site Visit Required	Stage
Safety Review	Safety Review based upon a scaled down audit	Road Safety Audit trained or HD19/15 approved**	External***	1+ (scheme dependent)	Yes	Design and Opening
Self Audit	Internal review of design to guidelines of Self Audit following the checklist	Safety design experience. Team member independent of design	Internal***	1+	Optional	Design and Opening

\* The Highways Client Officer may request an auditors CV prior to the audit taking place to confirm suitability

\*\* 1 team member to be trained as a Safety Auditor or be experienced in road safety engineering or similar professional training

\*\*\* Internal/External may also refer to internally/externally to the design team within Torbay Council

#### 4. Scheme Types

Table 2 displays the level of audit that is recommended for each type of scheme. This guidance can be amended at the discretion of the Highway Client Officer. The codes correspond to the audit level, as described in Section 3 of this Policy.

Departures may be permitted at the discretion of the Highways Client Officer.

**Table 2: Audit Level by Scheme**

Scheme Type	<10k	10k-40k	>40k
Major Highway Improvements	N/A	N/A	RSA (A/B)*
Minor Highway Improvements (General)	SA	SR	RSA (B)
Maintenance (Other)	SA	SA	SA
Changes to Pedestrian Flow	SA	RSA (B)	RSA (B)
Controlled crossings and changes	RSA (B)	RSA (B)	RSA (B)
Change of priorities	RSA (B)	RSA (B)	RSA (B)
Shared space areas	RSA (B)	RSA (B)	RSA (B)
Cycling schemes on strategic roads	RSA (B)	RSA (B)	RSA (B)
Visibility Improvements	SA	SR	SR
Bus Stop Improvements	SA	SR	SR
Pedestrian Guardrail	SA	SR	SR
Gateways and Speed bars	SA	SR	RSA (B)
High Friction Surfacing	SA	SR	SR
Street Lighting (relocation of columns)	SA	SR	SR
Signing and Lining	SA	SR	SR
Road Surface Maintenance	SA	SA	SA
Pedestrian Mobility	SA	SR	RSA (B)
20mph speed limit	SA	SR	SR
Parking bays	SA	SR	SR

Scheme Type	<10k	10k-40k	>40k
Cycle parking	SA	SA	SR
Safety fence	SR	RSA (B)	RSA (B)
Cycle schemes on minor roads	SR	SR	RSA (B)
Signalised junction replacements	SR	SR	RSA (B)
New signalised junction or junction improvements	SR	RSA (B)	RSA (B)

RSA (A) – Road Safety Audit, Grade A

RSA (B) – Road Safety Audit, Grade B

SR – Safety Review

SA – Self Audit

\* RSA (A) at the specific request of the Highways Client Officer

## 5. Developer Designs

For any schemes that are put forward by an external developer, not appointed by Torbay, a RSA should be carried out. The RSA will be a condition of Section 278 and Section 38 agreements.

The RSA will be completed by an audit team independent to the development or design/consultant. The developer will fund the full cost of the RSA.

The audit team is expected to be fully competent and accredited to HD19/15.

It is accepted that not all Section 278 schemes may require the RSA process. However, departures from the process should be requested by the developer.

All Section 38 schemes will require the RSA process. These will predominately be up to RSA Stage 3. However, in some instances, for example the construction of a junction onto a major road, a full 4 stage audit will be required.

In the event that a Stage 3 or Stage 4 audit identifies safety improvement works, these shall be funded by the developer to the satisfaction of the Highways Client Officer, unless the identified works are considered unnecessary. The Highways Client Officer should confirm this to the developer in writing.

## References

HD19/15 Road Safety Audit - Design Manual for Roads and Bridges: Volume 5, Section 2, Part 2 (amended May 2017)

Chartered Institute of Highways and Transport, Road Safety Audit Guidelines (2008)

## Appendices

Appendix A – Safety Review Summary Template

Appendix B – Self Audit Form

## Appendix 2: Learn 2 Live

### Feedback and Comments

We receive very favourable comments from the audiences that have seen our presentation. Below are just a few received following events.

*"The impact on students (and staff) was greater than any other event that our students have attended. It was certainly hard hitting and emotionally challenging, and resulted in lively and pertinent discussion in our follow up activity with students."*

**Staff Member**

**Churston Grammar School**

*"The event was the talk of Westlands the next day. Our staff were involved in very in-depth conversation with students, who had great admiration for all the speakers. May I say we have never had such positive comments following an event as we did with 'learn2live', from students and staff, who thought the event was brilliant!"*

**Staff Member**

**Westlands School**

*"Today most certainly hit home. One thing I didn't think I'd do today is cry. Not only is it the fact that people die out there, but how the families have to live with it for the rest of their lives and suffer. Thank you for a real "eye opener". Great Presentation."*

**Student**

*Made me think, what if it was my best mate or a family member. Thank you people. Really made me think about driving and that and what a great presentation. Well done to everyone who spoke, you guys and girls are amazing :) xxx*

**Student**



### Appendix 3 - School Crossing Patrol sites

	School	Location
1	Eden Park Primary	Drew Street
2	Brixham C of E	Higher Ranscombe Road
3	Hayes School	Totnes Road
4	Kings Ash Primary	Smallcombe Rd
5	Sherwell Valley	Hawkins Avenue
6	Shiphay School	Exehill
7	Queensway	Queensway
8	Barton School	Barton Hill Road
9	St Marychurch Primary	Teignmouth Rd
10	St Marychurch Primary	Hartop Rd
11	All Saints Babbacombe C of E Primary	Quinta/Reddenhill
12	Ellacombe Primary	Ellacombe Church Road
13	Cockington Primary	Avenue Road
14	Cockington Primary	Old Mill Road
15	Oldway Primary	Oldway Road
16	Oldway Primary	Southfield Road
17	Sacred Heart	Cecil Road
18	Curledge Street	Dartmouth Road
19	Curledge Street	Curledge Street
20	Upton St James	Upton Hill / Forest Rd
21	Preston Primary	Old Paignton Rd
22	Homelands Primary	Westhill Road,
23	Warberry Primary	Cedars Road
24	Ilsham Primary	Ilsham Road
25	PCC	
26		Marldon Rd / Upper Cockington Lane



## Appendix 5 – Peninsula Road Safety Partnership (formerly the Devon and Cornwall Safety Camera Partnership)

### Red Light Safety Cameras

South Street/East Street	U	Red Light Camera	30	Seafront
Newton Road/Shiphay Lane	A380	Red Light Camera	30	Newton Abbot
Lawes Bridge/Riviera Way	U/C	Red Light Camera	30	Onto A3022
Torre Station/Avenue Road	A3022	Red Light Camera	30	Seafront
Kings Drive/Torbay Road	A3022	Red Light Camera	30	Torbay Road
Dartmouth Road/Sands Road	A379	Red Light Camera	30	Paignton

### Safety Camera Locations

#### Torquay

Location	Road	Type	Speed	Direction of
Torbay Road, Livermead	A3022	Speed Camera	30	Paignton
Barton Hill Road	U/C	Speed Camera	30	Town Centre
Babbacombe Road	A379	Speed Camera	30	Town Centre

#### Paignton

Location	Road	Type	Speed	Direction of
Dartmouth Road	A379	Speed Camera	30	Brixham
Collaton St Mary	A385	Speed Camera	30	Paignton
Brixham Road, Whiterock	A3022	Speed Camera	40	Brixham

**Mobile sites**

**Torquay**

Location	Road	Speed
Babbacombe Road	A379	30mph
Hellevoetsluis Way (Southbound)	A380	70mph
Hellevoetsluis Way (Northbound)	A380	70mph
Newton Road	A3022	30mph
Teignmouth Road (Sladnor Park)	A379	30mph
Teignmouth Road	B3199	30mph
Torbay Road (Livermead)	A3022	30mph

**Paignton**

Location	Road	Speed
Dartmouth Road	A379	30mph
Kings Ash Road	A380	30mph
Long Road	-	30mph
Penwill Way	-	30mph
Preston Down Road	-	30mph
Roselands Drive	-	30mph
Southfield Avenue	-	30mph
Totnes Road, Collaton St Mary	A385	30mph
Totnes Road, St Michaels	A3022	30mph

Safety camera information collated from:

<http://www.prsp.org.uk/cameraWatch/index.aspx>





## Appendix 6 - Useful Contacts

Email [Highways@torbay.gov.uk](mailto:Highways@torbay.gov.uk)

### Senior Traffic Engineer

Tel 01803 207665

E mail [Highways@torbay.gov.uk](mailto:Highways@torbay.gov.uk)

### Transport Planning Officer

Tel 01803 207693

Email [FuturePlanning@torbay.gov.uk](mailto:FuturePlanning@torbay.gov.uk)

### Police Road Casualty Reduction Officer

Alliance Operations Department

Crownhill Police Station, Budshead Way

Plymouth, Devon, PL6 5HT

Email: [Jo.PLANT@devonandcornwall.pnn.police.uk](mailto:Jo.PLANT@devonandcornwall.pnn.police.uk)

### A.A

Head Office, Farnum House Basingview Basingstoke RG21

Website [www.theaa.com](http://www.theaa.com)

### R.A.C.

PO Box 700 Bristol BS99 1RB

Website [www.rac.co.uk](http://www.rac.co.uk)

### Devon and Cornwall Constabulary

Website [www.devon-cornwall.police.uk](http://www.devon-cornwall.police.uk)

### I.A.M

Institute of Advanced Motorists, IAM House, 359 Chiswick High Road, London W4 4HS

Website [www.iam.org.uk](http://www.iam.org.uk)

### RoSPA

Edgebaston Park. 353 Bristol Road Birmingham B5 7ST

Website [www.rospa.co.uk](http://www.rospa.co.uk)

### Sustrans

35 Kings Street Bristol BS1 4DS

Website [www.sustrans.org.uk](http://www.sustrans.org.uk)

### The Driving Standards Agency

The Agency's aim is to promote road safety through improving Driving Standards

Website [www.dsa.gov.uk](http://www.dsa.gov.uk)

### Highways England

The Highway England maintains, operates the network of trunk roads in England on behalf of the Secretary of State for Transport, and Local Government

Website [www.highways.gov.uk](http://www.highways.gov.uk) Highways England, National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham, B32 1AF.

Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) General Enquiries: 0300 123 5000

**Peninsula Road Safety Partnership**

(formerly Devon and Cornwall Safety Camera Partnership)

[www.prsp.org.uk](http://www.prsp.org.uk)

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## Appendix 7 - Road Safety – References and Contacts

### References

Local Transport Plan 2011 – 2026	Torbay Council
Road Safety Initiatives Report 2016 - 2017	Torbay Council
Road Casualty Reduction Report 2016	Torbay Council
Peninsula Roads Safety Partnership (formerly Devon and Cornwall Safety Camera Partnership)	
The Government's Road Safety Strategy and Casualty Reduction Targets for 2010	

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## Appendix 8 - Glossary

DfT	Department for Transport
KSI	Killed and Seriously Injured
RoSPA	The Royal Society for the Prevention of Accidents
SCPs	School Crossing Patrols
LTP	Local Transport Plan
RSP	Road Safety Plan
HE	Highways England

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# ROAD CASUALTY REDUCTION REPORT 2016



## 1 INTRODUCTION

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

## 2 TORBAY'S TARGETS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **3 CASUALTY AND COLLISION DATA**

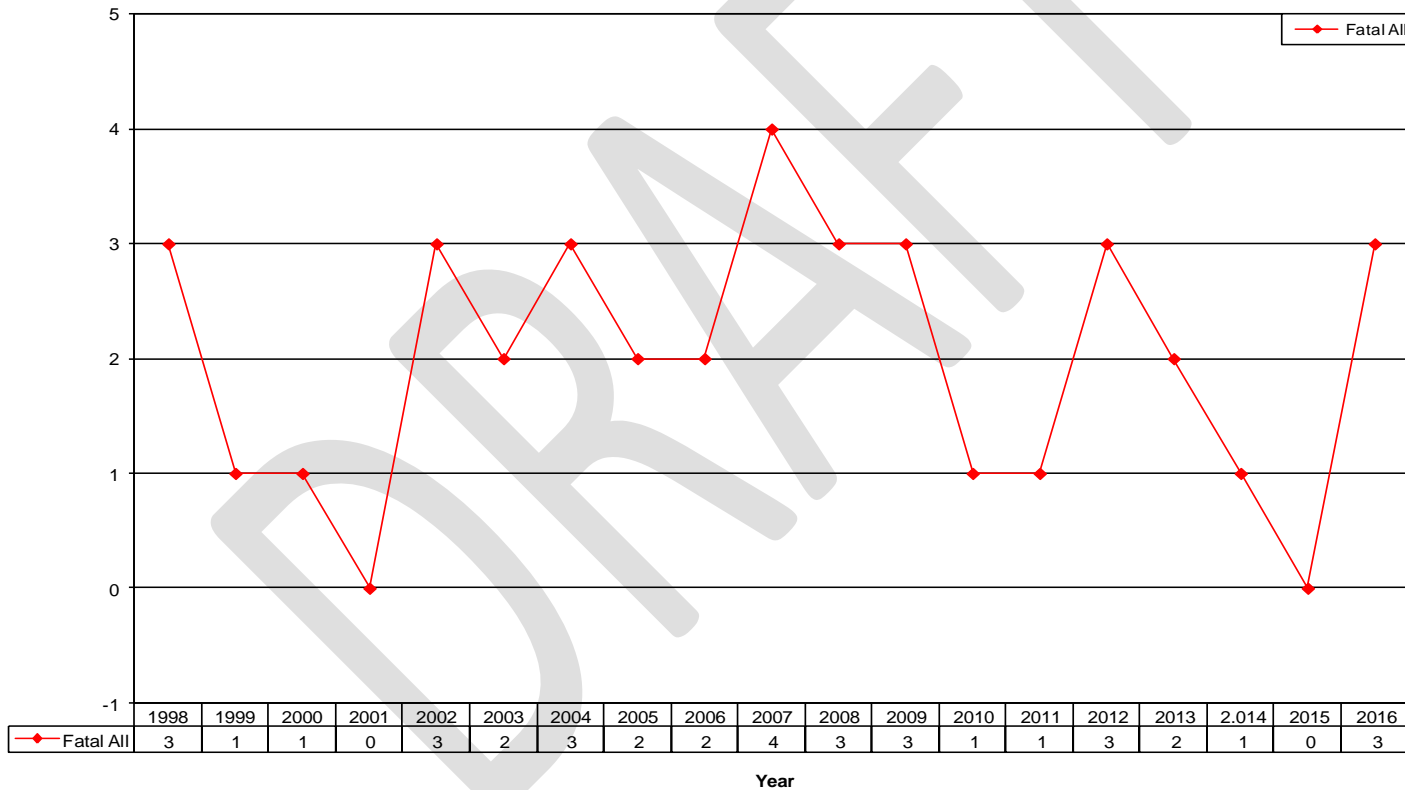
- 3.1 The graphs below outline the road casualty and collision data for the years 1998 to 2016 compared against the government targets (where applicable).



### 3.2 Fatalities

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

Figure 1 - Fatalities (all ages)



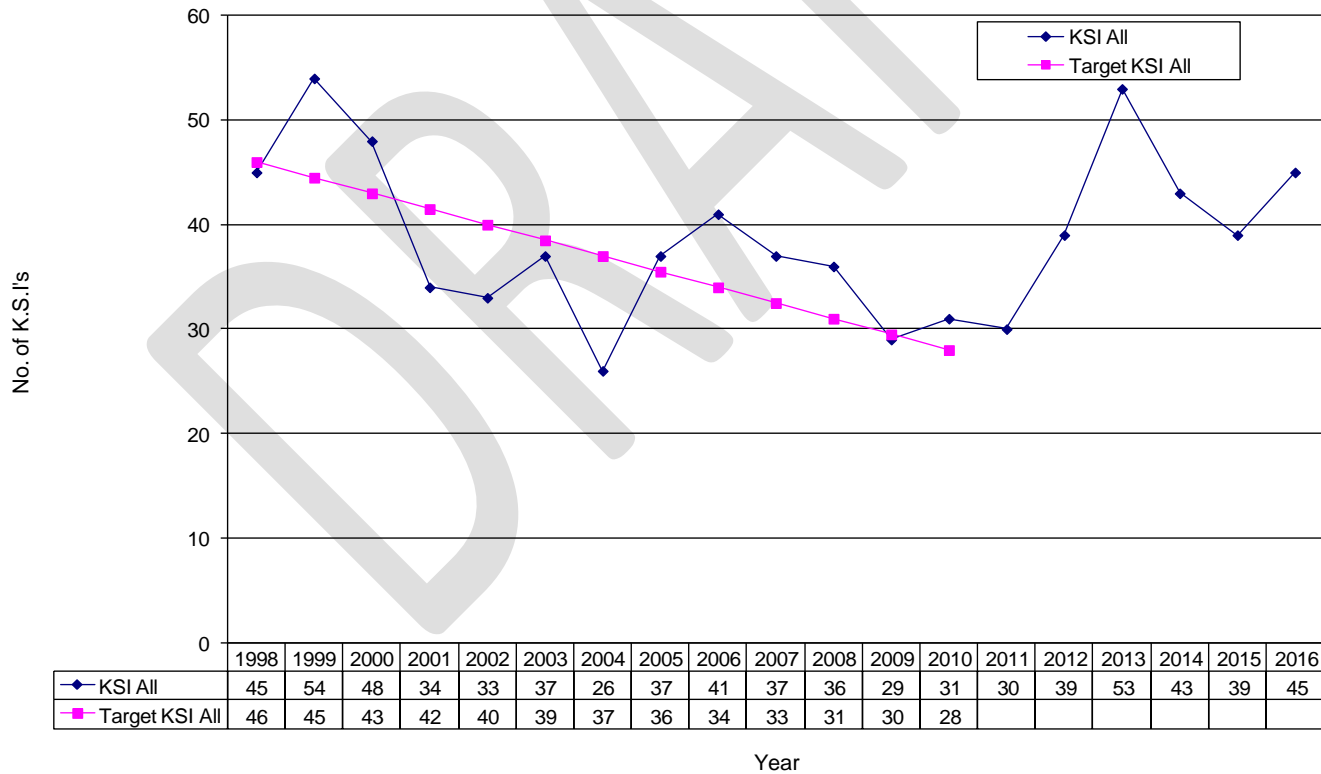
Unfortunately we have to report an increase in the number of fatalities on Torbay roads in 2016, increasing from last year's nil return to 3. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced.

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

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

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

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



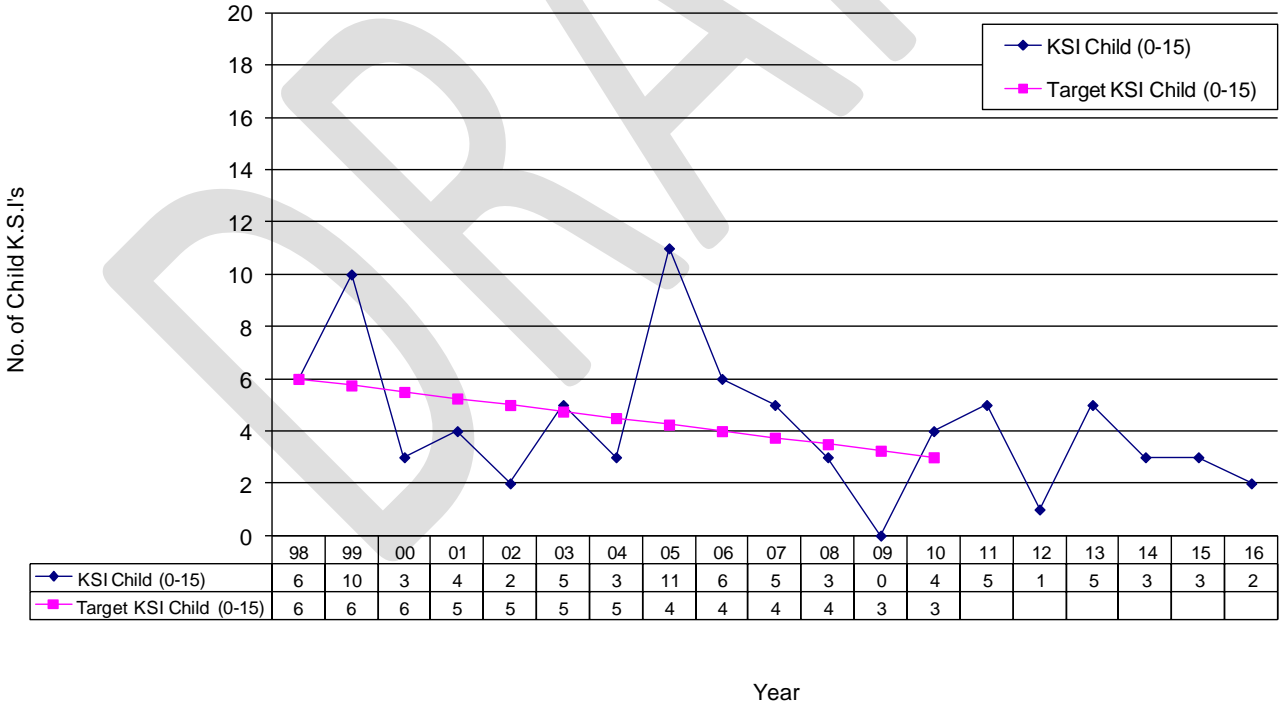
After two years of decreasing figures there has been an increase in the numbers of killed and seriously injured casualties, the results for 2016 show there has been an increase of 15% in the number of killed and seriously injured since last year, rising from 39 to 45.

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

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

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

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



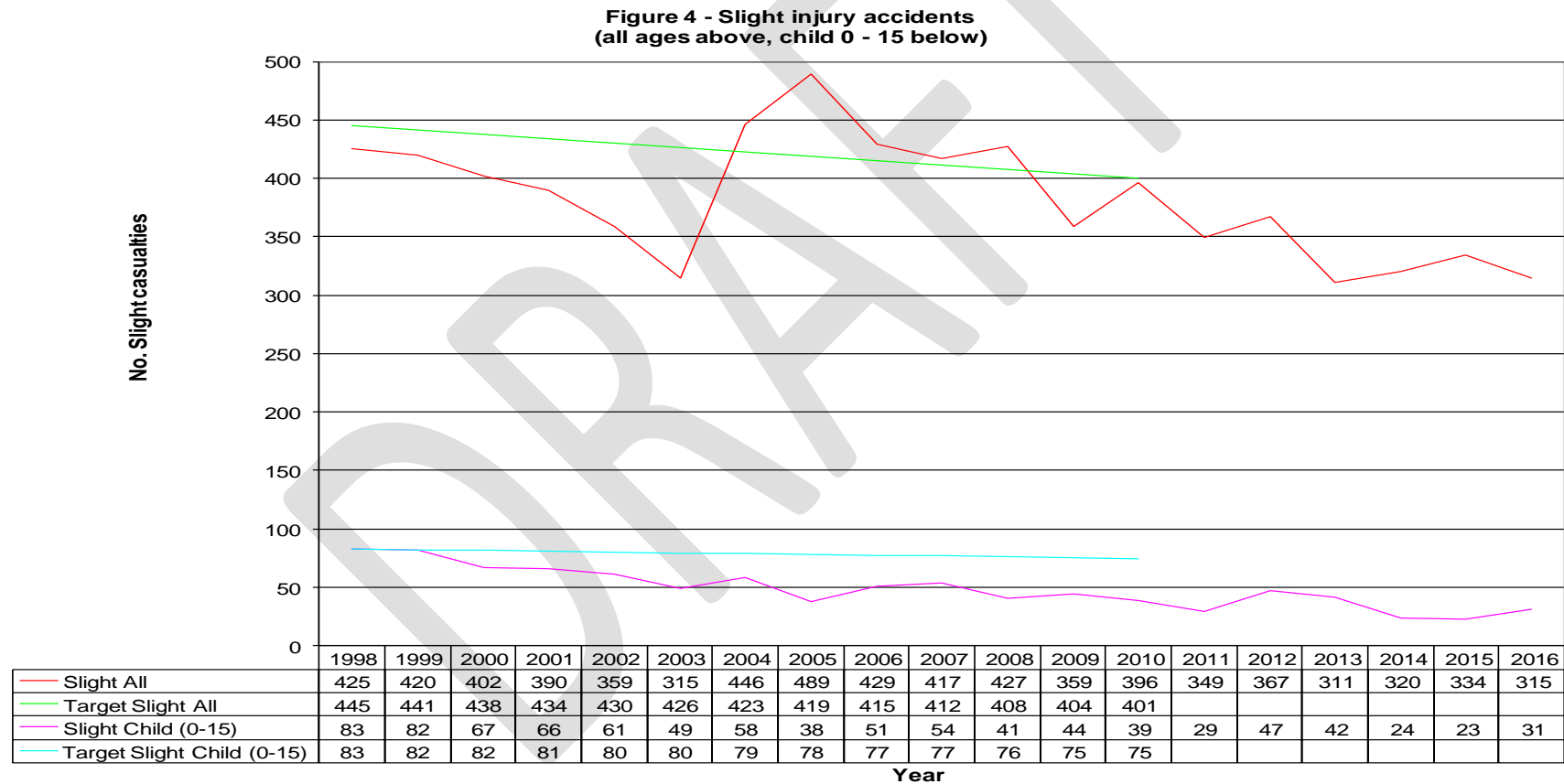
The results show there has been a slight decrease in the number of killed and seriously injured casualties (0-15 age group) over the past year, dropping from 3 casualties to 2.

Analysis shows that both of these casualties were pedestrians. Continued targeting of road safety education to this age group will take place as part of our 'Learn to Live' campaign.

'Bikeability' cycle training will continue.

### 3.5 Slight Injuries

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



### All ages

The results show slight injury casualties down slightly by 6% to 315 and our figures continue to show a downward trend from the 1988 baseline of 445, with a current reduction of 29%.

### Children (0-15 age group)

Unfortunately there has been a 34% increase in child slights for 2016, up from 23 in 2015 to 31.

Provisional analysis shows that 55% of these casualties were pedestrians (3 of which were 5 or younger), 10% front seat passengers, 29% rear seat passengers and 6% cyclists.

## **4 PLANNED ROAD SAFETY CAMPAIGNS 2017**

- 4.1 Reductions in local government grants from Central Government and the increasing demands on our services has meant that difficult decisions have had to be made.

There is no statutory duty to provide Road Safety officers and as the schools already pay for school crossing patrols, it was proposed to seek funding for road safety education and prevention. However, no sustainable source of funding was found during the course of the consultation period and therefore the Mayors Budget for 2017/2018 resulted in the loss of posts within in Road Safety.

Whilst there will be no Road Safety campaigns or Road Safety education undertaken during 2017, the website (<http://www.torbay.gov.uk/roads/road-safety/>) will become a pointing service, guiding users to associated Road Safety websites for the latest available information.

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

- 5.1 Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of small minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate businesses cases as part of the authority's capital budget setting process.

The expenditure for minor schemes in 2017/18 is expected to be £50,000.

## 5.2 **TRAFFIC ACTION ZONE**

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

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

The Coombe Pafford and Hele Traffic Action Zone was implemented during 2013/2014, with some minor additions during 2017/18. There are currently no plans to consider any further TAZ's

## 5.3 **ROAD SAFETY INITIATIVES**

With the implementation of various road safety schemes over the thirteen years since Torbay became a unitary authority, there are now very few obvious 'traditional' collision cluster areas which can be identified. This means that the law of diminishing returns applies to any schemes implemented. However, engineering measures are an important part of the Council's strategy in reducing collisions. The Council will continue with its Safer Journeys programme and will carry out a review of accidents to identify any linear routes which have a higher than normal collision record. Further details of the engineering measures to be carried out in 2017/18 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

## 5.4 **PENINSULAR ROAD SAFETY PARTNERSHIP**

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

Once again there will be decreased funding for the operation of Safety Cameras in 2017/18, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

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

DRAFT





**Meeting: Transport Working Party**

**Date: 14<sup>th</sup> September 2017**

**Wards Affected: All**

**Report Title: Road Safety Initiative 2017/18**

**Executive Lead Contact Details: Cllr Mark King**

**Supporting Officer Contact Details: John Clewer**

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## 1. Purpose

Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of small minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate business cases as part of the Authority's capital budget setting process.

The expenditure for minor schemes in 2017/18 is expected to be £50,000.

The purpose of this paper is to:-

- 1 Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- 2 Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2**.
- 3 Seek approval from Members to implement the list of Safer Travel Schemes for 2017/18, as identified in **Appendix 4**.

## 2. Proposed Decision

2.1 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** in order that schemes can be progressed to implementation.

## 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 encouragement, enforcement and engineering, alongside evaluation will be used to further improve the safety of all road users.

4.3. Reductions in local government grants from Central Government and the increasing demands on our services has meant that difficult decisions have had to be made.

There is no statutory duty to provide Road Safety officers and as the schools already pay for school crossing patrols, it was proposed to seek funding for road safety education and prevention. However, no sustainable source of funding was found during the course of the consultation period and therefore the Mayor's Budget for 2017/2018 resulted in the loss of posts within Road Safety.

Whilst there will be no Road Safety campaigns or Road Safety education undertaken during 2017, the website ([www.torbay.gov.uk/roads/road-safety/](http://www.torbay.gov.uk/roads/road-safety/)) will become a posted service, guiding users to associated Road Safety websites for the latest available information.

An evidence based approach to road safety engineering will continue to be used in Torbay to identify and target investment where it is most needed. This will be led by the new Road Safety Strategy 2017 – 2020, which is being presented to this Transport Working Party. 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 Contained within the Local Transport Plan Implementation Plan (2016/17 – 2020/21) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Safety / Congestion / Engineering Work.

This budget will allow for a number of minor road safety engineering schemes each year. Any larger schemes will need to be considered as separate business cases as part of the Authority's capital budget setting process.

The expenditure for minor schemes in 2017/18 is expected to be £50,000.

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 approval from Members to implement the list of Safer Travel Schemes for 2014/15 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 2016/17 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 2016 there was a slight decrease in the number of killed and seriously injured casualties (0-15 age group) over the past year, dropping from 3 casualties to 2. Analysis shows that both of these casualties were pedestrians.

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

The authority continues to run cycle training, now under the management of the Leisure, Sports and Community section, for all age groups using our team of experienced instructors.

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.

It is proposed to continue the implementation of 20mph limits outside schools in 2017/18.

## (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, in the last three years, there have been three 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 Riviera Way, junction Brownsbridge Road, Torquay
- A379 Teignmouth Road (near King George V Playing Field), Torquay
- A379 The Strand, Torquay

It should be noted that these cluster sites were all identified in last year's report and notes regarding these locations, can be found in Appendix 3.

Sites for concern:

Barton Hill Road / Great Hill Road

Barton Hill Way

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 2017/18 is included in **Appendix 4**.

## **6 Possibilities and Options**

### **6.1 Option 1**

Continue with 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.

### **6.2 Option 2**

Discontinue Programme of Implementation

- Discontinuing the implementation of the programme 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.

## **7 Preferred Solution/Option**

- 7.1 Members are recommended that **Option 1** above, would be the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to the Executive Lead for Planning, Transport and Housing for consideration.

## **8 Consultation**

- 8.1 Consultation will be undertaken with 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 Planning, Transport and Housing for consideration.

## **9 Risks**

- 9.1 Discontinuing the implementation of the programme 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 when the 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 Planning, Transport and Housing 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 2017/18 and Oldway Road / Southfield Road – 20mph zone – Paignton |

### **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 (31)</b>			
Babbacombe Primary School, TORQUAY	Redenhill 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) Added to Central Management System (CMS)
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. Upgraded to LED lighting. Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
Collaton St Mary, PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present
Curledge Street Primary,	Dartmouth Road	Dartmouth Road junction improvement	Dartmouth Road 2 signs with

PAIGNTON	Curledge Street	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.	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 Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
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 Road to upgrade the zebra crossing	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 Added to Central Management System (CMS)



		<p>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	<p>Footway widening, zebra crossing, bollards and guard rail.</p> <p>Variable advisory 20mph speed limit implemented on Westhill Road, 2016.</p>	<p>School signing and Patrol signing with flashers one double (southbound) and single (northbound).</p> <p>Upgraded to GMS (mobile phone control)</p> <p>Upgraded to LED</p> <p>Added to Central Management System (CMS)</p>
Isham, TORQUAY	No	<p>Kerb-buildout, bollards and slow road markings.</p> <p>Further parking restrictions and advisory 20mph signage implemented 2016</p>	<p>Signing on each approach to school entrance</p> <p>Upgraded to GMS (mobile phone control)</p> <p>Upgraded with LED lighting 2015/16</p> <p>Added to Central Management System (CMS)</p>
Kings Ash Infants and Nursery, PAIGNTON (formerly known as Foxhole)	Fernicombe Road	<p>Pavement widening, dropped kerbs, safety barriers, red anti skid crossing point and road markings to diagram no. 545.</p> <p>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.</p>	<p>2 signs with flashers approaching SCP</p> <p>Flashers / warning signs relocated as part of the redevelopment.</p> <p>Upgraded to LED.</p>

Kings Ash Juniors, PAIGNTON (formerly known as Foxhole)	As above	As above	As above
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 Upgraded to LED Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
Roselands, PAIGNTON	No	Footstep markings. Variable 20mph speed limit on Roselands Drive, introduced during summer 2014.	Existing signs Upgraded to LED Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
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 improve pedestrian safety.	Existing
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. LED upgrade Added to Central Management System (CMS)
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 Added to Central Management System (CMS)
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>(8)</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 Added to Central Management System (CMS)
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. Upgraded to LED Added to Central Management System (CMS)
Torquay Boys Grammar	No	Pedestrian phase added to traffic lights.	Existing New Pedestrians crossing sign installed 2015
Torquay Community College (now Torquay Academy)	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 Added to Central Management System (CMS)
Torquay Girls Grammar	No	New puffin crossing	Existing

Spiers School, TORQUAY	No	No	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 (3)</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.

- **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. 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 has been proposed, however following recent changes to Department for Transport guidelines, Highways would like to revisit this scheme and report to the Executive Lead for Planning, Highways and Transport at a future date.

### Analysis of schemes identified in 2016/2017

As a recommendation of the Road Safety Initiatives Report for 2016/17, the following investigations were carried out.

- A3022 Riviera Way, junction Browns Bridge Road, Torquay

This junction continues to be highlighted as a collision cluster site (i.e. 3 KSI collisions within three years and within a radius of) 50m.

As reported last year, this junction was fully investigated once the South Devon Highway was fully operational and has been continued to be monitored to see if any collision pattern can be identified. Analysis continues to show no conclusive link between the recorded injury collisions.

Of the three collisions (down from five over the period 2014/16) recorded in the last three years; two were serious, all were in dry conditions, two in the dark and one in daylight.

However two collisions were due to vehicles approaching from the direction of Hamelin Way, failing to stop at a red light. This junction will continue to be monitored and funds to carry out a video survey for further analysis are requested in Appendix 4.

- A379 Teignmouth Road, Torquay

This bend continues to be highlighted as a collision cluster site (i.e. 3 KSI collisions within three years and within a radius of) 50m.

However, following the works undertaken as part of the 2015/2016 Road safety Initiatives Report (including resurfacing with high friction surfacing around the bend by Steps Lane, along with signing and lining works to highlight the location of this bend) no further serious collisions have been reported.

- Sands Road / Whitstone Road Paignton – Provision of an uncontrolled pedestrian crossing facility at the roundabout. Construction due autumn 2017.
- Totnes Road / Parkers Arms, Paignton – Build out to improve visibility at zebra crossing. Design work underway, notices served on local land owner to expose existing wall and nearside channel due to be ploughed to expose full width and condition of the carriageway at this point.

- Totnes Road / Blagdon Road, Paignton – Central island to protect right turning traffic. Design work underway, however the implementation must ensure the free and unobstructed passage of large loads is still possible.
- **20 mph zones outside schools**

An ongoing program of schemes is continuing to be delivered and the following schools have been investigated for the possible implementation of either permanent 20mph limits or variable 20mph zones operational at school times.

**Primary / Junior Schools.**

Barton Primary and Nursery, Torquay	Advisory when lights flash
Priory, Torquay (undertake with St Margarets)	Permanent 20mph limit
Shiphay, Torquay	Permanent 20mph limit
St Margarets, Torquay (undertake with Priory)	Permanent 20mph limit
St Marychurch Primary and nursery school, Torquay	Advisory when lights flash

Approval to advertise any changes to parking restrictions and to implement, should no objections be forthcoming, was given by the Executive Lead for Planning, Transport and Housing on 20<sup>th</sup> July 2017.

Oldway School, Paignton	Permanent 20mph limit
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It has been considered to implement a permanent 20mph Zone around the Oldway school area, due to existing traffic calming already being in place.

This would be a deviation from the agreed scope of such schemes to only cover the areas directly outside of schools. This scheme was presented to the Ward Councillors for both Preston and Clifton with Maidenway. However due to comments and concerns with regard to the loss of parking and the extent of the zone (i.e. deviating from the current remit given to officers by the Transport Working Party) no agreement could be reached.

Therefore the Executive Lead for Transport requested this scheme be brought to the TWP (attached as **Appendix 4**) for a formal decision to progress as proposed, or to progress as a reduced zone and to leave the parking restrictions unaltered.



### Proposed Schemes for 2017/18

Schemes in priority order and subject to funding.

- A3022 Riviera Way, junction Browns Bridge Road, Torquay

Carry out a video survey to further analyse the vehicle movements at this junction, especially the possible prevalence of drivers approaching from the West (i.e. Hamelin Way) failing to stop at a red light.

Results of the survey and subsequent investigation to be presented to a future meeting of the Transport Working Party.

- Barton Hill Road / Great Hill Road, Torquay

Investigate the increasing number of loss of control collisions at this junction and treat as appropriate (i.e. possible resurfacing with high friction surfacing, signing and lining works) to highlight the location of this bend.

Any proposed scheme to be approved by the Executive Lead for Planning, Transport and Housing.

- Barton Hill Way

Investigate the number of collisions at the Southern end of Barton Hill Way (in the vicinity of the allotments / industrial estate), where poor forward visibility due to high levels of parked cars has led to a number of injury collisions.

Any proposed scheme to be approved by the Executive Lead for Planning, Transport and Housing.

- **20 mph zones outside schools**

An ongoing program of schemes will continue to be developed and presented for consideration by the Executive Lead.

Initial schemes will be selected from the following schools:

#### **Primary / Junior Schools.**

Babbacombe Primary School, Torquay (Quinta Road may be suitable for treatment but not Reddenhill Road)

Cockington Primary School, Torquay (Old Mill Road entrance – variable 20mph when lights flash)

Collaton St Mary, Paignton (investigated 2016/17 but road too narrow to

implement signage, no option to improve)

Furzeham, Brixham (investigated 2016/17, traffic does not pass school entrance which is effectively in a cul-de-sac, investigate Higher Furzeham Road, South Furzeham Road and Rope Walk?)

Galmpton, Brixham (high levels of congestion lead to lower speeds at school times – put on hold and consider as part of a future full 20mph scheme for Galmpton village?)

Kings Ash Infants, Nursery and Junior, Paignton\* (School crossing patrol may be deleted, traffic calmed therefore permanent 20mph limit could be considered).

Upton St James, Torquay (possible advisory 20mph zone when lights flash)

Warberry, Torquay\* (possible advisory 20mph zone when lights flash)

White Rock, Paignton (possible advisory 20mph zone when lights flash)

### **Secondary Schools.**

Churston Ferrers Grammar (Greenway Road or consider as part of a future full 20mph scheme for Galmpton village?)

Torquay Girls & Boys Grammar School, Torquay (investigated 2016/17 but traffic does not pass school entrance which is effectively in a cul-de-sac)

Westlands (AKA Spiers), Torquay

### **Private Schools**

Tower House School, Paignton (traffic calmed could become a permanent 20mph limit with Curledge and Fisher Streets)

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 program of sites from the above list (possibly three schemes) to develop during the current financial year and seek the permission of the Executive Lead for Planning, Transport and Housing to progress when appropriate.

## **Oldway Road / Southfield Road – 20mph zone, Paignton**

As part of the Road Safety Initiative to implement either advisory 20mph 'when lights flash' or if suitable, permanent 20mph zones, it has been considered to implement a permanent 20mph Zone around the Oldway school area.

However, due to the existing traffic calming already being in place, consideration is being made to extend the 20mph Zone for the whole length of Oldway Road, to its junction with Upper Manor Road and encompass the following roads:

Oldway Road  
Southfield Road  
Higher Polsham Road  
Woodland Park  
Central Avenue

This would be a deviation from the agreed scope of such schemes to only cover the areas directly outside of schools, but due to the fact there is existing traffic calming and that to sign the end of a 20mph limit and commencement of a 30mph limit within a traffic calmed area, is deemed confusing to the driver and inconsistent with good practice.

Additionally, as the section of Oldway Road by its junction with Laura Avenue (the original termination of the 20 zone) only has a footway on one side, this would make signage difficult to implement.

The cost difference between signing by the junction with Laura Avenue or Upper Manor Road would be negligible (the cost of two extra signs, and possibly an extra 20mph roundels on the highway), approximately £240.00 extra.

In addition to this there is proposal to change the existing 8am-6pm restriction opposite Laura Avenue (Oldway Road) to a no waiting at any time restriction. This is due to the fact the existing signage for the 8am-6pm restrictions are no longer present and to re-fix would be difficult due to the fact there is no footway in which to fit posts and signs, nor would the wall allow for signs to be fitted to it (leaving the current restriction unenforceable). Therefore to allow enforcement and for safety at this junction, it would be prudent to change this restriction to 'no waiting at any time'.

This scheme was presented to the Ward Councillors for both Preston and Clifton with Maidenway. However due to comments and concerns with regard to the loss of parking and the extent of the zone (i.e. deviating from the current remit given to officers by the Transport Working Party) no agreement could be reached.

Therefore the Executive Lead for Transport requested this scheme be brought to members for a formal decision to progress as proposed, or to progress as a reduced zone and to leave the parking restrictions unaltered.