



Meeting: Transport Working Party

Date: 7th December 2016

Wards Affected: All

Report Title: Road Safety Initiatives 2016/17

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

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1. Purpose

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

The purpose of this paper is to:-

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

2. Proposed Decision

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

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

3. Action Needed

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

4. Summary

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

Supporting Information

5. Position

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

The purpose of this paper is to:-

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

(i) Safer Routes Schemes

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

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

With this in mind schemes are identified based upon:

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

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

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

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

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

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

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

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

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

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

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

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

(ii) Safer Travel Schemes

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

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

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

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

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

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

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

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

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

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

Cluster Site:

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

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

Sites for concern:

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

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

5 Possibilities and Options

Option 1

It is recommended that members support the following:

Continue with program of Implementation

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

Option 2

Discontinue Program of Implementation

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

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

6 Preferred Solution/Option

Members are recommended that item 5, option 1 above, would be the most appropriate option. However, members should be aware that advertising any changes made to the existing Traffic Regulation Orders as part of these works may attract objections, which will have to be presented to the Executive Lead for Community Services for consideration.

7 Consultation

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

8 Risks

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

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

Appendices:

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

Additional Information:

None.

Documents available in Members' Rooms:

None.

Background Papers:

Devon and Torbay Local Transport Plan 2011 – 2026.