



Meeting: Transport Working Party

Date: 14th 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

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/) 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.

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:

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| 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