



**Meeting: Transport Working Party**

**Date: 29<sup>th</sup> November 2018**

**Wards Affected: All**

**Report Title: Road Safety Initiatives 2018/19**

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

**Supporting Officer Contact Details: John Clewer, Senior Engineer (Traffic & Transport)**

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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 businesses cases as part of the authority's capital budget setting process.

The expenditure for minor schemes in 2018/19 is expected to be £50,000.

The purpose of this paper is to:-

- a) Provide Members with an update on the Safer Routes Schemes completed to date, as identified in **Appendix 1**.
- b) Inform Members of previous years approved schemes, which have not been completed, as identified in **Appendix 2** and completed analysis **Appendix 3**
- c) Seek approval from Members to implement the list of Safer Travel Schemes for 2018/19, 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

It is recommended that members approve the proposals outlined in **Appendix 4**.

## 4. Summary

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.

4.1 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.

4.2 Reductions in local government grants from Central Government and the increasing demands on our services has meant that, as there is no statutory duty to provide Road Safety officers and as the schools already pay for school crossing patrols, 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 2018/19, 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.

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 Strategy 2017 – 2020, which was presented to the members of the Transport Working Party on 14<sup>th</sup> September 2017. The Road Safety Strategy will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.

4.3 Over the coming years Torbay, in line with our partners in the Peninsula Road Safety Partnership, will move towards the Vision Zero / Safe Systems approach to road safety with a target of providing a safe transport system, free from death and serious injury.

Safe Systems involves an important shift in approach from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions,

*Safe System* requires a proactive approach placing road safety in the mainstream of road traffic system planning, design and operation and use. *Safe System* interventions address common human errors (including seat belt use, alcohol and drug abuse) and human tolerance to injury thresholds and in so doing aims to

address the road safety needs of non-motorised as well as motorised road users, younger and older users, male and female users.

*Safe System* has five pillars of action:

1. Safe Road Use;
2. Safe vehicles;
3. Safe speeds;
4. Safe roads and roadsides;
5. Post crash response.

This will back up the more normal strategies of Engineering and Enforcement.

The key demonstrably effective strategies are:

- Encouraging use of safer modes and safer routes
- Safety conscious planning and proactive safety engineering design
- Safe separation or safe integration of mixed road use
- Managing speeds to crash protection levels
- Providing crash protective roadsides
- Providing vehicles with collision avoidance and collision injury mitigation and protection
- Deterring dangerous behaviour and ensuring compliance with key safety rules by social marketing and increased highly visible police enforcement and use of camera technologies and by providing proven driver assistance safety technologies in motor vehicles to help drivers keep to speed limits, wear seat belts, and avoid excess alcohol.
- Managing risk via driver standards e.g. graduated driver licensing.
- Fast and efficient emergency medical help, diagnosis and care.

- 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 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.

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 2018/19 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 2017/18 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 2017 the results show that the number of killed and seriously injured casualties (0-15 age group) has remained static over the past year, remaining at 2 casualties. Analysis shows that both of these casualties were cyclists (ages 13 and 14).

Ongoing 'Bikeability' cycle training (now being run by the Leisure, Sports and Community section of Culture and Events Service) will be taught 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, whilst Level 3 is also taught at several secondary schools in

Torbay and is run by Torbay Schools Sports Partnership, based at Paignton Community College.

Further targeting of road safety education to 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 group.

It is proposed to continue the implementation of 20mph limits outside schools in 2018/19.

## (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).

From 2011 and for the years ahead, it was 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'.

With the implementation of various road safety schemes 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 collisions to identify any linear routes which have a higher than normal collision record.

An analysis of the collision data for the period 2015-2017 has shown that there are no current collision cluster sites identified (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.

- A379 The Strand, Torquay

Pedestrian collisions during the evening/early hours of the morning continue. A three year collision analysis of the harbourside area (Cary Parade, Strand and Torwood Street) identified 13 pedestrian related collisions (3 serious and 10 slight), of which 5 took place between 0100 and 0400.

- Barton Hill Road / Great Hill Road

Following the works undertaken on the Northbound (Newton Abbot) side of the Great Hill Road/Kingskerswell Road junction (signing and lining works), local residents supported by their Ward Councillors have lobbied for investigations to be undertaken into the speed of traffic entering the bay from the North.

It should be noted that these sites were all identified in last year's report and notes regarding these locations, can be found in Appendix 3 and 4.

An update of previous schemes identified as Safer Travel Schemes is shown in **Appendices 2 and 3**, whilst a schedule of all proposed Safer Travel Schemes for 2018/19 is included in **Appendix 4**.

## 6 Possibilities and Options

### Option 1

- It is recommended that members support the continuation of 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.

## **Option 2**

### Discontinue Programme 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.

## **7 Preferred Solution/Option**

Members are recommended that item 5, option 1 above is 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.

## **8 Consultation**

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 Community Services.

## **9 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 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 for Executive Lead for Community Services.

## **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 2017 / 2018 Road safety Initiatives Report.
Appendix 4	Schedule of all proposed Safer Travel Schemes for 2018/19

## **Additional Information:**

None

**Documents available in Members' Rooms:**

None

**Background Papers:**

Devon and Torbay Local Transport Plan 2011 - 2026