



**Meeting: Transport Working Party**

**Date: 25<sup>th</sup> July 2013**

**Wards Affected: All**

**Report Title: Road Safety Initiative 2013/14**

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**1. Purpose**

Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2013/14.

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 2012/13, as identified in **Appendix 3**.

**2. Proposed Decision**

It is proposed that members recommend to continue with the Program of implementation

- The implementation of the proposed schemes in **Appendix 3** 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 approve the proposals outlined in **Appendix 3**.

**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 education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users.
- 4.2 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 25<sup>th</sup> April 2013. The new 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 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 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2013/14.

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**.
- Seek approval from Members to implement the list of Safer Travel Schemes for 2013/14 as identified in **Appendix 3**.

#### (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 in 2012/13

However whilst physical works were undertaken around Hayes Road school as part of the 2011 / 2012 St Michaels Traffic Action Zone, improving the walking routes to the school, it wasn't until 2012 / 2013 that proposed alterations to the parking restrictions (including those around the existing school crossing patrol site) were carried out.

In 2012 there was a decrease in child KSI within the bay area from five to one, unfortunately this casualty was the first child fatal injury recorded since Torbay became a unitary authority. Whilst the Council finished the Department for Transport (DfT) monitoring period in 2010, just above the 12 year target with a 33% reduction, we have shown a general downward trend from the 1998 baseline.

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. A complete list of all works carried out on the safer routes schemes is included in **Appendix 1**.

It should be noted that Parking Services are continuing the use of a camera enforcement vehicle which will be 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. It is proposed to introduce a number of 20mph limits outside schools in 2013/14.

#### (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 have now 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 2010-2012 has shown that there are two cluster sites identified, however there are also a number of sites identified which cause concern, the top five of which are identified as below:-

Cluster Sites:

- Abbey Crescent, Torquay
- A380 Hamelin Way

However it should be noted that the road layout at Abbey Crescent has been subsequently changed and is due to be changed again in the autumn, reverting to a dual carriageway layout. Whilst the cluster on Hamelin Way was due to the unfortunate double fatal collision of July 2012 and this area is due to be partially reworked as part of the current construction of the South Devon Link Road.

Sites for concern:

- Castle Circus, Torquay
- Torquay Road / Orient Road, Paignton
- Torbay Road jct Belgrave Road / Shedden Hill, Torquay
- Totnes Road (Town Parks)
- Teignmouth Road

Full details of the proposals for these sites can be found in **Appendix 3**.

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 2013/14 is included in **Appendix 3**.

## **5 Possibilities and Options**

### **Option 1**

It is recommended that members approve the following:

Continue with program of Implementation

- The implementation of the proposed schemes in **Appendix 3** will assist in helping to reduce the number of vehicle collisions and related casualties across the bay area.

## **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 would 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 a future meeting of the Transport Working Party.

## **7 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 and should there be any objections these will be presented to a future meeting of the Transport Working Party.

## **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 when the alterations to the existing Traffic Regulation Orders (TRO) 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 a future meeting of the Transport Working Party for consideration.

## **Appendices:**

Appendix 1	Works carried out on the safer routes schemes
Appendix 2	Update of previous schemes identified as Safer Travel Schemes
Appendix 3	Schedule of all proposed Safer Travel Schemes for 2013/14

**Additional Information:**

None

**Documents available in Members' Rooms:**

None

**Background Papers:**

Devon and Torbay Local Transport Plan 2011 - 2026