



Title: **Road Safety Initiatives Report 2012 - 2013**

Public Agenda Item: **Yes**

Reason for Report to be Exempt:

Wards Affected: **ALL**

To: **Transport Working Party**

On: **10th May 2012**

Key Decision: **No.**

How soon does the **May 2012** decision need to be implemented

Change to Budget: **No**

Change to Policy Framework: **No**

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1. **What we are trying to achieve and the impact on our customers**

Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2012/13.

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**.
- c) Seek approval from Members to implement the list of Safer Travel Schemes for 2012/13, as identified in **Appendix 3**.

2. **Recommendation(s) for decision**

2.1 It is recommended that members approve the following:-

- 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. **Key points and reasons for recommendations**

3.1 The development of a local road safety strategy is 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.
- 3.2 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.
- 3.3 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 Plan, to be produced during the early stages of the Local Transport Plan period and presented to a future meeting of the Transport Working Party. The new Road Safety Plan will reflect local road safety requirements, taking into account the most up-to-date Government recommendations, guidance, targets and strategy.
- 3.4 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.
- 3.5 **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 2011/12

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Service Manager – Street Scene Services

Supporting information

A1. Introduction and history

A1.1 Road Safety Initiatives are funded from the Local Transport Plan capital budget, for which there is approved funding of £70,000 in 2012/13.

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 2011/12 as identified in **Appendix 3**.

Safer Routes Schemes

As a result of national concern regarding the level of traffic generated by the 'school run', the Department for Transport (DfT) is encouraging 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 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 2011/12

Unfortunately in 2011 there were 5 child KSI's within the Bay area, which was an increase of 1 over the previous year. Whilst the Council finished the Department for Transport (DfT) monitoring period just above the 12 year target with a 33% reduction, the figures 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 introducing 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.

The Government have recently announced charges that make it easier to introduce 20mph restrictions outside schools and a programme is proposal within this report.

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 focussing on casualty reduction with objectives and targets to support that aim and programmes planned to achieve that and thus improve casualty reduction.

The development of a local road safety strategy is included within the new Local Transport Plan 3, 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 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 Plan, to be produced during the early stages of the Local Transport Plan period and presented to a future meeting of the Transport Working Party. The new Road Safety Plan will reflect 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 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.

An analysis of the collision data for the period 2009-2011 has shown that there is one cluster site (three killed or seriously injured collisions within a 50m radius) identified, however there are a number of sites identified which cause concern, the top eight of which are identified as below:-

Cluster Site:

- Abbey Crescent, Torquay

Sites for concern:

- Torwood Street/The Strand, Torquay
- Kings Ash Road (by Spar shop, junction of Waterleat), Paignton
- Rowcroft Road, Paignton
- South Street (junction outside Police Station), Torquay
- Torbay Road, Paignton
- Torquay Road/Little gate Road, Paignton
- Hele Cross Roundabout (Hele Road/Barton Hill Road)
- Torbay Road/Wheatridge Lane, Torquay

- A380 Hamelin Way, Torquay

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

Mention must also be made of some schemes requested through petitions or stakeholders.

- Higher Ranscombe Road - This was with regard to a petition which was received concerning the provision of a zebra pedestrian crossing due to perceived problems being experienced by children and parents travelling to and from Brixham Church of England School in Higher Ranscombe Road, Brixham.
- Ellacombe Church Road – Ward Members have requested that a crossing is provided in the area of Ellacombe School.
- Dartmouth Road – Numerous requests have been made by a resident for the existing zebra crossing to be changed to a signalised crossing.

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 2011/12 is included in **Appendix 3**.

A1.7 Proposals

It is recommended that members approve the implementation of the proposed schemes in **Appendix 3**.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 By 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.

A2.2 Remaining risks

A2.2.1 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.

A3. Other Options

Option 1

It is recommended that members approve the following:
Continue with Programme 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 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.

A4. Summary of resource implications

A4.1 The implementation of these schemes will be carried out by staff within the Street Scene and Place Business Unit using existing resources. Implementation of any proposed Traffic Regulation Orders will be carried out by Street Scene and Place. Enforcement of the waiting restrictions will be provided by the Parking Services Team.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 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 and should there be any objections these will be presented to a future meeting of the Transport Working Party.

A7. Are there any implications for other Business Units?

A7.1 None.

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 2011/12

Documents available in members' rooms

None.

Background Papers:

The following documents/files were used to compile this report:

Devon and Torbay Local Transport Plan 2011 - 2026