

Transport and Parking Working Party Meeting Agenda

Thursday, 18 August 2022 at 4.00 pm
to be held via Zoom

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Membership

Councillor Nicole Amil
Councillor Jermaine Atiya-Alla
Councillor Jane Barnby
Councillor Ray Hill
Councillor Chris Lewis

Councillor Swithin Long
Councillor Robert Loxton
Councillor Judith Mills
Councillor Mike Morey

1. **Minutes of the last meeting held on 5th May 2022** (Pages 3 - 5)
To agree the minutes of the last meeting held on 5th May 2022
2. **Action Tracker/Matters arising from the last meeting** (Page 6)
3. **Update on Ilsham Marine Drive traffic regulation order**
4. **Update on Bay wide strategy for Motor home/Camper vans** (Pages 7 - 8)
5. **Update on the use of section 77 legislation**
6. **Road Casualty Reduction Report 2021** (Pages 9 - 25)
7. **Road Safety Initiatives 2022/23** (Pages 26 - 37)

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Email: governance.support@torbay.gov.uk - www.torbay.gov.uk

8. £570k Highways spend

Minutes of the Transport and Parking Working Party

5 May 2022

-: Present :-

Councillor Nicole Amil, Councillor Hazel Foster, Councillor Ray Hill, Councillor Chris Lewis, Councillor Swithin Long, Councillor Robert Loxton, Councillor Judith Mills and Councillor Mike Morey, Kevin Mowat, Susie Hayman, Adam Luscombe and Ian Jones

(Also in attendance: Councillor Andrew Barrand, Councillor Anne Brooks, Councillor Cecilia Brown, Councillor Nick Bye, Councillor Christine Carter, Alan Denby, Councillor Margaret Douglas-Dunbar, Councillor James O'Dwyer, Dave Parsons and Lorraine Stewart)

38. Minutes of the last meeting held on 10th February 2022

NB advised that for the last meeting, his attendance was not noted. LS advised that she would amend the minutes to show he was in attendance. ACTION - LS

All agreed that the minutes were an accurate record of the meeting.

39. Action Tracker/Matters arising from the last meeting

KM ran through the actions recorded at the last meeting.

KM reminded all members to report any problematic roads to himself, MM or Officers to review any solutions that may be able to be considered.

40. Motor Homes/Camper Vans Parking issue at Ilsham Marine Drive

KM advised that the proposal within the agenda pack is being brought to this meeting as it has been discussed at previous meetings to resolve the ongoing issue at Ilsham Marine Drive.

CL raised that there are other areas in the Bay that have issues and believes that there needs to be a bay wide approach and not just a solution found for this one area.

KM is aware that there are other areas with issues similar to this and solutions will be looked to be found to be introduced into all areas within the Bay but this is the first area to be looked at.

IJ gave an update of the proposals for implementing to look to resolve the parking issue at Ilsham Marine Drive. All options will result in displacement of vehicles to

other areas. The officer recommendation is to implement pay and display parking into the area.

SH advised the options for any enforcement overnight would be very limited especially when they are resources issues. NB gave his feedback on all options that are being proposed. NB advised that the main complaint being received from residents is the fact that the campervans are parking in the area for months at a time and no action is being taken.

NB believes option 2 would be the best option to be implemented with alteration made to the suggested hours from 9 pm until 7 am and JO'D agreed with this. AB commented that she believes it could be an idea to alter the hours to 10 pm until 7 am.

KM reminded all that the working party does not make decisions, but the feedback understood from today is that option 2 is the favourable option with alterations made to the proposed hours.

This decision will be discussed further between KM, AD and MM as cabinet member and will then be processed via the correct governance process.

IJ advised that the normal timeframe is considered as around 17 weeks but this can be longer if there are objections to the order, or if there is a delay with the supply of signs and carriageway marking works. However if the proposal can be advertised in conjunction with other work that will be taking place in nearby areas, this may help to speed up the process.

KM updated that there has been email correspondence received from a member of the public regarding this ongoing situation and using section 77 legislation. Dave Parsons has joined the meeting and provided an update on work that is carried out by the Community Protection team and the relevant legislation that they use in certain situations.

DP advised that he is happy to investigate the reports of criminal activity being carried out by the campervan to see if any evidence can be found to use relevant legislation if the details can be sent to him. ACTION – NB/JO'D to send details to DP to investigate

NB commented that the resident in question has spent money on getting legal advice on this issue and has been advised that this legislation can be used in this situation given the anti-social behaviour issues that are being experienced by this individual. DP commented that there is a difference in opinion in legal advice that has been received from Torbay Council legal team with regards to this legislation. NB asked for further information as to what the specific issues need to be carried out and reported for this section 77 legislation to be used.

NB asked if it is possible for the same proposal that has been written up for Ilsham Marine Drive to be implemented at Meadfoot Sea Road to try to resolve this issue. KM commented that he believes the area in question is not classed as a public highway. IJ commented that there is a procedure where land, which is deemed to be in the public interest, can be adopted as public highway. IJ considered that this

would not be the case with this section of land, as it is unsuitable for use as highway, and has had issues with falling rocks from the adjacent cliffs.

KM advised that he would discuss this issue further with regards to section 77 legislation with DP, legal colleagues and Anne-Marie Bond and will ask officers to contact other local authorities to see if they use this legislation. ACTION – KM/SH/IJ

Transport and Parking Working Party Action Tracker

DESCRIPTION	BY WHO	COMPLETION DATE	UPDATES/NOTES
Meeting Date - 10th February 2022			
An email to be sent to all members to request that they email KM with any problematic roads to be reviewed for implementing TRO's	KM/LS		
NB to put his request in writing for a TRO to be implemented in Wellswood and sent to to KM/MM/IJ	NB		
Active Travel slides from the presentation to be sent out to all members	AG		
AL to review the contract paper work for installing electric charging points with regards to the type of electric used	AL		

Meeting Date - 5th May 2022			
To update the attendance on the February 2022 minutes to show NB was in attendance	LS	06/05/22	
To send any details of criminal activity being carried out by the occupants of the campervan to Dave Parsons to investigate	NB/JO'D		
To discuss Section 77 legislation with Dave Parson, Legal colleagues and Anne-Marie Bond	KM		
To contact other authorities to see if they use Section 77 legislation	SH/IJ		

Agenda Item 4

Update for the Transportation and Parking Working Party on the Progression of a Torbay Strategy for Motorhome and Campervan Parking - Thursday 18th August 2022

At previous Transport and Parking Working Party it was suggested the Council should work towards a Torbay wide strategy for motorhomes and campervans using either the highway or the car parks to either live full time or to sleep and eat when visiting Torbay.

As a tourist area it is important to ensure those with motorhomes and campervans are welcomed to Torbay to experience all the bay has to offer as a premier destination. There are holiday parks within Torbay and surrounding areas who offer facilities for overnight stays, development of any approach which displaced activity away from these parks would be resisted by the business community and likely to run counter to the premier destination ambition of the place.

This update is to provide information which may have previously been supplied verbally in meetings and the next steps towards a Torbay strategy.

Current Position

On the Highway

Highways colleagues have explained it is not an offence to use a vehicle on the highway for eating, sleeping, etc. however it is an offence to discharge effluent or waste onto the highway. This however is a matter for environmental protection to consider. Any discharge action would need to be witnessed by the Council's nominated officer. Information was provided at the previous meeting on the use of Section 77 and an update will occur at today's meeting as to the appropriateness of using this legislation.

As it is not an offence to eat or sleep on the highway it is difficult to stop this activity. A change in parking regulations for areas where this activity is taking place may not have the desired effect of stopping the use of the highway for sleeping but merely displace the vehicle to a different location nearby. Also a change in parking restrictions may affect other users of the area including residents who do not have the availability of off street parking.

It is possible to implement parking restrictions that target types of vehicles or particular times of the day, however such restrictions cannot be specific to the actions of individuals within the vehicles, so restrictions would have to apply to camper vans that are being used as legitimate transport as well as for encampment use. It would therefore not be appropriate to consider a wider use of parking restrictions across Torbay, however these may be used in isolated locations.

The information on the Torbay Council website is as follows:-

Campervans and motor homes which are parked on the highway are required to adhere to on-street parking restrictions and must ensure that they park their vehicle in a location suitable to the size of their vehicle. When using designated on-street parking bays, the vehicle must fit entirely within the bay markings, and must not overhang any part of the bay which also includes walls and promenades and any other land. Vehicles are not permitted to use multiple parking spaces even if more than one pay and display ticket or parking session is paid for.

Off Street Parking

Car Parks

At the current time the off street parking order does not allow overnight camping in Torbay Council operated car parks. The website provides motorhomes and campervan owners information as follows:

Campervans and motor homes are welcome in our car parks where we do not have height barriers installed, as listed below. All vehicles must be parked so that they do not overhang any part of the parking bays, as parking in this manner can cause hazards for passing pedestrians or obstruct the flow of traffic within the car park.

Pay and Display Tickets in Car Parks

If your vehicle takes up more than one parking bay, you must purchase a pay and display ticket for each of the bays occupied, and your vehicle must not overhang the bay markings so as to cause an obstruction to pedestrians or traffic flow within the car park. If your vehicle overhangs any part of the bay markings, or if you fail to display the correct number of tickets when using more than one marked bay, this will result in the issue of a Penalty Charge Notice.

Overnight Use

Overnight sleeping in vehicles or camping is not permitted, nor is the heating, cooking or preparing of food. There are many suitable camping and caravanning sites across the bay with full amenities. Further information can be found on the English Riviera: Accommodation website ([Where to Stay on The English Riviera](#))

It has been reported at times, but not constantly, of a few vehicles parking overnight in car parks and being used to sleep in. Such activity is extremely difficult to monitor and apply enforcement to.

Across the country local authorities have considered the options to allow self-contained motorhomes/camper vans to park overnight in car parks. These are vehicles which have their own washing, toilet and waste storage facilities.

Officers have looked at various arrangements across the UK. There is a legal requirement when offering these facilities to ensure all health and safety requirements are met. In some areas of the country these facilities have proven to work successfully but in other areas there has been opposition from residents and businesses to provide for off street parking within a limited number of Council car park sites would likely require investment into facilities at these sites.

Next Steps

Officers will bring to the next meeting an Options Appraisal for a Torbay wide strategy for the parking of motorhomes and camper vans in Torbay.

The appraisal will include the current conditions for overnight sleeping with options to be able to use designated car parks for overnight stays for self-contained motorhomes and camper vans.

ROAD CASUALTY REDUCTION REPORT 2021

Director of Place
Town Hall
Torquay
TQ1 3DR

1 INTRODUCTION

1.1 This report highlights the road casualty and collision data for the Torbay area during the calendar year 2021

1.2 Torbay Council's proposals for improving road safety for the next year are identified in the Torbay Council Road Safety Strategy 2017 - 2020, however, this report highlights in more detail the activities for 2021.

1.3 It should be noted that:

- There were 2 fatalities on Torbay roads in 2021, one of which was an 11 year-old pedestrian.
- In 2021 there was an increase in the numbers of killed and seriously injured (KSI) casualties, showing an increase in number from last year, rising from 34 to 51.
- After a decrease in child killed and seriously injured casualties in both 2019 and 2020, the results for 2021 show that there has been an increase from 1 to 5.

Analysis shows that all of the casualties were pedestrians, ranging in age from 10 to 15.

- The results also show slight injury casualties, after falling dramatically by 24% in 2020, returned to previous levels, recording an increase to 244.

It should be noted that during the Covid 19 Pandemic, the closure of schools and the introduction of both home schooling and home working noticeably reduced the number of vehicles using the network. Therefore, as schools and businesses reopened traffic levels began to rise, as have casualty numbers.

Two young cyclists (aged 12 and 14) were slightly injured during 2021, along with a 15 year-old on an e-scooter.

2 TORBAY'S TARGETS

2.1 In March 2000 the Government announced new targets for reducing casualties nationally. The targets are the percentage reductions to be achieved by 2010 compared with the average results for the base years, 1994 – 1998. The targets set by the Government were as follows:

- *40% reduction in the number of people killed or seriously injured in road crashes/collisions;*
- *50% reduction in the number of children killed or seriously injured;*

- *10% reduction in the slight casualty rate, expressed as the number of people slightly injured.*

2.2

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.

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 on-line education, encouragement, enforcement and engineering alongside evaluation will be used to further improve the safety of all road users. The targeting of young drivers will continue via the 'Learn 2 Live' programme.

An evidence based approach to road safety engineering is used in Torbay to identify and target investment where it is most needed and proposals for our new strategy are being prepared to ensure that it integrates fully with the South West Peninsula Road Safety Partnership Casualty Reduction Strategy 2020 -2030, as adopted by Vision Zero South West (VZSW).

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 a 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'.

This will enable local authorities to consider their future priorities, whilst involving and informing the public of what action is taken.

At a local level here in Torbay, we will also to continue to report casualty figures each year as part of the Road Casualty Reduction Report and the figures for the following categories can be found displayed in section 3 of this report.

- Fatal
- Killed and seriously injured
- Killed and seriously injured (0 – 15 years-old)
- Slightly injured
- Slightly injured (0 – 15 years old)

2.3 In Torbay's Road Safety Strategy 2012 – 2020, six key areas were identified as priorities for Torbay.

- Pedestrian casualties
- Increased education for learner and young drivers
- Motorcycle casualties in particular young scooter riders and riders on larger sports bikes.
- Careless or dangerous road user behaviour
- Illegal and inappropriate use of speed.

Driving behaviour continues to be the main cause of road collisions and traditional engineering solutions will become more difficult to identify, more expensive and less effective in reducing casualties.

Targets

Over the 10 year period (2010 – 2020) Torbay Council intended to make reductions of:

- 25% to all KSI casualties
- 33% to collision casualties which are fatal, permanently disabled as a result, or where major medical care is required to prevent permanent disability or death.
- 10% to collisions resulting in Slight injuries
- 25% to collisions involving pedestrians

- 25% to casualties resulting from Powered Two Wheelers (PTW). The figures will take into account changes to levels of ownership of LA Registered PTW.
- 25% to all casualties resulting from collisions involving drivers/riders aged 17 to 24.

Using a 2012 baseline average of 2006 – 2010.

- 2.4 Over the coming years Torbay, in line with our partners in Vision Zero South West (VZSW), will move towards the Safe Systems approach to road safety with a target of providing a safe transport system, free from death and serious injury.

What is Vision Zero South West?

Vision Zero is a shared commitment between a number of organisations across Devon and Cornwall, who all share a commitment to cut the number of deaths and serious injuries in the region to zero.

Vision Zero is led by a partnership board which includes a wide range of experts from all around the South West including senior police and fire officers, leading clinicians, councillors and the police and crime commissioner for Devon, Cornwall and the Isles of Scilly.

Vision Zero's partners include:

- Cornwall Council
- Devon County Council
- Plymouth City Council
- Torbay Council
- Exeter City Council
- Cornwall Fire and Rescue Service
- Devon and Somerset Fire and Rescue Service
- Devon and Cornwall Police
- Office of the Police and Crime Commissioner for Devon, Cornwall and the Isles of Scilly
- National Highways
- NHS University Hospitals Plymouth Trust
- Royal Cornwall Hospitals NHS Trust
- South Western Ambulance Service NHS Foundation Trust

- Cornwall Air Ambulance
- Devon Air Ambulance
- Driving for Better Business
- Parliamentary Advisory Council for Transport Safety (PACTS)

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.

Vision Zero South West has a long-term goal for a road traffic system which is eventually free from death and serious injury. It involves an important paradigm shift from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions, a problem which is largely preventable based on current knowledge. It is backed up by interim quantitative targets to reduce numbers of deaths and serious injuries usually over a 10 year period. In *Safe System*, there is also focus on targeting intermediate outcomes that are causally related to death and serious injury e.g. average speeds, seat belt use, sober driving, the safety quality of roads and vehicles and emergency medical system response.

Safe System is a shared responsibility between government agencies at different levels and a range of multi-sectoral agencies and stakeholders (road managers, vehicle manufacturers, emergency medical system providers, safety rule compliance managers, employers, road users) to take appropriate actions to ensure that road collisions do not lead to serious or fatal injuries. Given this complex multi-agency and multi-sectoral context, it requires careful leadership by government and top management of organisations.

Safe System strategy implementation requires strengthened institutional delivery and identified good practice for all these functions. A road safety management capacity review is recommended as an initial first step to provide a framework for all key agencies to assess strengths and weaknesses of current approaches and to identify next steps.

With this in mind all authorities currently involved with VZSW have undertaken a Strategic Needs Assessment, in order to summarise the key road safety challenges facing the peninsula and to frame these challenges in a Safe Systems and public health context.

Following discussions between partners, at both strategic and operational levels, we have formalised how VZSW will look and operate in the future.

This has split operations into Activity A and Activity B, which are described as below:

Activity A Police Led (Monitoring and Enforcement)

Activity B Local Authority Led (Education, Training, Themes and Publicity)

The South West Peninsula Road Safety Partnership Casualty Reduction Strategy 2020-2030 confirms that the high risk road user groups in Torbay are:

- 16-24 year old drivers
- Motorcyclists
- 17-24 year old motorcycle riders
- Speed

More widely across the South West other high risk road user groups include.

- Older drivers 60+
- Pedal cyclists
- Pedestrians
- Business drivers

3 CASUALTY AND COLLISION DATA

- 3.1 A Casualty is a person killed or injured in a reported collision on a public road. Casualties are sub-divided into killed, seriously injured and slightly injured. The graphs below outline the road casualty and collision data for the years 2010 to 2021 compared against the government targets (where applicable).
- 3.2 It has long been known that non-fatal (and particularly slight) casualties are underreported to the police and therefore this figure is likely to be an under estimate of the total.

The introduction of online self-reporting by the Metropolitan Police Service at the end of 2016 and a few other forces in 2018, is likely to have led to an increase in the number of non-fatal (and particularly slight) casualties reported in these forces and therefore impact the total for Great Britain.

Approximately half of English police forces adopted the CRASH (Collision Recording and Sharing) system for recording reported road traffic collisions at the end of 2015 or the first part of 2016, Devon and Cornwall Police switched in December 2015.

It is likely that the recording of injury severity is more accurate for forces using this new reporting system. Nationally this has had a large impact on the number of serious injuries recorded in 2016, compared with 2015. Some of these serious injuries may previously have been classified as slight injuries, which means that the 2016 and 2017 serious injury figures are not comparable to previous years.

CRASH is an injury-based severity reporting systems where the officer records the most severe injury for the casualty and the injuries are then automatically converted to a severity level from 'slight' to 'serious'. Eliminating

the uncertainty in determining severity that arises from the officer having to make their own judgement means that the new severity level data observed from these systems using injury based methods are expected to be more accurate than the data from other systems.

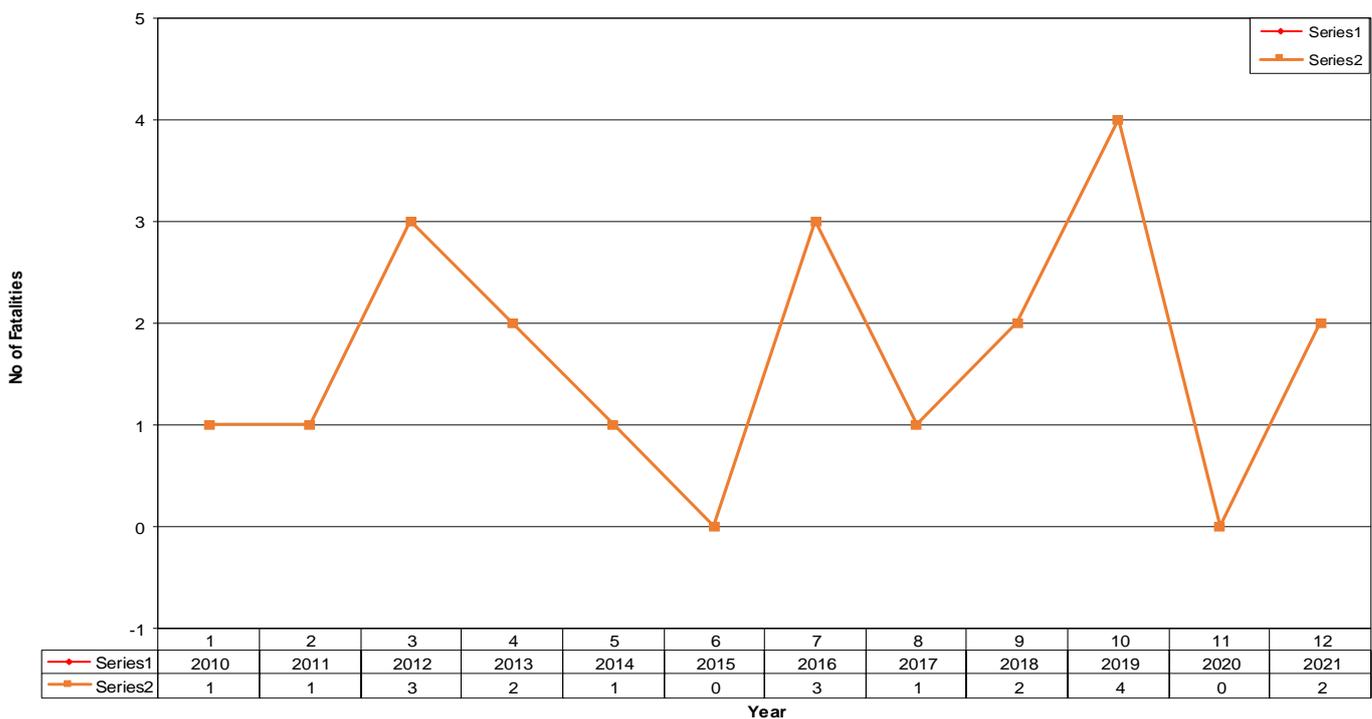
Therefore there has been a large increase in the number of serious injuries reported by the police after the introduction of CRASH in 2015/16 (+20%); as around half of police forces in England adopted this system, however the number of serious injuries recorded in 2017 has remained stable when compared to 2016.

Even though Torbay has such low base figures, it should be noted that this still showed an increase in our KSI figures of 15% between 2015 and 2016.

3.3 Fatalities

Fig 1 shows the number of fatalities that have occurred within Torbay

Figure 1 - Fatalities(all ages)



- There were two fatalities on Torbay roads in 2021, an increase of two from the previous year's zero.

The first of which took place on the Totnes Road in August, the collision site was located to the west of Blagdon and involved a 64

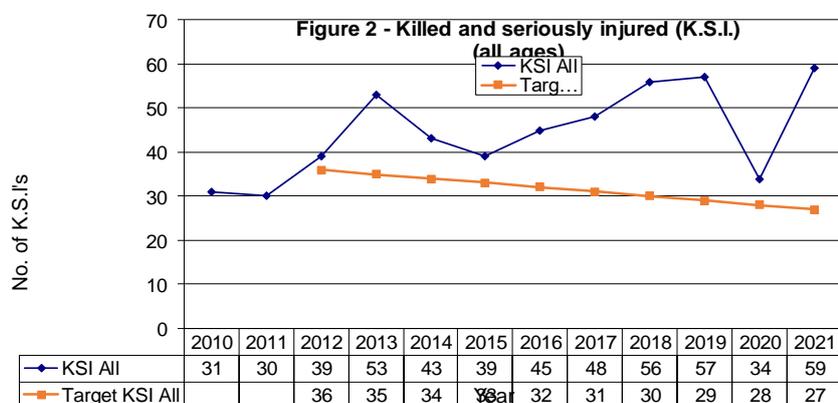
year-old driver being fatally injured in a head on collision with an oncoming vehicle.

The second took place on Queensway in November and involved an 11 year-old pedestrian being struck and fatally injured by a car, whilst crossing the road.

- It should be noted that during the Covid 19 Pandemic, the closure of schools and the introduction of both home schooling and home working noticeably reduced the number of vehicles using the network. Therefore, as schools and businesses reopened traffic levels began to rise, as have casualty numbers.

3.5. Killed and Seriously Injured (KSI's) (all age groups)

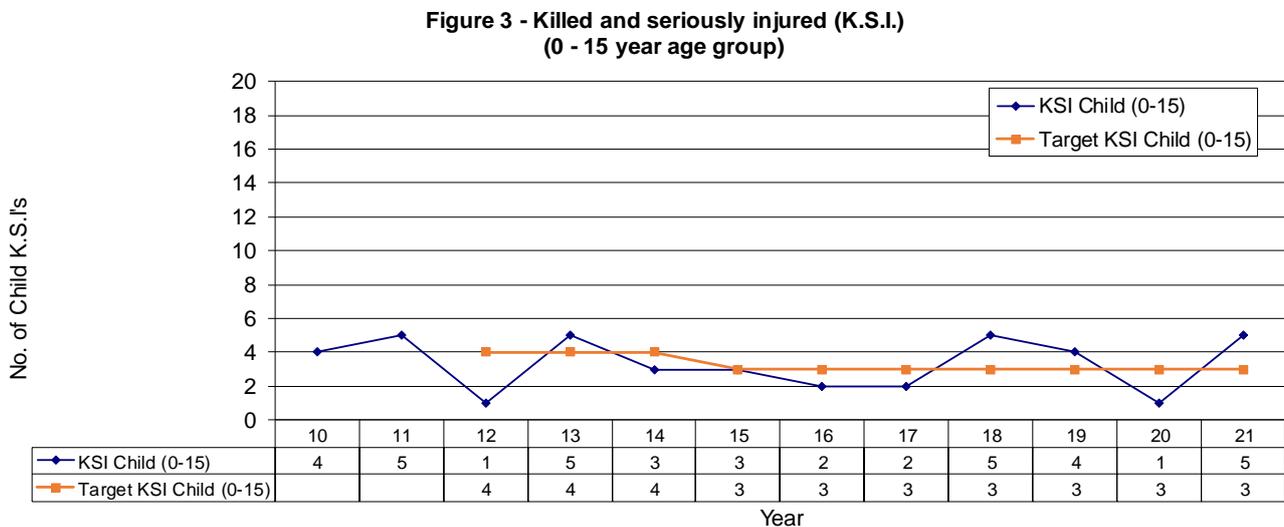
Fig 2 shows the number of people killed or seriously injured within Torbay



- In 2021 there was an increase in the numbers of killed and seriously injured casualties, from 34 to 59, made up of 2 fatal and 49 seriously injured casualties.
- Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify, further details on reviewing collision cluster sites are included in section 5.3.
- It should be noted that during the Covid 19 Pandemic, the closure of schools and the introduction of both home schooling and home working noticeably reduced the number of vehicles using the network. Therefore, as schools and businesses reopened traffic levels began to rise, as have casualty numbers.
- It should be noted that due to the change in the Police collision recording system (as detailed in 3.4 above) the serious injury figures from 2016 onwards are not comparable to previous years.

3.6 Killed and seriously injured (0 – 15 age group)

Fig 3 shows the number of 0-15's killed or seriously injured within Torbay



- After a decrease in child killed and seriously injured casualties in both 2019 and 2020, the results for 2021 show that there has been an increase from 1 to 5.

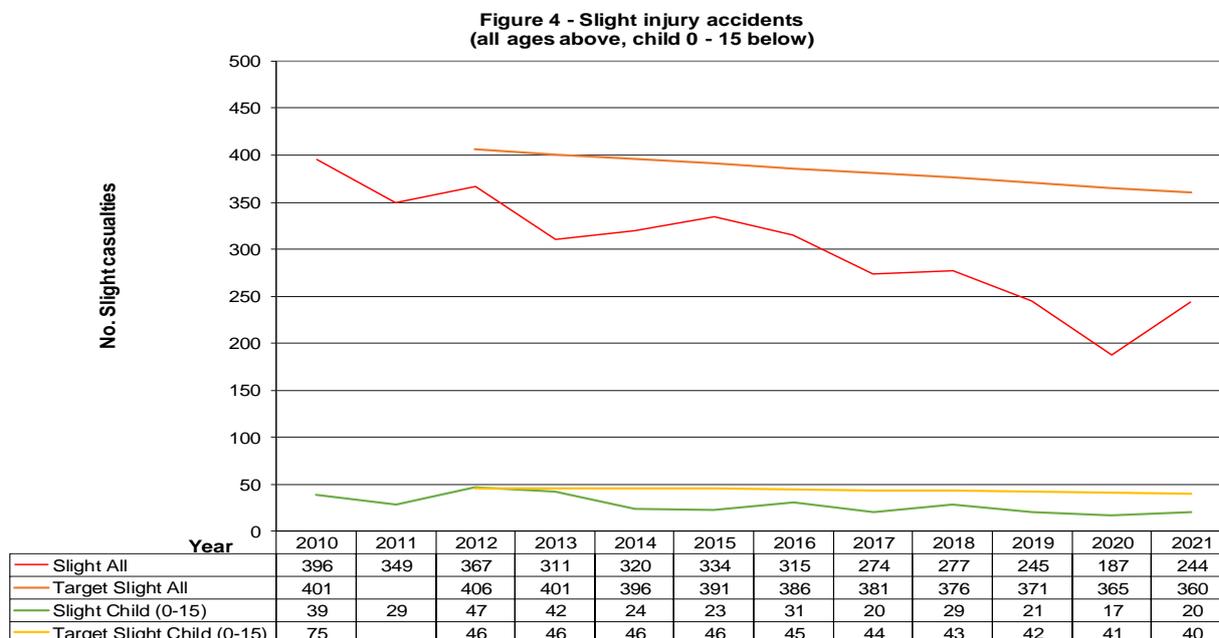
Analysis shows that all of the casualties were pedestrians, ranging in age from 10 to 15.

- It should be noted that during the Covid 19 Pandemic, the closure of schools and the introduction of both home schooling and home working noticeably reduced the number of vehicles using the network. Therefore, as schools and businesses reopened traffic levels began to rise, as have casualty numbers.

It should be noted that due to the change in the Police collision recording system (as detailed in 3.4 above) the serious injury figures from 2016 onwards are not comparable to previous years.

3.7 Slight Injuries

Fig 4 shows the slight injuries for all ages and the 0-15's within Torbay



All ages

- The results also show slight injury casualties, after falling dramatically by 24% in 2020, returned to previous levels, recording an increase of 30% to 244.

Children (0-15 age group)

- Likewise, there has been an increase in child slights, with 20 being recorded in 2021.
- Two young cyclists (aged 12 and 14) were slightly injured during 2021, along with a 15 year-old on an e-scooter.
- Provisional analysis shows that 45% of these casualties were pedestrians, the youngest of which was nine years old.
- It should be noted that during the Covid 19 Pandemic, the closure of schools and the introduction of both home schooling and home working noticeably reduced the number of vehicles using the network. Therefore, as schools and businesses reopened traffic levels began to rise, as have casualty numbers.

This information can be split as follows:

Collisions

	Fatal	Serious	Slight	Total	Percentage
Motor vehicles only (exc. 2-wheels)	2	23	126	151	65
2-wheeled motor vehicles	0	16	36	52	23
Pedal cycles	0	7	19	26	11
Horses & other	0	0	1	1	1
Total	2	46	182	230	

In the 2021 collision figures there are two groups which have shown a marked increase in number, these being motor vehicles and powered two-wheelers (e.g. motorcyclists), which have increased by 28% and 33% respectively.

Casualties

	Fatal	Serious	Slight	Total	Percentage
Vehicle driver	1	12	111	124	42
Passenger	0	3	46	49	16
Motorcycle rider	0	13	33	46	16
Cyclist	0	7	19	26	9
Pedestrian	1	14	35	50	17
Other	0	0	0	0	0
Total	2	49	244	295	

As above, in the 2021 casualty figures there are three groups which have shown a marked increase in number, these being car drivers (+53%), car passengers (+48%) and powered two-wheelers e.g. motorcyclists (+21%).

Further analysis is required to look further into ages and causation factors.

- It should be noted that during the Covid 19 Pandemic, the closure of schools and the introduction of both home schooling and home working noticeably reduced the number of vehicles using the network. Therefore, as schools and businesses reopened traffic levels began to rise, as have casualty numbers.

4 PLANNED ROAD SAFETY CAMPAIGNS 2022/2023

- 4.1 Reductions in local government grants from Central Government and the increasing demands on our services meant that difficult decisions had to be made and, as there is no statutory duty to provide Road Safety officers, the Mayors Budget for 2017/2018 resulted in the loss of posts within Road Safety.

However, whilst there were no local Road Safety campaigns or Road Safety education undertaken during 2021/2022, officers are currently working upon a Road Safety Communications and Engagement Plan which will come online early in the new school year.

The campaign will support the delivery of the Community & Corporate Plan, particularly the Thriving People vision and the priority action around building safer communities.

Using Torbay road safety data, it is proposed to develop and implement a road safety campaign that is aimed at everyone in the community doing their bit – **Let's make Torbay's roads safer together.**

The objective of this communications and engagement plan are to:

Inform, engage, and discuss with all road users in Torbay that road safety is everyone's responsibility.

We will do this by:

- Running a highly visual campaign across a variety of platforms and media outlets that is targeted at a variety of road users which encourages them to think about how their own actions and behaviours could contribute to a road traffic casualty.
- Provide schools with material that will enable them to discuss with pupils the importance of staying alert to road safety at all times.
- Hosting 'pop up' events in Torbay town centres with partner agencies to raise awareness that road safety is everyone's responsibility.
- Engaging with and sharing content Road Safety Awareness Week 14-20 November. (Theme for 2022 is Road Safety for all).

The website (<http://www.torbay.gov.uk/roads/road-safety/>) will be reworked, becoming an up to date pointing service, guiding users to the latest available Road Safety information.

However, investment in officer resource will be required to bring the webpage up to date.

5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES

- 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 2022/23 is expected to be £50,000.

5.2 Road Safety Initiatives

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 accidents to identify any linear routes which have a higher than normal collision record.

Further details of the engineering measures to be carried out in 2022/23 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

5.4 Vision Zero South West (formerly known as the Peninsula Road Safety Partnership)

Torbay Council continues to work closely with the Police to ensure enforcement is a key activity in road casualty reduction. The Council also works with the Vision Zero South West partnership (formerly known as the Peninsula Road Safety Partnership) to use camera enforcement and education to reduce speeds and red light violation.

There will be no revenue funding for the operation of Safety Cameras in 2022/23, however the operation and enforcement of the fixed safety camera sites within Torbay will continue. The partnership are responsible for the maintenance of the cameras, whilst the authority are responsible for the poles and housings and any works required would be funded from our maintenance budget.

The authority will continue to work closely with the partnership to ensure that mobile safety camera activity is targeted at those locations where speed related problems continue in an effort to increase the visibility of enforcement.

An increase in the number of Police Road Casualty Reduction Officers (RCRO) across the VZSW area has been greatly welcomed, as has the relaunch of Community Speed Watch

Through the "Have your say" process (previously known as PACT) local communities told the Police that their biggest priority were reducing the numbers of speeding motorists and therefore the Speed Watch programmed has been relaunched.

Speed Watch involves members of the local community and aims to engage and educate drivers rather than issue fines and court summonses. Using a staged warning system, first-time offenders will receive education and warnings, persistent offenders can expect further police action and even a court appearance.

Further details can be accessed via the link below:

[Speed Watch | Devon and Cornwall Police \(devon-cornwall.police.uk\)](https://www.devon-cornwall.police.uk)

A new addition for 2018 was the Police 'No Excuses' team, which has proved to be very effective. With operational hubs at Exeter and Bodmin, the officers are dedicated to targeting offences on the regions roads and to assist and enable fellow roads policing and response officers to do the same.

Concentrating on tackling the Fatal Five offences that cause an unacceptable level of deaths and serious injuries on our roads – excessive or inappropriate speed, not wearing a seatbelt, distracted driving such as using a handheld mobile phone, driving under the influence of alcohol or drugs and careless or inconsiderate driving.

They are supported by a researcher to identify significant intelligence trends on road users and areas with specific issues.

Another new addition to the Police portfolio is Devon and Cornwall Police's Operation Snap, which has been put in place to facilitate submissions of video evidence relating to driving incidents that members of the public have witnessed.

Operation Snap will investigate road traffic offences such as dangerous driving, driving without due care and attention, careless driving, using a mobile phone handheld, not wearing a seat belt, contravening a red traffic light and contravening solid white lines, however this is not an exhaustive list.

JC August 2022.



Meeting: Transport and Parking Working Party Meeting

Date: 18th August 2022

Wards Affected: All

Report Title: Road Safety Initiatives 2022/23

Executive Lead Contact Details: Cllr Mike Morey Cabinet member for Infrastructure, Environment and Culture.

Supporting Officer Contact Details: John Clewer

1. Purpose

Contained within the Local Transport Plan Implementation Plan (2021/22-2026/27) are the details of committed budgets which includes Road Safety initiatives. This information is shown under the heading of Road Safety, 20mph Areas and Minor Works

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 2022/23 is expected to be £50,000.

The purpose of this paper is to:-

- 1 Inform the members of the Transport and Parking Working Party of previous years supported schemes, which have not been completed, as identified in **Appendix 1** and completed schemes as identified in **Appendix 2**.
- 2 Seek support from the Transport and Parking Working Party to progress the list of schemes for 2022/23, as identified in **Appendix 3**, and to provide recommendations to the Cabinet Lead member on which schemes should be treated as the highest priority for the available funding

2. Proposed Outcome

2.1 It is proposed that the Transport and Parking Working Party recommends 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 the Transport and Parking Working Party supports the

proposals outlined in **Appendix 3**. And provides recommendations to the Cabinet Lead Member on which schemes should be prioritized for the available funding.

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 An evidence based approach to road safety engineering will be used in Torbay to identify and target investment where it is most needed.
- 4.3 Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government or local 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 (2021/22 – 2026/27) are the details of committed budgets which includes an allocation for Road Safety, 20mph Areas and Minor Works

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 2022/23 is expected to be £50,000.

The purpose of this paper is to:-

- Inform the Transport and Parking Working Party of previous years supported schemes, which have not been completed **Appendix 1** and completed schemes in **Appendix 2**.
- Seek support from the Transport and Parking Working Party to progress the list of schemes for 2022/23 as identified in **Appendix 3** and provide recommendations on the highest priority schemes.

5 Possibilities and Options

Option 1

Continue with program of Implementation as set out in Section 2 to this report

Option 2

Discontinue Program of Implementation

6 Preferred Solution/Option

The Transport and Parking Working Party is recommended that Option 1 in section 5 above, would be the most appropriate option. However, 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 Cabinet member for Infrastructure, Environment and Culture for further consideration.

It should be noted that the purpose of this report is to enable the Transport and Parking Working Party to provide comments and recommendations to the Director of Place, as the decision maker, following consultation with the Cabinet Member for Infrastructure, Environment and Culture

7 Consultation

Consultation will be undertaken with Council Ward Members and major stakeholders prior to the introduction of works. Where Traffic Regulation Orders are required, these will be advertised (both on site and in the local media) and should there be any objections these will be presented to the Cabinet member for Infrastructure, Environment and Culture for further consideration.

8 Risks

Discontinuing the implementation of the program may affect the likelihood of the authority meeting any future proposed Government or local 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 Cabinet member for Infrastructure, Environment and Culture for further consideration.

It is highly likely that the available funding for the Road Safety Initiatives for 2022/23 will not be sufficient to fund all of the proposed schemes in Appendix 3 to this report. It is therefore recommended that the Working Party provides

recommendations on which schemes are considered as the highest priority for the available funding.

Appendices:

- | | |
|------------|---|
| Appendix 1 | Update of previous schemes, which have not been completed. |
| Appendix 2 | Completed analysis of schemes identified in the 2021 / 2022 Road Safety Initiatives Report. |
| Appendix 3 | Schedule of all proposed Schemes for 2022/23 |

Additional Information:

None

Documents available:

None

Background Papers:

Devon and Torbay Local Transport Plan 2011 - 2026

APPENDIX 1.

Previous Years Schemes that have not been completed

- **Abbey Gates, Torquay**

Pedestrian facilities will be introduced in the future as part of an upgrade of the equipment at this junction. A full traffic survey (both vehicular and pedestrian) was undertaken during 2012 and, following requests from members was recently updated with a view to carrying out further work with regard to a future significant upgrade of the junction, as and when funding allows.

- **Strand, Torquay**

Whilst the Torwood Street redevelopment is now complete, the Torquay Development Agency (TDA) driven scheme to rework the Strand (including a 20mph speed limit) has progressed through final design to the tender stage. However, due to increased costs, progress is dependent upon additional future funding.

Pedestrian collisions continue and numbers are no longer weighted towards the late evening / early hours of the morning. An updated three-year collision analysis of the harbourside area (Cary Parade, Strand and Torwood Street) identified 8 collisions, resulting in 9 casualties of which 4 were pedestrians (2 serious and 2 slight). Once again, as per last year, only 1 took place between 0100 and 0330, which appears to indicate a change in the night-time economy of the area.

The implementation of a scheme to introduce an evening 20mph speed limit through the area of The Strand / Torwood Street and Victoria Parade has been proposed and previously agreed by members. These works, including the proposed right turn for buses exiting Fleet Street, would be incorporated into the TDA scheme.

- **Mount Pleasant Road / Elkins Hill / North View Road, Brixham**

Following the receipt of correspondence from both the Fire Service and Ambulance, a meeting was arranged with local ward councilors (Mike Morey and Vic Ellery) and the emergency services regarding a number of access issues to properties in these roads.

This was brought about after a fire in Garlic Rea where the fire service were unable to get their appliance in due to parked vehicles.

This was considered and advertised in 2019 with some objections received. These were overruled by the Executive Lead for Transport under

safety grounds and the works are now nearing completion.

- **Residential 20 zone schemes**

Following the decision by the previous Transportation working party regarding road safety initiatives, it was agreed to look at progressing the residential 20 zone schemes for those areas classified as type A locations (those already traffic calmed and meeting the agreed matrix for such schemes)

As such the following locations were identified for works in the 2019/2020 financial year:

- **Foxhole**

This location covers the main Foxhole Road as well as periphery roads such as Smallcombe Road, Ramshill Road, Fernicombe Road, and Whitebeam Close area.

The 20mph limit and new bus boxes are now in and legally enforceable, however Highways need to reconsult for parking restrictions in the area.

- **Barton Road, Torquay**

This location covers the area of Barton Road from Briwere Road to McKay Avenue (including St Michaels) expanding the existing school 20mph zone.

The 20mph zone is now complete, however lining works still require completion.

- **20 mph zones outside schools**

This programme is now drawing towards completion leaving the following schools to be treated. Schemes will continue to be developed and presented for consideration to the Cabinet member for Infrastructure, Environment and Culture.

Primary / Junior Schools.

Furzeham, Brixham - Investigated 2016/17, traffic does not pass school entrance which is effectively in a cul-de-sac. The proposal is to investigate a possible variable 20mph scheme for Higher Furzeham Road, South Furzeham Road and Rope Walk. Any proposed scheme could also include the implementation of a new footway to link existing footways on Higher Furzeham Road. This site is also under consideration of the implementation of a 'School Street' scheme.

APPENDIX 2.

Analysis of schemes identified in 2021/2022 and which have been completed or are due for completion in 2022.

As a recommendation of the Road Safety Initiatives Report for 2021/22, the following works were carried out:

- **A385 Totnes Road (near Devon Hills Holiday Park)**

Delays have been experienced due to trying to include the relining works as part of a larger resurfacing scheme which has been subsequently delayed.

With these works on hold, orders have been placed for the required additional advanced signing and implementation is imminent.

- **Preston Down Road (Near Preston Down Avenue)**

Investigations have been undertaken to see if it is possible to implement a controlled crossing in the vicinity of the shops, however without removing parking and relocating the bus stop this does not appear possible.

However, it may be possible to implement an uncontrolled crossing, with minimal disruption.

Whilst design works are being finalised, orders have been placed for the required additional advanced warning signage and implementation is imminent.

- **A379 Teignmouth Road**

A longitudinal safety scheme from its junction with St Marychurch Road, St Marychurch, to the boundary with Devon County, North of the village of Maidencombe.

This work has included the replacement of the carriageway road markings and cats-eyes, along with a full review of the signing etc.

Highways are currently working with Vision Zero South West (formerly known as Peninsula Road Safety Partnership) and Devon Country Council on the A379, highlighting issues and looking at a possible route treatment between Exeter and Torbay.

- **A379 Kennels Road**

A longitudinal safety scheme from its junction with Brixham Road / Dartmouth Road to the roundabout at Hill Head.

This work has included the replacement of the carriageway road markings and cats-eyes, however a review of the junction at Kennels Lane is required.

- **20 mph zones outside schools**

The following schemes, identified for 2019/2020, are now complete.

Churston Grammar School, Brixham (Greenway Road 20 zone scheme)
Galampton Primary school, Brixham (20 zone scheme around school area)
Warberry Primary School, Torquay (Cedars Road – 20 zone)

APPENDIX 3.

Proposed Schemes for 2022/23

Schemes in recommended priority order and subject to funding.

A3022 Brixham Road / Roselands Drive, Paignton

At the request of Devon and Cornwall Police, highways have been asked to investigate this junction, with a view to reconfigure the current signalised junction to include a green filter phase for traffic turning right from Brixham Road into Roselands Drive.

Estimated cost £15,000

A379 Dartmouth Road, Paignton

Due to a number of cycle related collisions on the route from Waterside to Windy Corner, it is proposed to implement a signing scheme to highlight to drivers the presence of riders, especially around junctions.

Signage has been developed with our partners in Vision Zero South West and it is envisaged that the same style will be used across the Devon, South Hams, Torbay area.

Estimated cost £5,000

Barton Road (Torquay Academy), Torquay

At the request of the Torquay Academy Head and local Ward Members, Highways have been asked to investigate and implement a Zebra Crossing on Barton Road, Torquay, in the vicinity of Fairfield Road.

Estimated cost £35,000

Clennon Lane, Torquay

At the request of local Ward Members, Highways have been asked to investigate making the 'dual carriageway' section of Clennon Lane, officially 'one way' in each direction, by the introduction of suitable signing and an enforceable Traffic Regulation Order.*

Estimated cost £15,000

Brownsbridge Road / Condor Drive, Torquay

At the request of local residents and Ward Members, Highways have been asked to investigate and improve the pedestrian facilities on Brownsbridge Road in the vicinity of Condor Drive, to improve the safety of the footway link to the Willows shopping area.

Estimated cost £15,000

Mount Pleasant, Brixham

Further to the advertising and implementation of the new restrictions in Mount Pleasant Road and surrounding roads to assist the emergency services, we have received further comments from the fire service and residents, raising concerns with access through a particular section which seems to have been unduly affected by displacement of parking.

This section is between 49 and 57 Mount Pleasant Road and parked vehicles here, now narrow the carriageway width, so that a fire appliance would not pass through.

As such, Highways would advertise to restrict parking in this part of the road, from the junction with Mount Pleasant Mews to 55/57 Mount Pleasant Road, to ensure safe and easy access for emergency vehicles can be maintained.

These restrictions would further reduce the available parking in the area, however they would have the benefit of ensuring that emergency access can be provided, which will have an additional improvement of general access including waste collection and deliveries to properties in this area.

Estimated cost £3,000

Sands Road, Paignton

At the request of local residents and Ward Members, Highways have been asked to investigate and improve the pedestrian facilities on Sands Road. Unfortunately, due to the horizontal curvature of the road and the number of existing road junctions and entrances, it was not possible to find a safe and suitable location.

Therefore, the only option is to investigate improving the pedestrian facilities at the existing splitter island at the junction of Sands Road / Esplanade Road / Roundham Road.

Estimated cost £10,000

Residential 20 mph zone

- Fore Street, Barton, Torquay (this area will include the Clennon Lane works listed above)*
-
- Fisher Street, Paignton**
- Queensway

Note for information only:

As the programme for 20mph zones outside schools draws towards completion, it should be noted that the following schools are yet to be treated, however some of these cannot be treated for the reasons listed below:

Primary / Junior Schools.

Collaton St Mary, Paignton - Investigated 2016/17 but road too narrow to implement required signage, no option to improve.

Kings Ash Infants, Nursery and Junior, Paignton - School crossing patrol may be deleted, traffic calmed therefore permanent 20mph limit would be considered as part of the Foxhole Residential 20mph scheme.

St Michael's C of E Academy, a primary school which opened in September 2021 for nursery and reception children only, increasing year-on-year. Was identified in 2021/22 for investigation for a school time 20 mph zone and would be included in the Fisher Street scheme.**

White Rock, Paignton - Possible advisory 20mph zone when lights flash.

Secondary Schools.

Torquay Girls & Boys Grammar School, Torquay - Investigated 2016/17 but traffic does not pass school entrance which is effectively in a cul-de-sac

Private Schools

The Abbey, Torquay
 Devon Studio School, Torquay
 Preston Bridge, Paignton

