



**Meeting: Transport and Parking Working Party Meeting**

**Date: 18<sup>th</sup> 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**

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## 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.

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### **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:**

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|------------|---|
| 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