

# ROAD CASUALTY REDUCTION REPORT 2011



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# **1 INTRODUCTION**

- 1.1 This report highlights the road casualty and collision data for the Torbay Area during the calendar year 2011. Torbay Council's proposals for improving road safety will be identified in the Torbay Council Road Safety Strategy 2012 - 2020, however, this report highlights in more detail the activities for 2012.

# **2 TORBAY'S TARGETS**

- 2.1 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.

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.

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.

At local level, here in Torbay, we will also 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)

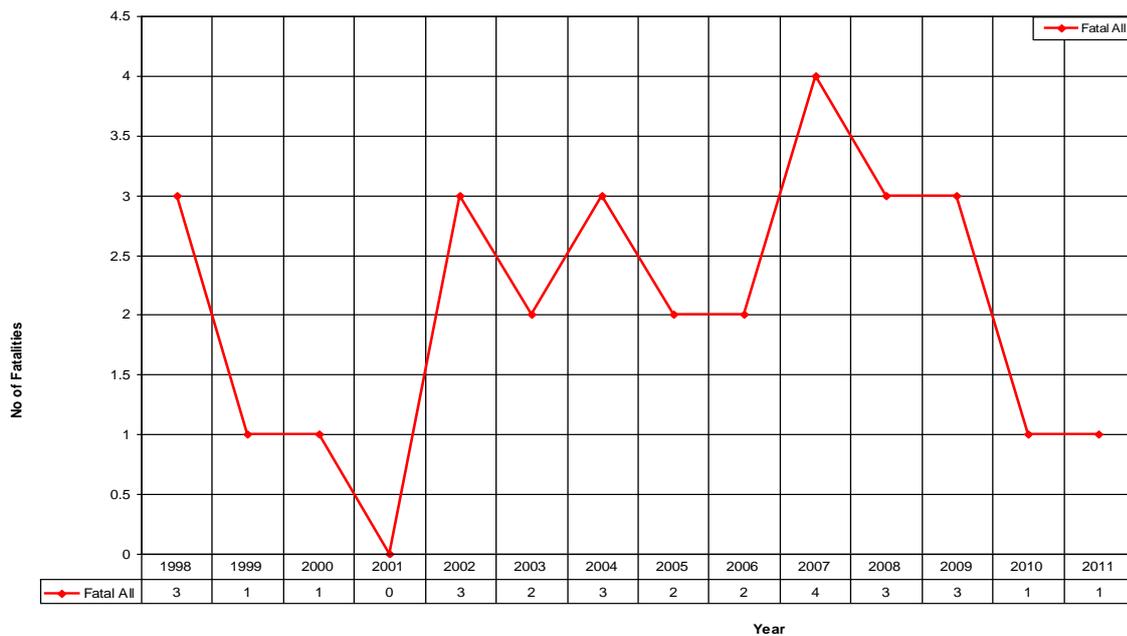
### 3 CASUALTY AND COLLISION DATA

3.1 The graphs below outline the road casualty and collision data for the years 1998 to 2011 compared against the government targets (where applicable), please note the figures for 2011 remain provisional and are awaiting ratification by the Department for Transport.

#### 3.2 Fatalities

Fig 1 shows the number of fatalities that have occurred within Torbay. The results show 1 fatality on Torbay roads in 2011, which is the same as the previous year. The average figures remain at a consistent overall level, since the 1998 to 2010 targets were introduced. Torbay continues to have one of the safest road networks within the South West. Torbay Council benchmarks with other highway authorities and the number of road traffic casualties expressed as a percentage of the population is amongst the lowest in the south west.

Figure 1 - Fatalities (all ages)



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

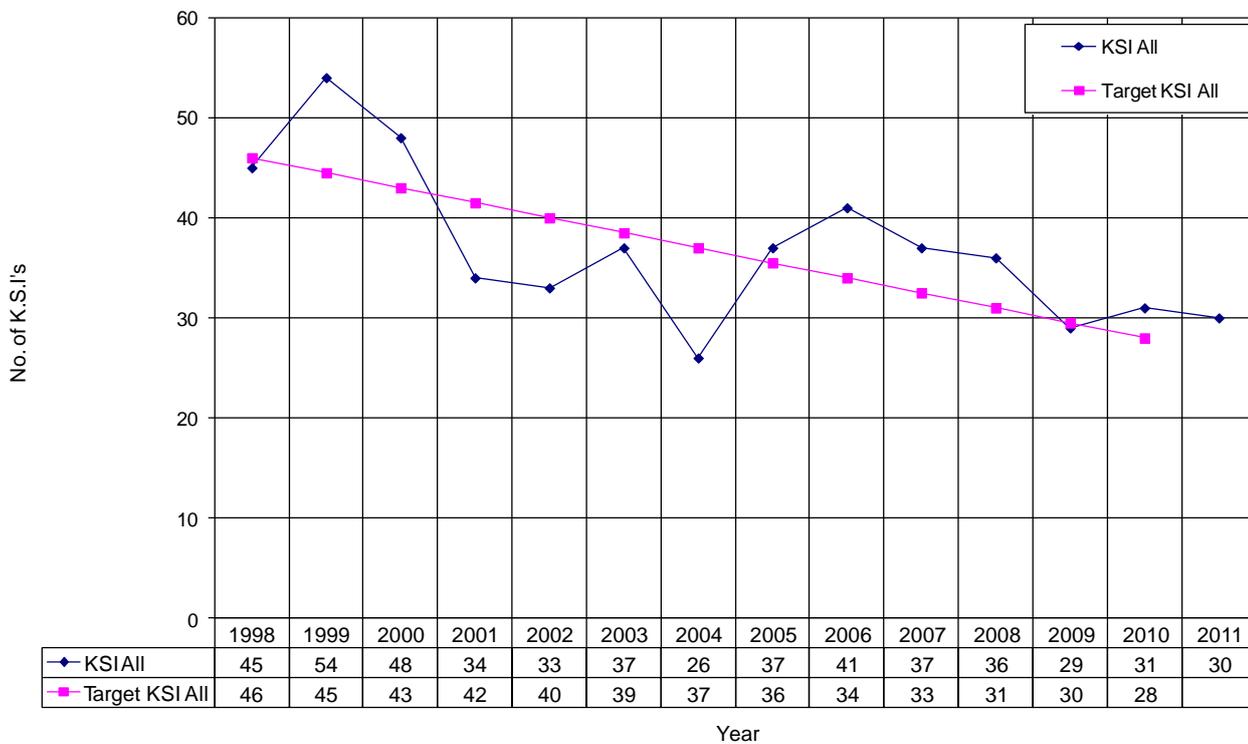
Fig 2 shows the number of people killed or seriously injured within Torbay.

The results show there has been a decrease of 3% in the number of killed and seriously injured since last year.

Whilst the Council finished the Department for Transport (DfT) monitoring period just above the 10 year target with a 33% reduction, the Council continue to show a general downward trend from the 1998 baseline.

Torbay Council continues to work from very low base figures and significant reductions can be very hard to identify, further details on

Figure 2 - Killed and seriously injured (K.S.I.) (all ages)

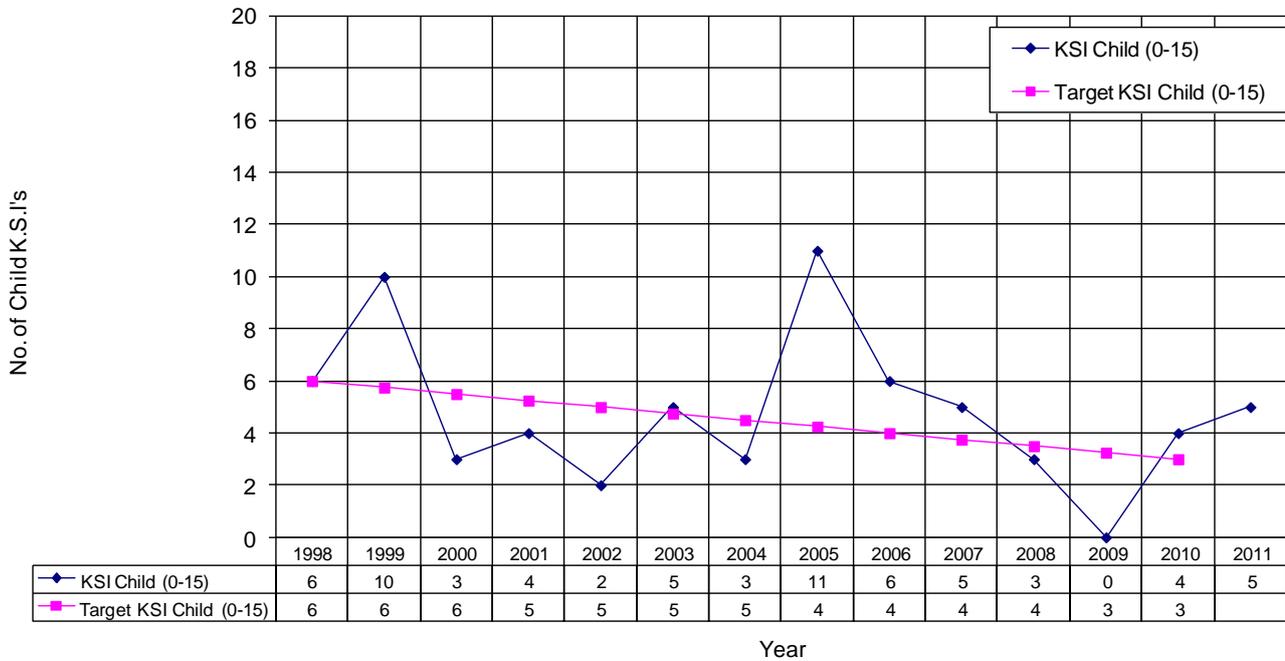


reviewing collision cluster sites are included in section 5.3.

### 3.4 Killed and seriously injured (0 – 15 age group)

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

**Figure 3 - Killed and seriously injured (K.S.I.)  
(0 - 15 year age group)**



The results show there has been a slight increase in the number of killed and seriously injured (0-15 age group) over the past year, from 4 to 5.

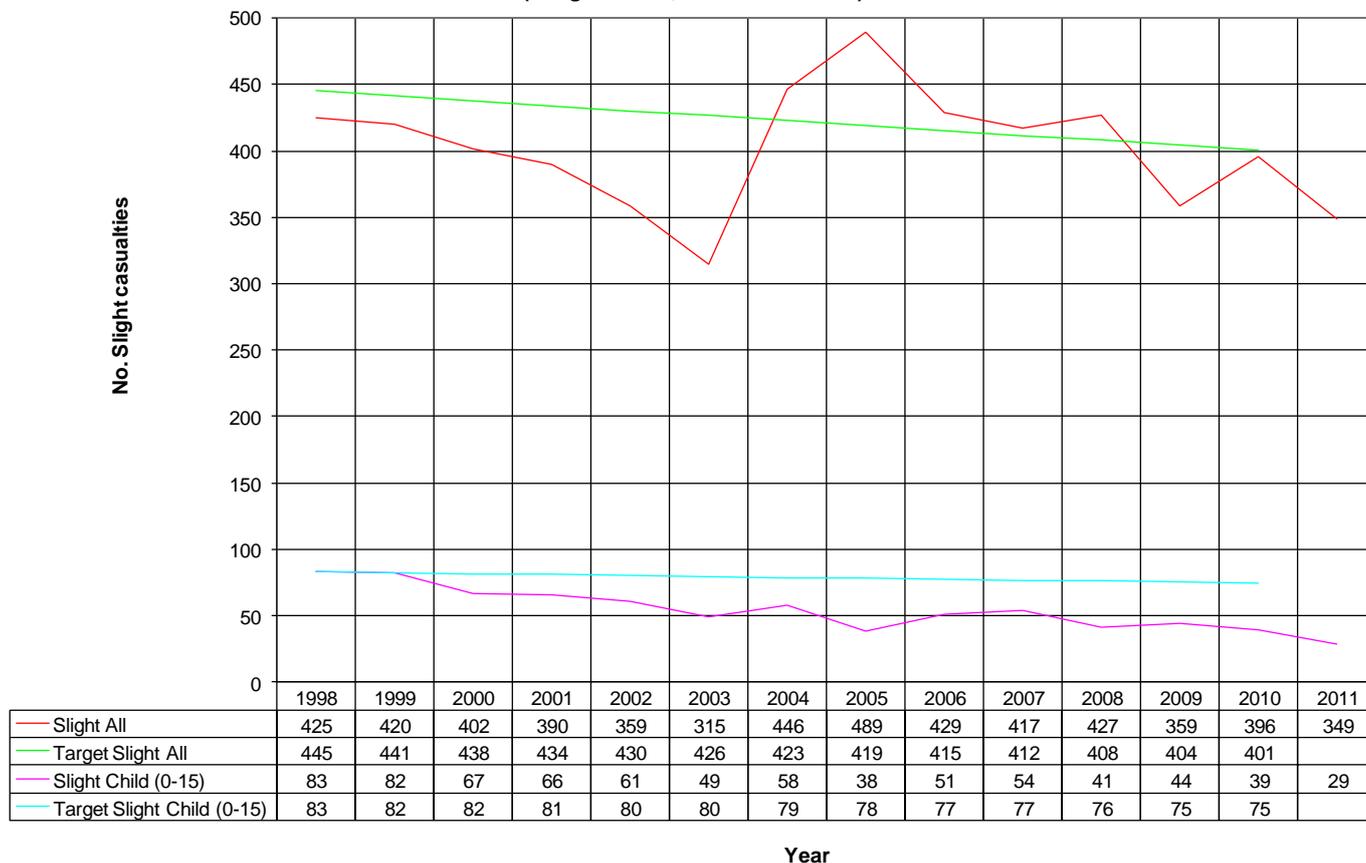
Whilst the figures show a slight rise over the previous years figures, the graph continues to show a general downward trend from the 1998 baseline.

Continued targeting of road safety education to this age group will take place as part of our 'Learn to Live' and teenage road safety weeks.

### 3.5 Slight Injuries

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

**Figure 4 - Slight injury accidents**  
(all ages above, child 0 - 15 below)



#### All ages

The results show a 12% decrease in slight injury collisions during 2011, figures finished the Department for Transport (DfT) monitoring period in 2010 just below the 10 year target. However the Council continue to show a general downward trend from the 1988 baseline, with a current reduction of 22%.

#### Children (0-15 age group)

Unfortunately the figures for child slights in 2010 were originally reported as 61; however this figure was later corrected to 39, which equates to a reduction of 11%. This figure has reduced again in 2011 to 29, a further reduction of 26%.

These figures can be explained by an improved data processing regime and successful road safety education campaigns, e.g. the number of rear seat passenger casualties reduced by 75% in 2011.

## **4 PLANNED ROAD SAFETY CAMPAIGNS 2012**

- 4.1 Appendix 1 lists the road safety campaigns which will be undertaken by the Road Safety Team during 2012. Wherever possible, the local media (newspaper, radio and TV) will assist and are key to getting the message across to the target audience. The team continue to have a good working relationship with the media and enjoy a high profile, with positive stories being run and picked up by both local and national newspapers and television.

Road safety education will continue to be delivered in accordance with the Road Safety Plan 2012/2020. However, collision data for the last three years is currently being analysed to establish the road users most at risk in relation to age and sex so that campaigns can be tailored to this priority. The budget for road safety education for 2012/13 is £15,500.

## **5 PLANNED EXPENDITURE OF FUNDING FOR ROAD SAFETY INITIATIVES**

- 5.1 Contained within the Local Transport Plan 3 2011 – 2026 are the budgets for carrying out all Road Safety initiatives. This information is shown under the following headings:

Road safety initiatives (Safer routes)	£ 70,000
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### **5.2 TRAFFIC ACTION ZONE**

The Local Transport Plan 3 (2011 – 2026) has identified the continued provision of funding from the capital programme for Traffic Action Zones.

There is no funding in place for any schemes during the 2012/2013 financial year, however the Coombe Pafford and Hele Traffic Action Zone was identified in a briefing note to the Transportation Working Party on 18<sup>th</sup> March 2011 for implementation during 2013/2014.

By consulting with the key stake holders, the Council hope to deliver the Coombe Pafford and Hele TAZ using a range of innovative ideas and treatments. These works will target improvements in highways safety, traffic calming, signing, lining, landscaping, parking, pedestrian safety, cycling and links to public transport.

The objective of the project is to enable communities to become involved with the re-design of their streets to reduce vehicle speeds and provide safer / better access to the schools and other facilities within the TAZ.

### **5.3 ROAD SAFETY INITIATIVES**

With the implementation of various road safety schemes over the twelve years 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. Further details of the engineering measures to be carried out in 2012/13 will be presented to the Transport Working Party in the Road Safety Initiatives Report.

### **5.4 PENINSULAR 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 Peninsular Road Safety Partnership (formerly known as the Devon and Cornwall Safety Camera Partnership) to use camera enforcement and education to reduce speeds and red light violation.

Once again there will be decreased funding for the operation of Safety Cameras in 2012, however the operation and enforcement of the fixed safety camera sites within Torbay will continue.

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.

Brixham continues to operate a Community Speed Watch initiative which works in partnership with, and uses the combined efforts of, the local residents and is supported by both the Police and the Peninsular Road Safety Partnership.

Community Speed Watch is a scheme to help people reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally. The use of the radar devices to record vehicle speeds will not lead to prosecution; drivers will get a letter from the police instead, but will help to underline the community's commitment to reducing speed.

## Appendix 1

### Torbay Council Road Safety Team Calendar for 2012.

Month	Period	Campaign	Action
January	09 – 31st	Increased Recruitment of JRSO`s by 50%	Assistant Road Safety Officers. To target all primary schools.
February.	13 - 20th	Learn 2 live/for my girlfriend Young Drivers.	Road Safety Officers/Police/DSFR/Press office.
March	05 – 12th	Speed	Road Safety Team/Safety Camera Partnership/Police/DSFR/press office.
March	19 – 23rd	Older Drivers Week	Torbay Road Safety/Police/ADI`s/DSFR/Press office/ Partners.
April	16 – 20 <sup>th</sup>	Motorcycles	Road Safety Officers/Police/DSFR/Press office/Max Rider
May	14 to 18th	Child Car seat checks	Road Safety Team/Police/press office.
June	18 to 22nd	Seatbelts and Mobile phones	Road Safety Team/police/DSFR/Press office.
July	16 – 20 <sup>th</sup>	Driver Fatigue	Road Safety Team/Police/press office/DSFR/Highways agency
July	25 <sup>th</sup>	Paignton Carnival	Road Safety Team/DSFR
August	01- 3rd	Vehicle maintenance for long journeys	Vehicle maintenance for long journeys Road Safety Team/press office.
August	13 to 17 <sup>th</sup>	Summer Drink Drive	Road safety/Police/DSFR/Press office
September	17 <sup>th</sup> – 21st	Junior Lifeskills	Road Safety Team/Schools/DSFR
September	10 <sup>th</sup> -14th	Tyre Safety	Road Safety Team/police/Press Office
October	22 <sup>nd</sup> - 26th	Be safe be seen campaign.	Road Safety Team/press office.
November	19 <sup>th</sup> – 23 <sup>rd</sup>	National Road Safety Week	Road Safety Team/Police/DSFR/Press Office.
December	10 <sup>th</sup> - 14th	Drink Drive Campaign	Road Safety Team/Police/DSFR /press office.

Note:

ADI           Advanced driving instructor  
 BMAD       Bikers Make A Difference  
 DSFR       Devon & Somerset Fire and Rescue  
 JRSO       Junior Road Safety Officer