

# ROAD SAFETY PLAN 2005-2010



Environment Services



Road Safety



## Foreword

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Torbay Council will continue to improve the safety of all road users and as a priority those who are the most vulnerable i.e. pedestrians, cyclists, and powered two wheelers. This is reflected by one of Torbay Council's key priorities being Making Torbay a Safer Place.

This will be achieved by the implementation of safety schemes, through education, training and publicity and working closely with our partners; the Police, Health Authority and other road user groups, including the voluntary and private sectors incorporating targeted action as defined in the Torbay Community Plan.

The journey to and from school will feature heavily in a variety of awareness campaigns, as will training and engineering measures to further reduce child injury crashes/collisions.

Road Safety affects the whole community and our quality of life, and it is through the involvement and actions of us all that we can achieve the targets set out in this Road Safety Plan.



**Mike Yeo**  
**Strategic Director for Environment Services**

## Executive Summary

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Torbay Council became a Unitary Authority in April 1998 and assumed responsibility as a Highway Authority. In Great Britain, Local Highway Authorities are responsible for road safety on all roads except the motorway and trunk road network.

The Road Traffic Act was revised in 1988 and gave local authorities the duty to carry out a programme of measures designed to promote road safety, including the dissemination of information and advice relating to the road user and providing practical training to road users.

A Road Safety Plan is a document, which sets out the Council's response to national government policies and the needs of the local community. The Road Safety Plan identifies the means by which the Council intends to carry out these responsibilities.

In March 2000 the Government announced new targets for reducing casualties nationally. The targets are compared with the average of the base years 1994 – 1998 by 2010. The targets set by the Government are 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; and
- 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Further to this Torbay Council has also entered into a Local Public Service Agreement (LPSA) aimed at reducing the number of casualties in the middle-aged and elderly age group. The LPSA target for road safety is:-

### 2004 – 2006 KSI average 36 per year

<b>TORBAY'S TARGETS</b>		
	<b>1994/98 Average</b>	<b>Amount by 2010</b>
<b>KSI's</b>	46	28
<b>Slights</b>	445	401
<b>Child KSI's</b>	6	3
<b>LPSA Target</b>	1995-98 Base KSI = 36	

Torbay Council has had consistent success in meeting its road safety targets. This has been the result of a wide range of measures, including engineering measures, road safety education and working with enforcement agencies to deal with identified issues.

The Council starts from a very low baseline when trying to reduce its casualties. Benchmarking indicates that Torbay has the safest roads within the South West. However, casualty data as detailed in Section 2 shows that Torbay is generally on course to achieve its targets in 2010.

The implementation of the Road Safety Plan will be based around four areas. Education, Engineering, Enforcement and Encouragement.

### **Education**

Road Safety Education is important from an early age and Torbay Road Safety Team has available a number of road safety education programmes and resources designed for the educational needs of all road users from pre-school children to the elderly population.

### **Engineering**

Road Safety Engineering aims to create a road environment that is safer for all road users. Torbay Council uses analysis of collision data over a period of years and engineering measures are then selected, designed and implemented.

### **Enforcement**

Road Safety and Enforcement by Devon and Cornwall Constabulary is carried out mainly through targeted enforcement after highlighting the problems specific to Torbay's needs. Such areas have included seat belt enforcement, tyre safety enforcement and speed enforcement.

### **Encouragement**

The encouragement of all road users to participate in road safety initiatives and the dissemination of campaign literature to raise awareness of Road Safety issues in order to promote and develop a safer community for Torbay.

Funding will be through the Council's revenue budget for Education and Encouragement and through the Council's LTP Capital allocation for Engineering measures including the Safer Journeys and Safer Routes To School programme.

The Road Safety Plan is also committed to encouraging walking to school and working with the Travel Plan Officer to support sustainable travel. The Plan also commits itself to supporting the School Crossing Patrol Service and to maintain the coverage it already achieves (97%).

Within section 7 of the Road Safety Plan the aims and objectives of the Council for various road user groups are detailed.

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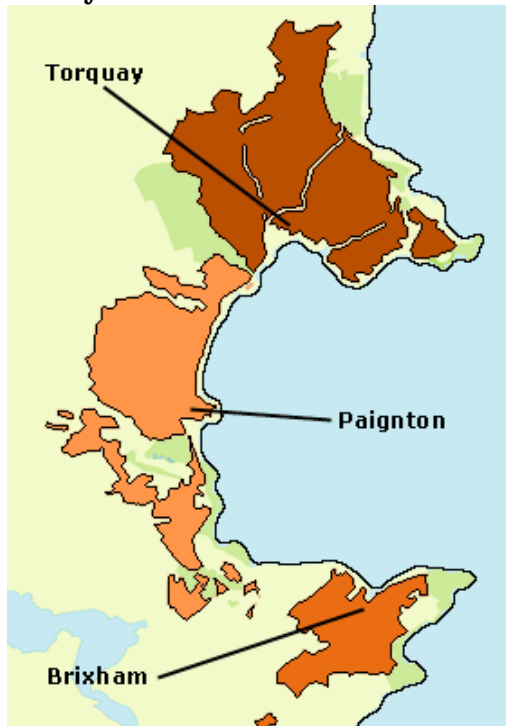
# 1 Introduction

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## 1.1 Background

- 1.1.1 Torbay Council became a Unitary Authority in April 1998 and assumed responsibility as a Highway Authority. In Great Britain, Local Highway Authorities are responsible for road safety on all roads except the motorway and trunk road network. In two tier authorities the Highway Authority is the County Council although some of the programmes of work are delegated to District (or Borough/City) Councils as their agents or through partnership arrangements. In the case of Unitary Authorities the local council provides the road safety service.
- 1.1.2 Road Safety in Great Britain is a statutory responsibility for local Highway Authorities with section 39 of the 1988 Road Traffic Act placing a requirement to prepare and carry out a programme of measures designed to promote road safety.
- 1.1.3 The role of Road Safety forms an integral part of the Highways & Engineering Division that operates within the Environment Services Directorate.
- 1.1.4 Torbay Road Safety Team aims to maintain and improve Road Safety throughout Torbay through the structured delivery of focussed programmes of Education, Training, and Publicity.

### Torbay Council Area

**Aim**

Reduce the number of road traffic incidents, and the severity of casualties throughout Torbay

## 1.2 What is a Road Safety Plan?

1.2.1 A Road Safety Plan is a document, which sets out the Council's response to national government policies and the needs of the local community.



*Preston Primary School – DfT Launch of  
Be Safe be Seen*

1.2.2 The Road Traffic Act was revised in 1988 and gave local authorities the duty to carry out a programme of measures designed to promote road safety, including the dissemination of information and advice relating to the road user and providing practical training to road users.

1.2.3 The Road Safety Plan identifies the means by which the Council intends to carry out these responsibilities.

1.2.4 Road safety is a concern of the whole community. As such we are all responsible for the reduction of road traffic incidents.

## 1.3 Torbay Council's Roles and Responsibilities?

1.3.1 Torbay Council through its elected representatives, its partnerships with other organisations and agencies plays a vital role in co-ordinating the activities of a wide range of groups within a shared set of aims and objectives.

1.3.2 In its active role as a Highway Authority, Torbay Council is responsible for

- Carrying out studies into collisions arising out of the use of vehicles on roads or parts of roads, other than trunk roads within their area;
- Taking such measures, in the light of the results of those studies, as deemed appropriate to present such, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the Highway Authority and other measures taken in the exercise of their powers for controlling protecting or assisting the movement of traffic on roads;
- Constructing new roads, taking such measures as appear to the Authority to be appropriate to reduce the possibilities of such crashes/collisions when the roads come into use;
- The preparation and delivery of a programme of measures designed to promote road safety and seek contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

## 2 Torbay Targets

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### 2.1 Background

2.1.1 In 1987 the Government set a target to reduce casualties by one third by 2000 compared with the 1981-5 average. This was achieved nationally for road deaths, which fell by 39% and for serious injuries, which fell by 45%. The reductions in casualties with slight injuries did not meet the target.

2.1.2 In March 2000 the Government announced new targets for reducing casualties nationally. The targets are compared with the average of the base years 1994 – 1998 by 2010. The targets set by the Government are 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; and
- 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

2.1.3 Further to this Torbay Council has agreed a Local Public Service Agreement (LPSA) target to reduce the number of crashes/collisions involving the middle aged or elderly. Torbay Council has agreed to reduce the number of KSI's by one for the period of 2005-2008.

- The number of children and young people (up to the age of 25) involved in crashes/collisions as pedestrians or cyclists to be reduced by 50% by 2010.
- To reduce the number of people slightly injured in road crashes/collisions by 10%.

2.1.4 In light of the targets set by the Government, and locally by Torbay Council, by 2010 the following casualty targets have been set.

<b>Torbay's Targets</b>		
	<b>1994/98 Average</b>	<b>Amount by 2010</b>
<b>KSI's</b>	46	28
<b>Slights</b>	445	401
<b>Child KSI's</b>	6	3
<b>LPSA Target</b>	1994-98 Base KSI = 36	

### Torbay Council's Targets for the year 2010

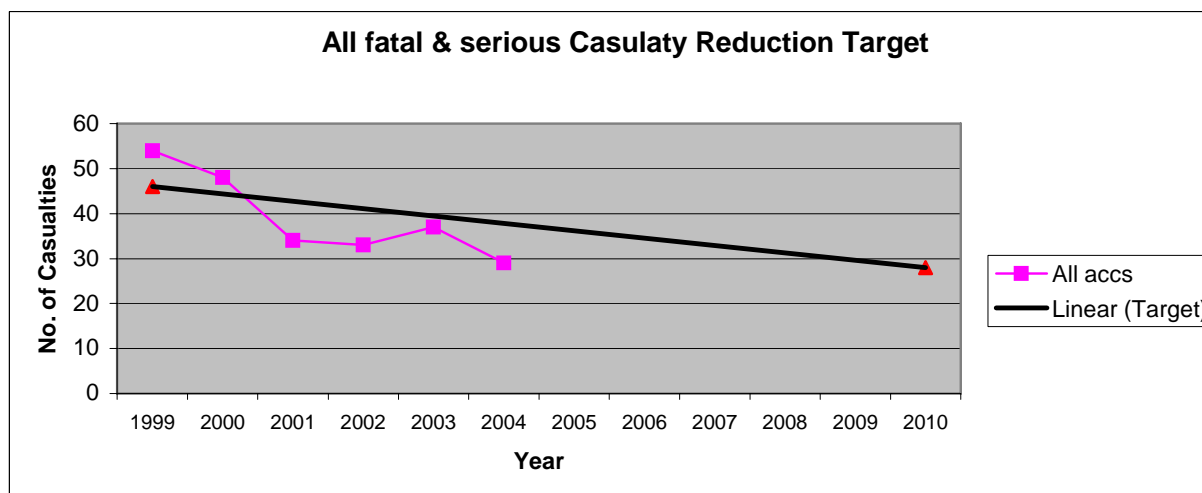
	Fatal/Serious Casualties	Slight Casualties
<b>Pedestrians</b>	10.56	92.86
<b>Pedal Cyclist</b>	1.32	42.47
<b>Motor Cyclists</b>	6.72	44.85
<b>Car Occupants</b>	8.16	289.28

- Reduce the number of elderly residents involved in highway crashes/collisions each year.
- To reduce the number of crashes/collisions at “cluster sites” through an ongoing programme of engineering and other measures targeted at such sites.

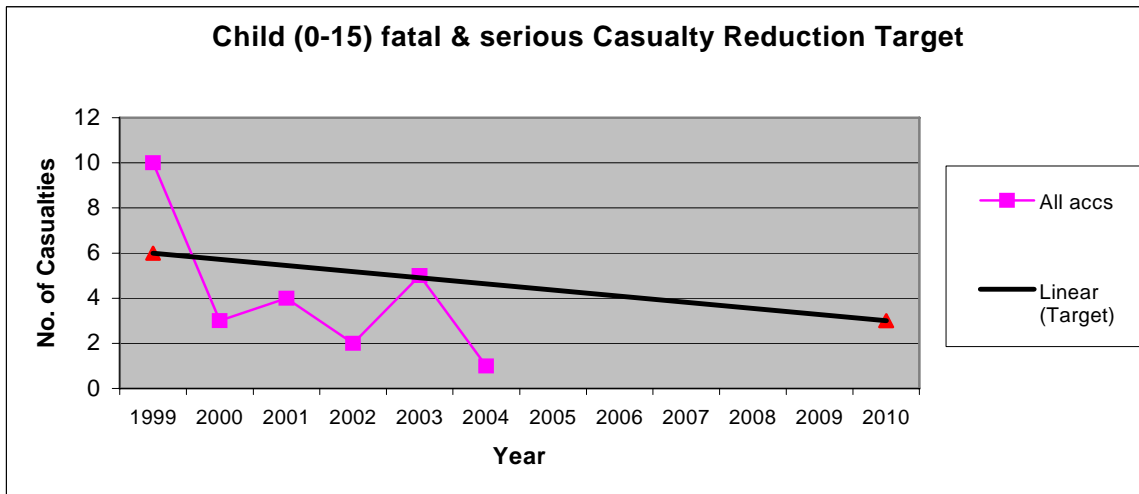
## 2.2 Road Safety Report

2.2.1 Torbay Council has had consistent success in meeting its road safety targets. This has been the result of a wide range of measures, including engineering measures, road safety education, and working with enforcement agencies to deal with identified issues. Below is a brief discussion of the progress made against each target.

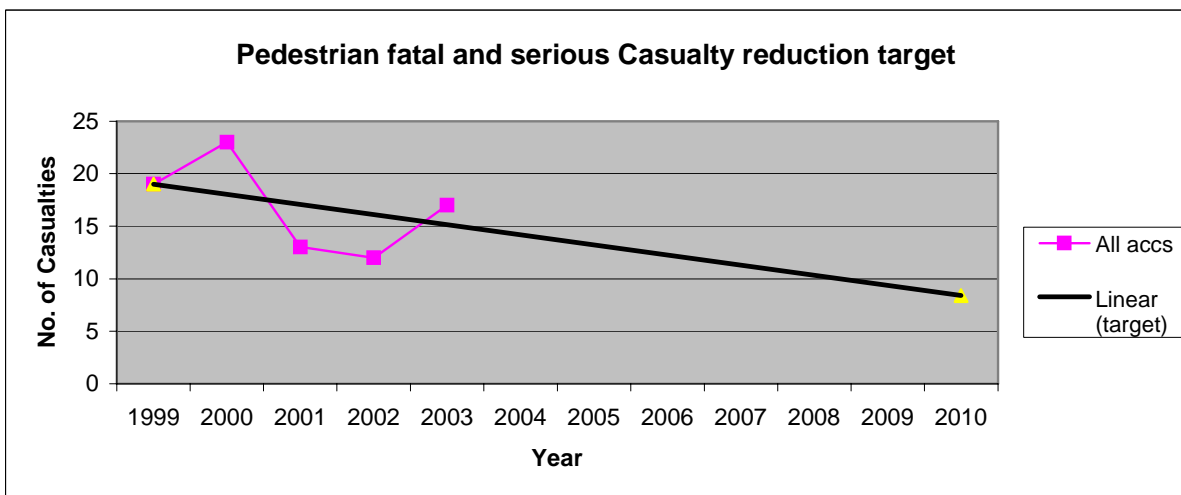
2.2.2 The performance indicator for all fatal and serious casualties shown below is following a steady decline, in line with Torbay's target. Due to the relatively small numbers involved it would be easy just to show regressing to the mean and count this as a success. However, the trend is continually downwards and in line with the target.



2.2.3 Torbay starts with a very small average number of child (0-15 year old) fatal and serious casualties. However, safety schemes have been implemented outside the majority of Torbay's schools and this, in conjunction with standardising school crossing patrol sites, has resulted in a decline in casualties.

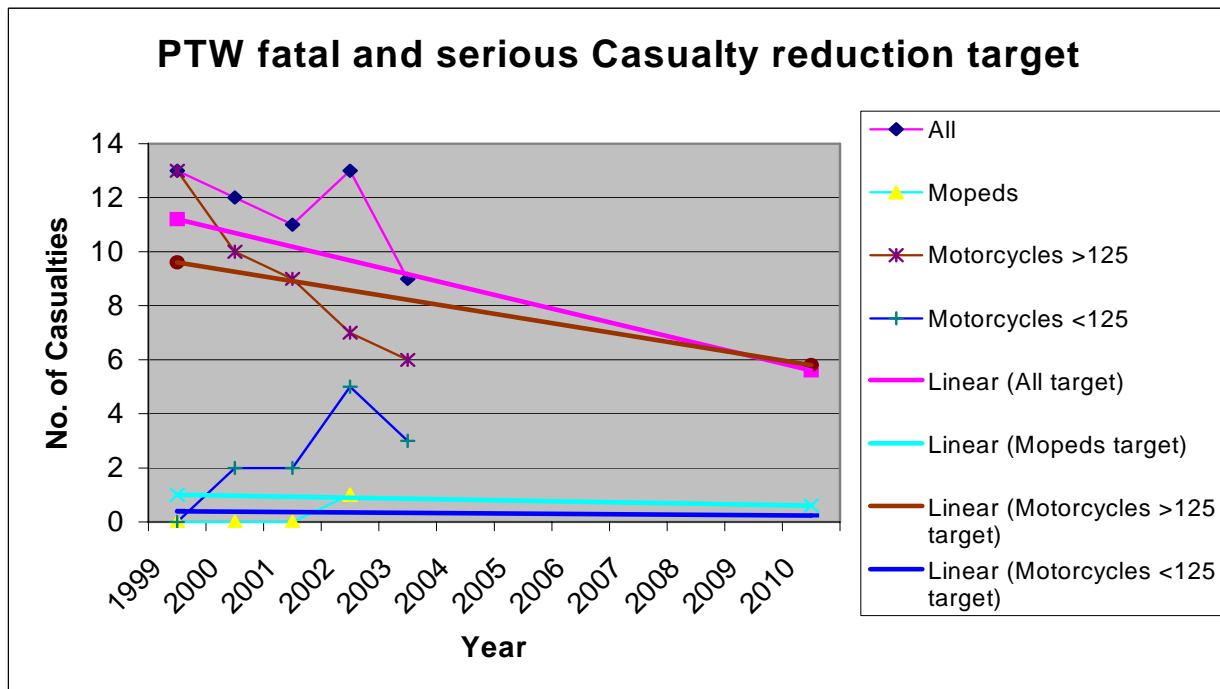


2.2.4 Torbay Council has implemented two major pedestrianisation schemes in the main shopping areas of Torquay and Paignton, which have certainly had an effect on pedestrian fatal and serious casualty levels. However, Torbay had already implemented

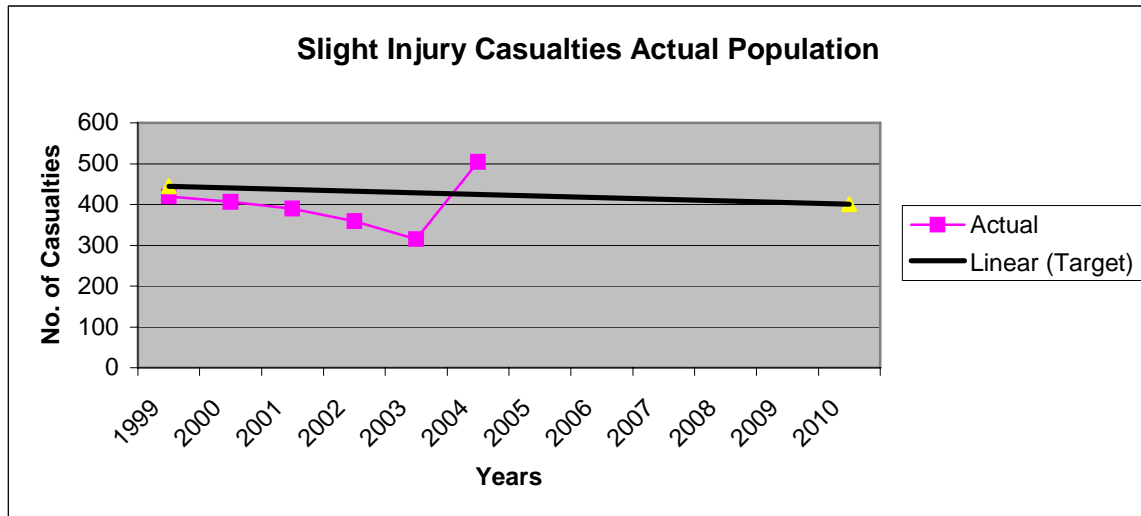


pedestrianisation in areas where vehicle/pedestrian conflict was greatest, again the initial problem was relatively small.

2.2.5 Torbay Council is achieving its targets relating to powered two wheeler fatal and serious casualties. Torbay has little in the way of rural A class roads which seems to be the type of road that is causing a sharp increase in casualties. With this in mind, the powered two wheelers have been further broken down into groups according to engine size. This shows that the main group for concern is the 50–125cc group, which is made up mainly from learner drivers. This could possibly be attributed to training and as such this will be an area for improvement in education.



- 2.2.6 Torbay Council has also been actively promoting motorcycle safety at Paignton Bike Night, which attracts very high numbers of motorcyclists usually in excess of 1,000 riders from all over the South West each week from May to October.
- 2.2.7 Torbay Road Safety Team have this year, as a result of Bike Night, seen the largest uptake of the Devon and Cornwall Constabulary Bike Safe programme. The Road Safety Team also provide educational input to all Secondary Schools in partnership with local motorcycle dealers and the Police on the purchase of motorcycles/scooters, and Training required.
- 2.2.8 With regard to slight injury casualties, this figure is falling in line with fatal and serious casualties and can be attributed to the work carried out to achieve the above targets. However, the results for 2004 does reflect the overall reduction in KSI's.

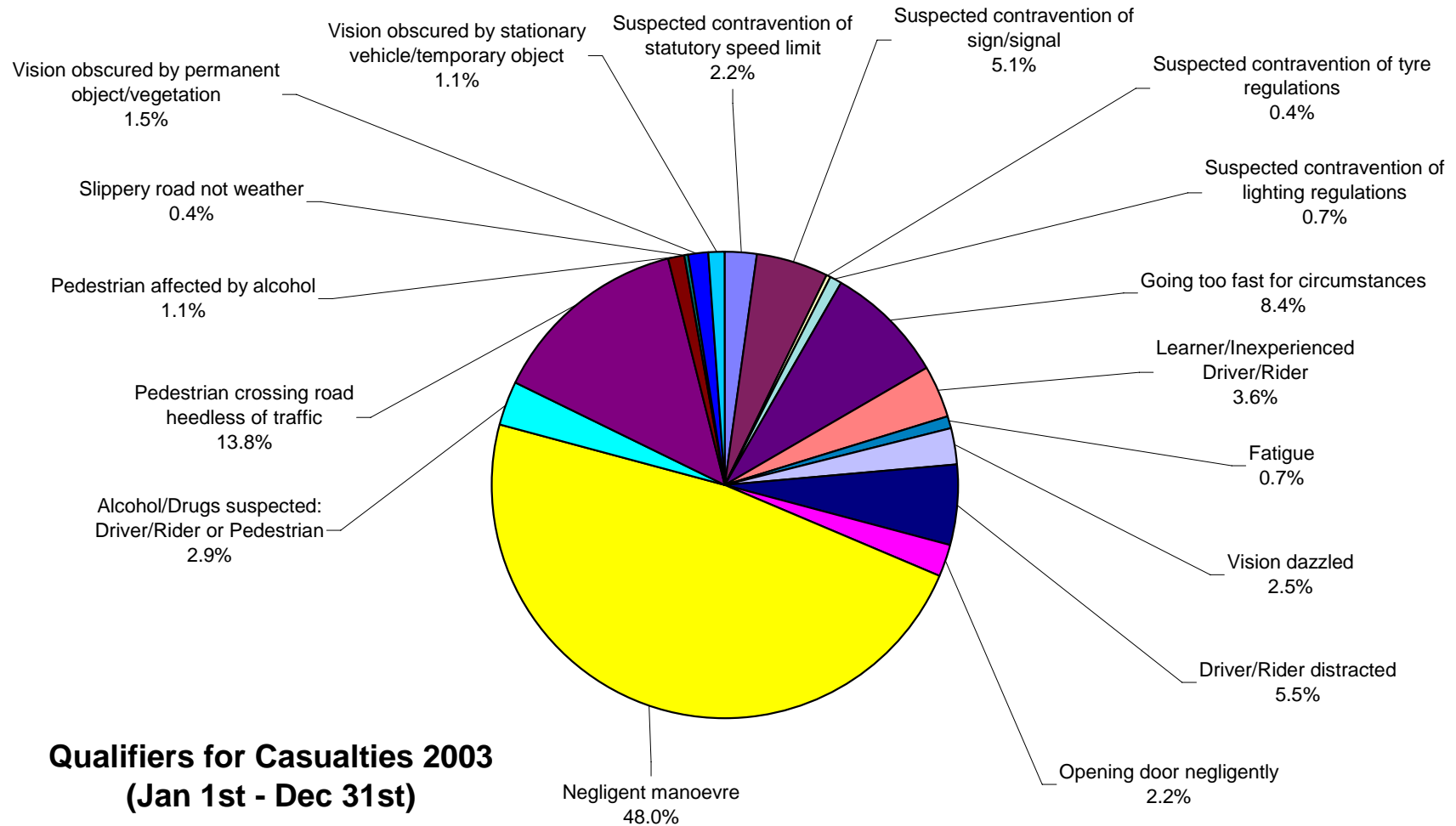


2.2.9 The pie chart at chart 1 identifies the qualifiers for all casualties. Clearly the largest group is as a result of driver/rider error and therefore a continued need for road safety education

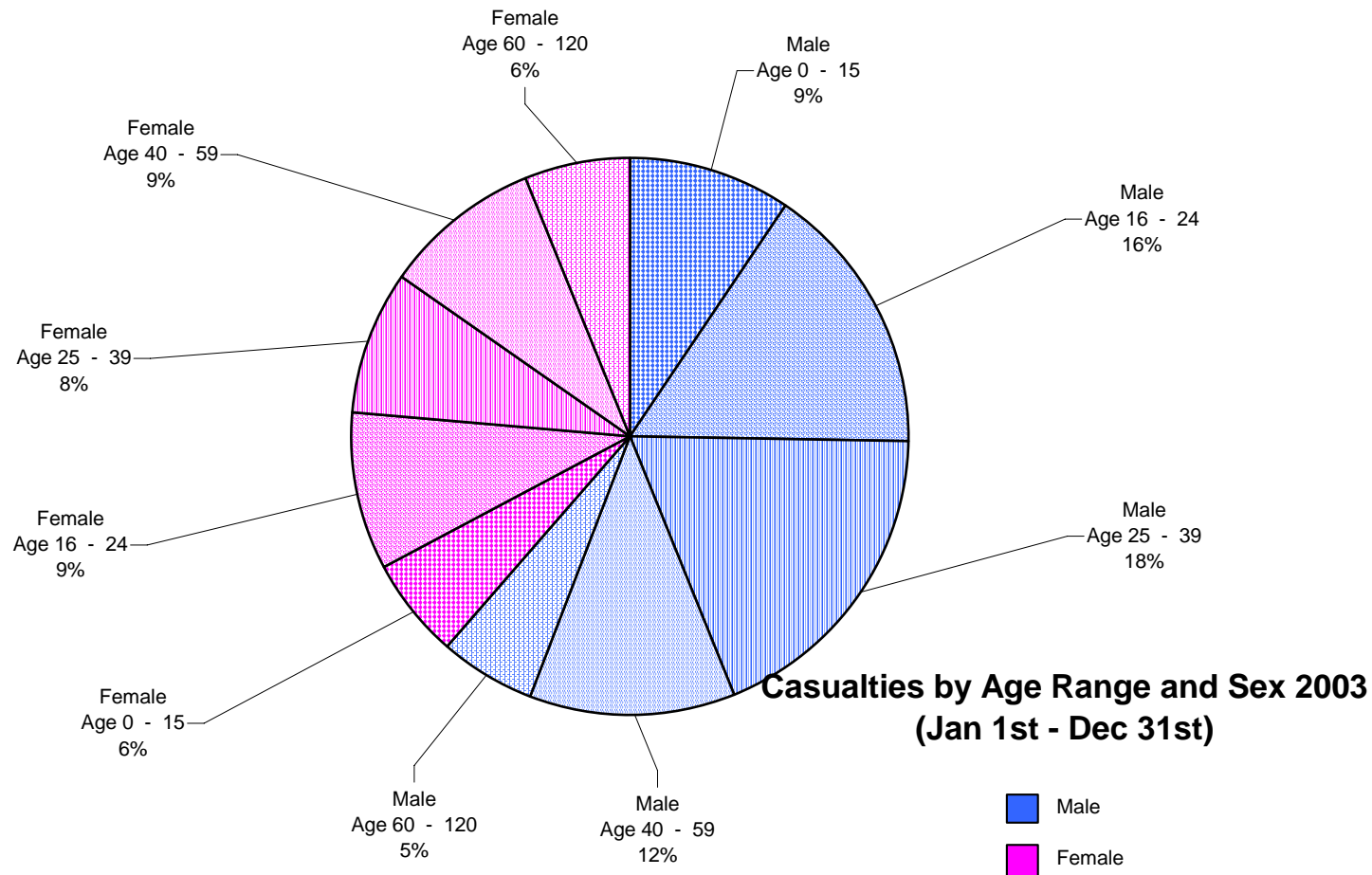
2.2.10 The pie chart at chart 2 is useful as it shows crashes/collisions by age and gender. It clearly indicates high risk groups, e.g. Males 25-39 are double the corresponding female age group.

2.2.11 Benchmarking is carried out with Torbay's nearest neighbours and the results in table 1 over the page indicate Torbay to generally have the lowest collision casualties within the South West.

**Chart 1**



**Chart 2**



BENCHMARKING AGAINST OUR NEAREST NEIGHBOURS

**Table 1**

ROAD SAFETY - PERFORMANCE INDICATORS								
2003/04	Indicators	County Authorities			Unitary Authorities			
SWPI Ref. (Key P.I.s in bold)	Description	Cornwall	Devon	Dorset	Bournemouth	Plymouth	South Glos.	Torbay
	Road Casualty Data** Based on 2002 Figures							
PI 99	pedestrian KSI	9.0	8.0	12.0	17.0	15.0	6.0	9.2
PI 99	pedal cyclists KSI	3.0	3.7	6.0	8.0	4.0	3.0	0.8
PI 99	motor cycle KSI	15.0	14.2	22.0	12.0	10.0	11.0	1.5
PI 99	car users KSI	38.0	30.0	45.0	25.0	14.0	26.0	10.0
PI 99	other KSI	1.0	3.4	4.0	4.0	1.0	5.0	0.0
SW RS1	child KSI casualties per 100,000	30.0	4.7	37.0	7.0	5.8	26.0	2.3
SW RS2	child slight casualties per 100,000	314.0	45.7	282.0	53.0	75.2	183.0	48.0
SW RS3	young driver 17 - 24 KSI casualties per 100,000	135.0	7.9	121.0	15.0	9.6	63.0	2.3

<b>ROAD SAFETY - PERFORMANCE INDICATORS</b>								
2003/04	Indicators	County Authorities			Unitary Authorities			
SWPI Ref. (Key P.I.s in bold)	Description	Cornwall	Devon	Dorset	Bournemouth	Plymouth	South Glos.	Torbay
SW RS4	young driver 17 - 24 slight casualties per 100,000	858.0	68.0	621.0	88.0	104.7	795.0	31.5
SW RS5	older road users 65 and over KSI casualties per 100,000	25.0	7.7	60.0	11.0	5.0	33.0	3.0
SW RS6	older road users 65 and over slight casualties per 100,000	176.0	33.4	228.0	No Data	24.9	196.0	32.0
	<b>Road Safety Education</b>							
SW RS7	% of population in aged 7 - 14 undertaking cycle training	1.70%	No Data	7.96%	8.30%	0.30%	3.80%	10.60%
SW RS8	% educational establishments actively engaged in travel initiatives	50.00%	No Data	65.00%	63.20%	31.00%	26.00%	39.00%
SW RS9	% educational establishments actively engaged with school travel plans	8.00%	48.00%	26.40%	26.80%	14.00%	13.00%	36.00%
SW RS10	Value of media publicity obtained against ETP staff and operational budget	13	No Data	42	No Data	51	0	72
SW RS11	% of population in aged 16 - 24 receiving educational	7.00%	4.00%	3.00%	2.30%	0.05%	5.00%	1.30%

<b>ROAD SAFETY - PERFORMANCE INDICATORS</b>								
2003/04	Indicators	County Authorities			Unitary Authorities			
SWPI Ref. (Key P.I.s in bold)	Description	Cornwall	Devon	Dorset	Bournemouth	Plymouth	South Glos.	Torbay
	support (driver/rider)							
SW RS12	% of local speed related engineering schemes supported by ETP input	10.00%	45.00%	28.60%	52.30%	20.00%	0.00%	97.00%
SW RS13	% school crossing patrol duties covered	99.95%	98.00%	99.30%	97.30%	95.98%	No Data	96.00%
SW RS14	% school crossing patrol sites covered	92.00%	No Data	98.60%	97.70%	73.21%	64.00%	84.00%
SW RS15	Expenditure on Road Safety Education per 100,000 (£'000)	£302.00	£125.00	£140.00	£112.00	£41.00	£94.00	£32.00
SW RS16	Total Road Safety Spend per 100,000 (£'000)	No Data	No Data	No Data	No Data	£918.00	No Data	No Data

## 3 Torbay Local Transport Plan

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The Transport Act 2000 makes it a statutory requirement for a Highway Authority to produce a 5-year Local Transport Plan (LTP), as the basis of a bid for government capital funding.

The Torbay Local Transport Plan sets out the Council's strategy and targets for reducing road traffic, increasing the use and supply of public transport, increasing the levels of cycling and walking and reducing reliance on cars – especially for commuting and school trips.

The LTP contains and includes a range of targets for road safety. This Road Safety Plan sets out these targets and the means proposed to achieve them.

### 3.1 Purpose of Plan

3.1.1 To set down the transport policies, strategies and delivery programmes necessary for the establishment of a fully integrated transportation network for Torbay that will encourage the efficient and effective selection of modal choice for all those wishing to travel, for whatever purpose.

### 3.2 Aims

3.2.1 The four shared priorities for transport can be summarised :-

- Improved access to key services, including education, health, employment, social and cultural facilities and healthy food;
- Reduced congestion on all modes of transport;
- Improved road safety;
- Improved local air quality.

### 3.3 Road Casualty Reduction

3.3.1 The reduction in road casualties is a central and over-riding consideration in all transport and land use planning considerations.

3.3.2 The improvement in the safety of the highway and the reduction in casualties have always been a prime concern of the Council.

- 3.3.3 This strategy indicates the main actions, which are intended to meet the new Government targets for casualty reduction. However, it should be noted that many of the other strategies and proposed schemes in this Plan will complement these objectives.
- 3.3.4 Analysis of key issues noted the high proportion of collisions involving young people and the immediate programme is designed to develop an increased programme of road safety education and training with this in mind. However, a particular local consideration is the risk to the elderly residents who form a high proportion of the local population.

### **3.4 Objectives as defined in the Local Transport Plan**

- Ensure that Torbay Council continues to meet all of its casualty reductions targets.

### **3.5 Operational Policies**

- The Council's success in identifying and improving crash/collision cluster sites means that there are now only a small number of sites remaining and these are more linear in nature. There is therefore less need for substantial engineering works in Torbay than in the past. However, it is expected that the traffic management zone programme will be continued, albeit expanded to take into account a wider range of issues.
- The wide range of education initiatives taken during the first LTP period are expected to continue. These target particular issues for different groups and make use of a wide range of partnerships, with for example the PCT and Devon and Cornwall Constabulary. The road safety strategy will continue to make use of these partnerships, whilst increasing the penetration of education programmes within target groups.
- During the first LTP period the main emphasis for encouragement has been to promote national campaigns in areas such as drink-driving, driving long distances, excessive speed and campaigns targeted at motorcyclists. During the second LTP period it is expected that the use of these campaigns will continue, whilst additional more localised campaigns will be initiated. These will be targeted at known problems in Torbay, such as the effect of prescription drugs, and working with the disabled and elderly.
- Whilst the responsibility for enforcement of traffic offences remains with Devon and Cornwall Constabulary, Torbay Council continues to work with DCC to improve enforcement. As part of the recently adopted decriminalised parking enforcement particular attention will be paid to unsafe parking. In addition, as part of its network management duty, Torbay Council is committed to reviewing the opportunities for assuming responsibility for enforcement of a variety of other traffic offences, with the particular aim of improving road safety.

## **4 Road Safety and the Four E's**

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### **4.1 Introduction**

When considering road safety it is nationally recognised that the areas that need to be considered are the 4 E's – Education, Engineering, Enforcement and Encouragement.

#### **4.1.1 Education**

4.1.1.1 Road Safety education is important from an early age and Torbay Road Safety Team has available a number of road safety education programmes and resources designed for the educational needs of all road users from pre-school children to the elderly population.

#### **4.1.2 Engineering**

4.1.2.1 Road Safety Engineering aims to create a road environment that is safer for all road users. Torbay Council uses analysis of collision data over a period of years and engineering measures are then selected, designed and implemented.

#### **4.1.3 Enforcement**

4.1.3.1 Road safety and enforcement by Devon and Cornwall Constabulary is carried out mainly through targeted enforcement after highlighting the problems specific to Torbay's needs. Such areas have included seat belt enforcement, tyre safety enforcement and speed enforcement.

#### **4.1.4 Encouragement**

4.1.4.1 The encouragement of all road users to participate in road safety initiatives and the dissemination of campaign literature to raise awareness of Road Safety issues in order to promote and develop a safer community for Torbay.

### **4.2 Education**

#### **4.2.1 Education Training and Publicity**

##### **4.2.1.1 Background**

Human error is a factor in 95% of all road traffic collisions. It is through education, training and publicity that these statistics may be reduced.

##### **4.2.1.2 Education Training and Publicity in Torbay**

Education training and publicity in Torbay will continue to follow the Government's campaigns to reduce road traffic collisions, working closely with Devon and Cornwall Constabulary, and other outside agencies. Listed below are some of the initiatives Torbay Council is already currently providing and will continue to provide.

#### 4.2.1.3 Education and Training

The Government's Road Safety Strategy and Good Practice Guide gives advice for local authorities on how to prevent crashes/collisions. Much of this work involves ETP, and the broad initiatives are outlined below by road user category.

#### 4.2.1.4 Children

- Providing advice to parents of infants on in-car safety, and advice to parents and teachers of young children in relation to safe road behaviour;
- Providing child pedestrian training schemes for primary age children, cycle training for 10+ year olds;
- Providing road safety information for children as they change schools and start to undertake longer journeys on their own;
- Providing road safety advice to independent teenagers.

#### 4.2.1.5 Drivers

- Introducing measures to instill safe driving attitudes in young adults, and a focus on the immediate post test period for novice drivers;
- Provide information and advice to drivers regarding tyre safety;
- Provide information regarding driver impairment as a result of drinking.

#### 4.2.1.6 Motorcyclists

- Improving access to training for learner riders, and ensuring quality of instruction;
- Providing advice to those returning to motorcycling after a break of several years;
- Providing driver awareness on the vulnerability of motorcyclists.

#### 4.2.1.7 Pedestrians

- Using the local transport plan as the key to improving conditions for pedestrians.

#### 4.2.1.8 Cyclists

- Introducing schemes to promote the use of cycle helmets;
- Using the local transport plan as the key to improving conditions for cyclists.

### 4.2.2 Publicity

Publicity at a local and national level has, over time, changed attitudes and resulted in behaviour changes that has saved lives, especially in relation to drinking and driving and seat belt use. Public awareness campaigns can help influence the attitudes and behaviours that cause crashes/collisions. They also create public acceptance for safety engineering and Police enforcement and they give focus and context for initiatives aimed at making the roads safer for all road users.

### 4.2.3 Resources

Torbay Road Safety Team offers a wide range of Road Safety Teaching resources available on loan free of charge to all schools. This enables Schools and teaching establishments to encourage road safety education across all key stages in an interactive manner. Some examples include Puzzles, Road Mats, Puffin Crossings, C.D.'s and D.V.D's.

### 4.2.4 Publicity Campaigns

Publicity campaigns generally use the media, leaflets and advertising. These are often the only ways to reach a wide audience and adults in particular. The campaigns may, for example, inform of new developments, changes to the network, traffic or the law. They provide advice on the latest best practice, or the most recent research. They often aim to change road user behaviour and attitudes to road safety. Many publicity campaigns are organised nationally by DfT. They target national problems or reflect national policy. These campaigns often rely heavily on support from local health authorities and schools for maximum effectiveness.

- Tyre Safety
- Be Safe Be Seen
- Child Car Seat Safety
- Seat Belts
- Zig Zags
- Drink Drive
- Motorcycle Safety



*Tyre Safety Campaign*

### 4.2.5 Education Programmes

Education programmes are largely school-based. The programmes usually involve informing and advising teachers. They may have specific objectives or be part of a long-term development of learning and ideas. Programmes aimed at children will match their physical and mental development. Often, road safety education can be planned to complement other topics in the National Curriculum. Some programmes and advice can be directed through parents.

- Cycle Training
- Junior Lifeskills
- Lifeskills for persons with special needs
- Senior Lifeskills
- Child Car Seat Safety
- Child Pedestrian Training



*Junior Lifeskills at Torquay Fire Station*

#### **4.2.6 Education and Publicity Campaigns**

##### **4.2.6.1 Present Position**

Torbay Council is currently following the DfT Campaign Calendar and will continue to do so. This will enable Torbay to achieve maximum publicity on the strength of National Campaigns. However, the National Campaigns will be adapted to the suitability of the Torbay Council area and the needs of the Torbay community.

##### **4.2.6.2 Partners**

Torbay Road Safety Team has been very successful working in partnership with many outside agencies. Our partners include Gemini Radio, Torquay United, and the Rainbow Fun House. Working closely with our partners such as Gemini Radio allows the Road Safety Team to successfully inform Torbay's residents and visitors of important road safety messages.



*Department for Transport Drink Drive Campaign at Torquay United*

## 4.2.6.3 DfT Campaign Calendar

- Motorcycle Safety
- Think Slow Down
- Speed
- Seat Belts
- Drink Drive
- Don't Drive Tired
- Return to School features
- Motorcycle Safety
- Child Pedestrian Safety
- National Road Safety Week
- Think Slow Down
- Teenage Road Safety
- Drink Drive
- Be Safe Be Seen
- Speed
- Rear Seat Belts
- Drink Drive
- Child Pedestrian Safety
- Teenage Road Safety



*Be Safe Be Seen Campaign – Rainbow Fun House, Torquay*



## 4.2.7 Training

Torbay Road Safety Team are currently offering a variety of Road Safety Training initiatives aimed at our most vulnerable road user groups this includes Cycle Training, Child Pedestrian Training and Child Car Seat Training.

## 4.2.7.1 Child Car Seat Safety

Torbay Road Safety Team are currently providing three Child Car Seat and In Car safety campaigns each year, highlighting the dangers of incorrectly fitted child restraints to parents, carers and health authority professionals.

4.2.7.2 Torbay Road Safety also works in partnership with Devon County Council on car seat training initiatives, training specific local child restraint retailers and garages in the correct fitting of child restraints.

#### 4.2.7.3 Cycle Training

Cycle Training in Torbay is currently offered to children aged 10 through Primary Schools. Cycle training relies heavily on trained adult volunteers to deliver cycle training in Primary Schools across the Bay.



#### 4.2.7.4 Child Pedestrian Training

Child Pedestrian Training is a hazard awareness programme designed for children aged between 7 and 9 years of age. Child Pedestrian Training is available to all Primary Schools in Torbay. Research has shown that good quality, practical training at the roadside can give children the skills to cope better with the road environment.

4.2.7.5 The training involves six to eight 20 minute sessions of on-road training. During this time the children will be made aware of the road environment, the hazards that are present and the facilities available to assist pedestrians. The training will help them to develop the road crossing strategies they will need when they are old enough to travel independently. This training programme relies heavily on trained volunteers or Teaching Assistants from Primary Schools or the local community volunteers. They are briefed on techniques for training the children and are assisted by the Road Safety Officer.



**4.2.7.6 Walking Bus**

Torbay Road Safety is committed to encourage safer walking patterns for children and has been actively working with schools in Torbay to develop walking buses. Torbay has received a number of enquiries from interested schools as a result of schools developing School Travel Plans.



*Warberry Primary School – Walking Bus Competition*

**4.3 Engineering****4.3.1 Road Safety and Engineering**

4.3.1.1 There are four main approaches to collision investigation in order to prioritise sites that require modifications to the highway network:

- Single site;
- Mass action;
- Route action;
- Area wide action.

4.3.1.2 At the time when casualty targets were first introduced, use of modern software enabled local authorities to easily identify 'cluster' sites where single site action was the most appropriate method of reducing casualty levels.

4.3.1.3 Torbay Council continued this type of investigation predominantly, as 'cluster' reviews were continuing to reveal sites that would benefit from this type of investigation. The current reduction in casualty rates, which is in line with DfT targets, has certainly justified the identification of sites utilising this process.

4.3.1.4 Typical schemes have included measures to control highway user behaviour by modifying the physical aspects of the highway network. Examples of the types of scheme are shown below:

- Kerb-buildouts and narrowing of the carriageway at critical locations;
- Improved signing and carriageway markings;
- Vertical and horizontal deflections of the carriageway (chicanes and humps);
- The use of safety cameras (see page 37);
- High performance road surface materials;
- The imposition of traffic regulation orders;

- Improved pedestrian facilities;
- Improved street lighting.

4.3.1.5 There has been some deviation from this, such as Torbay's approach to school crossing patrol sites (see page 54, table 2) where a standard design in anti-skid materials and associated carriageway markings has been adopted as a mass action.

4.3.1.6 However, recent cluster analysis has revealed (as expected) a marked reduction in single sites with an easily identifiable solution. The remaining sites of 100m radius with four or more injury crashes/collisions can generally be considered as random events with no commonality. With this in mind there is little merit in terms of casualty reduction to attempt to treat these locations with a general scheme.

4.3.1.7 In order to continue the current trend towards the Government target, Torbay Council has approved a general move towards route actions. Initial analysis of 1km sections of major routes has certainly revealed sections of highway where the crash/collision rate falls outside the figure expected on this type of route.

4.3.1.8 However, it is noted that route actions are unlikely to reveal many sites within residential areas due to the relatively short lengths of highway involved. Issues within estate roads are expected to be dealt with utilising an area wide action via the 'Traffic Management Zone' process.



Fluorescent Backed Chevron Signing



Lattix Crash Absorbent Posts  
and Wire Rope Safety Fencing

4.3.1.9 In addition to carrying out work at crash/collision cluster sites the following initiatives are taking place in Torbay :-

- Safer Journeys to School;
- Traffic Management Zones;
- UTC schemes.

4.3.1.10 The focus of these schemes is providing a proactive approach to improving sites where there is a high perception of a crash/collision occurring. Such schemes have the effect of improving the wellbeing and environment of local people, which in turn promotes modal shift to more sustainable forms of transport.

4.3.1.11 **Safer Journeys to School** - These schemes provide engineering improvements in the vicinity of schools. Currently car journeys amount to over 50% of all journeys to and from school. The aim of this initiative is to encourage walking to school through the following measures:-

- a) Improved facilities for pedestrians and walking buses along an identified route to school:
  - Traffic calming;
  - New footway links;
  - Pram crossings.



Speed Cushions and Coloured Surfacing



Scheme Identity Sign

b) Raising the profile of School Crossing Patrol sites to approaching motorists:

- Improved signing and flashing warning lights;
- DfT authorised road markings;
- Coloured anti skid surfacing;
- Traffic regulation orders (No stopping clearway on zigzag markings).



*DfT Approved Road Marking  
on Coloured Surfacing  
Oldway Primary School*



No Stopping Clearway on Zig Zags  
– Oldway Primary School (left picture)



High Visibility SCP Warning Sign with  
Double Warning Lights – Cockington  
Primary School (right picture)

4.3.1.12 Details of the safer routes to school physical improvements are shown in section 5.7.4. The safer routes to school programme will continue over the next 5 years with proposals included in section 5.8.

4.3.1.13 **Traffic Management Zones** - These schemes provide engineering improvements within a clearly defined local community. The schemes have been based on information provided by local people who have identified areas where there is a potential for a crash/collision occurring or where pedestrians feel intimidated by traffic speeds.

4.3.1.14 Zones already implemented are as follows

- Barton/Hele/Watcombe, Torquay
- Mount Pleasant, Brixham
- Ellacombe, Torquay
- St Marychurch, Torquay

4.3.1.15 Zones currently being implemented are as follows

- Winner Street, Paignton

4.3.1.16 Zones to be implemented in the future are as follows

- Foxhole, Paignton ..... 2005/06
- Warberries/Wellswood, Torquay ..... 2006/07
- Shiphay, Torquay ..... 2007/08
- Chelston, Torquay ..... 2008/09



Kerb Buildouts with Give Way Priority – Moor Lane (Watcombe TMZ)

### 4.3.2 Highway Maintenance

- 4.3.2.1 It is the responsibility of the Council, as the Highway Authority for Torbay, to maintain the fabric of the adopted Highway.
- 4.3.2.2 In order to discharge this duty, the Council undertakes both responsive and planned work to the highway including footway, carriageways, street lights, signs, drainage and many other items of street furniture. These works are to maintain a standard, which will allow the safe or convenient passage of pedestrians, cyclists and motorists.
- 4.3.2.3 All adopted footway and carriageways receive cyclic safety inspections at frequencies determined by their maintenance category. The inspection frequencies, defect definitions and repair deadlines are all specified in the Council's Highway Safety Inspection Code of Practice document.
- 4.3.2.4 Network condition surveys are also undertaken over sections of the network determined by their maintenance category to assess the structural, functional and safety status of the carriageway. These include:
- Skid resistance surveys are carried out using a SCRIM vehicle, allowing the Highways Group to monitor carriageway skid resistance of the priority network routes. Where skid resistant values fall below investigatory level action is undertaken in accordance with the Council's Skid resistance policy where the greatest risks are given the highest priority to resolve the situation;



*SCRIM Vehicle*

- Structural surveys are carried out using a Deflectograph vehicle for structural life and a Tracs Type Survey (TTS) reporting the extent of cracking, allowing the Highways Group to monitor carriageway strength and prioritise its maintenance works;

Key Performance Indicator (KPI)	2003/04 Out-turn	2004/05 Out-turn	2005/06 Target	2006/07 Target	2007/08 Target
Percentage of principal road network with positive skid resistance residual life	92.77%	93%	94%	95%	95%

- Functional surveys are carried out using a Tracs Type Survey (TTS), multifunction road monitor (MRM) and a Coarse Visual Inspection (CVI). These surveys measure the depth of rutting, the ride quality and the surface texture depth, and allow the Highways Group to carry out repairs as required to maintain the Highway as fit for purpose.



*TTS Vehicle*

4.3.2.5 In addition to the assessment methods listed above, hazards are also identified through random inspections by maintenance staff, reports or requests from other council employees or members of the public and through analysis of public liability incidents.

4.3.2.6 Further regard for road safety is also given through the following:

- Maintenance of visibility areas at junctions and Hedge cutting;
- Maintenance of Street Lighting stock;
- Maintenance of traffic calming and safety schemes to ensure their continued effective operation;
- Provision of dropped kerbs to assist pedestrians;

- Cyclic clearance of road gullies and drains;
- Provision of an emergency response to weather related emergency situations including the Winter Maintenance Service of pre-salting and snow clearance and provision and servicing of grit bins;
- Emergency attendance to clear spillage/debris on the Highway.



### **4.3.3 Traffic Management - Traffic Signals**

#### **4.3.3.1 Background**

Before the development of microprocessor technology in the late 1970's, only large cities could afford Area Traffic Control Systems. The computer revolution allowed the development of Compact UTC systems. Torbay had the worlds' first Compact Urban Traffic Control (UTC) system. Torbay currently has 50 traffic signal controlled junctions, plus 18 single and 8 double Pelicans/Puffins. Of these, 38 junctions and 15 Pelicans/Puffins are on UTC, of which 25 junctions and 9 Pelicans/Puffins are under adaptive computer control (called SCOOT - split cycle and offset optimisation technique) and are capable of running SCOOT. The UTC also controls five car parks with a network of Variable Message direction signs. Torbay also has a Remote Monitoring System (RMS) which monitors signals for faults by the use of dial-up phone lines. Any signal faults identified by the UTC/RMS systems, phoned in by the public/Police or noticed by Torbay Council Staff are monitored and passed to the Maintenance Contractor.

#### **4.3.3.2 Torbay's Traffic Signals Policy**

- To maintain the safe and effective operation and maintenance of signalised installations.
- To minimise overall delay on the network by use of the UTC/CCTV systems.
- To replace inefficient and obsolete equipment.
- To ensure all equipment is monitored for faults by the use of the UTC System or the Remote Monitoring System.



## **4.4 Enforcement**

### **4.4.1 Torbay's Safety Cameras and Red Light Violation Cameras**

- 4.4.1.1 Torbay Council in partnership with the Safety Camera Partnership implement, and operate speed and red light violation cameras throughout the area.
- 4.4.1.2 Correct siting of such equipment has been shown to have a significant effect of the incidence of injury crashes/collisions.
- 4.4.1.3 Sites are identified as part of the cluster review process and cameras are implemented at sites with a history of speed related injury crashes/collisions or, where there is a history of non compliance of traffic signals leading to injury crashes/collisions.
- 4.4.1.4 Torbay Council is part of the Devon and Cornwall Safety Camera Partnership. This enables local authorities and the Police to claim back some of the revenue generated by speeding fines to further invest in road safety speed related initiatives.

#### 4.4.2 Devon and Cornwall Safety Camera Partnership



##### 4.4.2.1 About The Partnership

The Partnership is multi-agency and aimed at casualty reduction on the roads of Devon and Cornwall, launched on 18th October 2002. Its key message is that slowing down prevents casualties while speed destroys lives. In 2001-2002, on the roads of Devon and Cornwall, 102 people were killed and 815 were seriously injured.

4.4.2.2 The Partners include Devon and Cornwall Constabulary, Devon and Cornwall Magistrate's Courts, Devon and Cornwall County Councils, Plymouth City Council, Torbay Council, the Highways Agency, Crown Prosecution Service and the National Health Service.

4.4.2.3 Government research has shown clearly that speed has a direct bearing on the number and severity of crashes/collisions, and so one of the most effective ways of reducing road casualty figures is to ensure a higher degree of compliance with speed limits.

4.4.2.4 In 2000 the Government issued its Casualty Reduction Strategy aiming at a 40% reduction in the number of people killed or seriously injured in road crashes/collisions by 2010. The safety camera initiative started with eight pilot partnerships across the UK. On 11 February 2003, Transport Secretary Alistair Darling announced that deaths and serious injuries had fallen by 35% where speed cameras had been used by the partnerships.

4.4.2.5 The benefits to society, in terms of value of casualties saved, are estimated to be in the region of £112m in the first two years.

##### 4.4.2.6 Funding

The partnerships are funded through a new arrangement, approved by the Government, which enables them to recover only those costs directly associated with 'hypothecation' sites. These are sites that have a proven history of a 'higher than acceptable' number of KSIs (killed or seriously injured).

4.4.2.7 This means that the camera partnership is funded only by those motorists who have been caught for speeding at a known collision area. The cameras are only used for safety reasons.

4.4.2.8 This is the first self-financing road safety system in Great Britain. Any money not used for safety camera related issues is sent back to the Central Government Treasury. The Devon & Cornwall Safety Camera Partnership does not operate to make a profit.

4.4.2.9 Torbay Safety cameras and red light violation cameras are shown in the table below.

<b>Torquay</b>				
Location	Road	Type	Speed	Direction of
Torbay Road, Livermead	A3022	Speed Camera	30	Paignton
Barton Hill Road	U/C	Speed Camera	30	Town Centre
Babbacombe Road	A379	Speed Camera	30	Town Centre
South Street/East Street	U	Red Light Camera	30	Seafront
Newton Road/Shiphay Lane	A380	Red Light Camera	30	Newton Abbot
Lawes Bridge/Riviera Way	U/C	Red Light Camera	30	Onto A3022
Torre Station/Avenue Road	A3022	Red Light Camera	30	Seafront
Kings Drive/Torbay Road	A3022	Red Light Camera	30	Torbay Road
<b>Paignton</b>				
Location	Road	Type	Speed	Direction of
Dartmouth Road	A379	Speed Camera	30	Brixham
Collaton St Mary	A385	Speed Camera	30	Paignton
Brixham Road, Whiterock	A3022	Speed Camera	40	Brixham
Dartmouth Road/Sands Road	A379	Red Light Camera	30	Paignton
Totnes Road/Tweenaway	A385	Red Light Camera	30	Paignton

#### 4.4.2.10 Camera location

In selecting a site, the location is evaluated for obstructions, potential for radar reflections, straightness of the road and gradient. The positions of the radar antenna and camera are fixed within the camera cabinet. The alignment of the installation becomes one of setting the cabinet square to the edge of the road and this is checked at subsequent maintenance visits.

#### 4.4.2.11 Commissioning of an installed site involves the checking of the measured speed of a Police vehicle against the vehicle's calibrated speedometer. The tolerance is that the speed displayed at the radar must be within 1 mph of that registered in the vehicle.



- Speed and red light cameras must be Home Office type approved;
- Camera housings should be visible to road users and not hidden behind bridges, signs or bushes;
- Minimum visibility distance, wherever possible, should be 60 metres where the speed limit is 40 mph or less and 100 metres for all other limits;
- Camera operatives at the mobile camera sites should wear fluorescent clothing and abide by all Health and Safety requirements;
- Vehicles should be clearly marked as camera enforcement vehicles with reflective stripes;
- Camera warning signs should be placed in advance of mobile enforcement taking place.

#### 4.4.2.12 Red Light Safety Cameras

Gatsometer BV, manufacturer of the UK's Red Light Cameras, (named Gatso RLC 36) has been producing RLC's since 1966. The ROC system is triggered by sensors or ground loops, that are cut into road surfaces, as a vehicle passes over them, while a red light is shown. The Red Light Camera was originally used to measure red light offences. Nowadays the RLC can also be used in combination with speed measurement, similar to that of a Gatso Meter rear facing speed camera (radar type 24 technology) and can therefore also record the speed of the offending motorist as well.

#### 4.4.2.13 Red light cameras are placed at traffic light controlled junctions and photograph vehicles that pass traffic lights set to red. The camera is triggered from inductive proximity sensors placed within the road surface. The detector triggers when a car passes over the loop - if the traffic light is also set to red, then the camera is triggered to take two photographs 1 second apart.



*Actual Photographic Images Taken from  
Fixed Gatso Camera Sites Across the  
Devon & Cornwall Region*

- The yellow text that accompanies each photograph is the recorded data that is stored by the Gatso camera whenever an offence is committed. More specifically, the text contains information regarding the speed of the vehicle, the time and date the offence was recorded and the film and frame number which will be used for referencing the offence.

#### **4.4.3 Devon and Cornwall Constabulary**

4.4.3.1 The Devon and Cornwall Constabulary understands that improving road safety is a complex and challenging task that requires a reduction in road casualties, collisions and ultimately risks. The Force are fully interlaced into the body of Torbay's road safety policy and contribute across the 4 E's (Education, Engineering, Enforcement and Encouragement) through strategic support and enforcement of local policy and contributing to both the education and engineering elements.

4.4.3.2 The aim of the Constabulary within Torbay, is in line with the National Roads Policing Strategy, to secure an environment where the individual can use the roads with confidence, free from death, injury, damage and fear, with the key objectives of safer vehicles, safer roads and improved road user behaviour. To meet the Governments Road Safety Strategy casualty reduction targets of:

- A 40% reduction in the number killed and seriously injured;
- A 50% reduction in the number of children killed and seriously injured;
- A 10% reduction in slight casualty rate.

#### 4.4.3.3 Devon and Cornwall Constabulary Objectives

##### a) Safer Vehicles

The extent to which a vehicle is damaged and the severity of casualties in a collision are influenced by vehicle design and condition. The Constabulary's use of prohibition powers and the Vehicle Defect Rectification Scheme contributes to maintaining vehicles in a road-worthy condition.

##### b) Safer Roads

The design and condition of the road infrastructure is a further factor that influences the occurrence of collisions and the severity of casualties. The Constabulary understands that use of appropriate road design, infrastructure layout, road signs, phasing of lights and many other requirements need to be considered in any systematic approach to casualty reduction objectives. Through close inter-agency co-operation with the Highways and Engineering Services Division of Torbay's Environment Services Directorate, the Constabulary can contribute to reducing the risks and maintaining road efficiency by prompt communication of road defects and by finding local solutions to local problems.

- Improved road user behaviour

With driver error contributing to over 95% of all collisions, improving road user behaviour must be the key priority. Lapses in concentration, errors in judgement and in particular violations contribute to increased risks, collisions and casualties.

From a policing perspective these can be addressed through a range of educational and enforcement interventions, depending on the circumstances.



##### c) Education

- Use of publicity to raise awareness of police enforcement action, the rationale behind it and results achieved to increase 'driver's perception of the probability of being detected';
- Training or educational interventions, either police-led or in support of others, seeking to change the behaviour and attitude of road users;
- Contribute to public debate on road safety issues.

##### d) Enforcement

- Intelligence-led targeted enforcement;

- Provision of advice and warnings to road users 'at the time';
  - Appropriate use of technology;
  - Appropriate and consistent prosecution policies.
- e) Education  
Attendance at schools and colleges by the relevant Neighbourhood Beat Manager and the Police Road Casualty Reduction Officer to deliver lectures and promote awareness of road safety issues to both Primary and Secondary students.
- f) Regular road safety liaison meetings are held between the Torbay Council Road Safety Officer and Torbay's Police Road Casualty Reduction Officer, to identify and co-ordinate road safety initiatives and promote DfT campaigns.
- g) Use of the media to advise of forthcoming campaigns and initiatives and to explain enforcement campaign rationale.
- h) Advice to motorists at the road side to explain the purpose of enforcement by both local officers and the Traffic Branch.
- i) Support of the Drink Drive Rehabilitation Courses and Driver Rectification Scheme
- j) Provision of 'Bike Safe' and support of Paignton's Bike Night in educating riders of powered two wheelers.
- k) Enforcement  
In respect of drivers exceeding the speed limits, locations are identified within Torbay through intelligence and data. These areas are then targeted by the Neighbourhood Beat Manager, tasked to the Safety Camera Partnership and supported by the Traffic Branch who carry out regular speed enforcement.
- l) It has been identified that the travelling criminal fraternity contributes to a proportion of collisions and violations, which may lead to collisions. Often these drivers have no insurance, no licence, and use vehicles that are in a poor condition and have no MOT. By targeting these drivers using Automatic Number Plate Recognition (ANPR) linked to Torbay Council's CCTV cameras it is hoped that collisions will be reduced and prevented.
- m) Access to 6 fixed speed detection cameras and 7 fixed red light cameras operated by the Devon and Cornwall Safety Camera Partnership.
- n) Engineering  
Regular meetings of the Joint Highways Police Liaison Group take place to discuss and action local problems that have been identified in respect of the

highway infrastructure. Members include, Engineers from Torbay Council's Highway Safety and Development Team, Torbay's Road Casualty Reduction Officer (Police), Torbay Council's Road Safety Officer and the Traffic Warden Supervisor.

#### **4.4.4 Partnerships of Enforcement**

##### **4.4.4.1 Trading Standards**

The Road Safety Team has made excellent progress in working closely together with the Trading Standards Department and will continue to do so. The Trading Standards Service currently work on joint initiatives with the Road Safety Team and form an important link with road safety. Listed below are some of the links Trading Standards has with Road Safety and how the Trading Standards Agency's work helps to improve Road Safety in Torbay. It falls to the Trading Standards Service to provide and enforce the following legislation linked to Road Safety.

- **Clean Air Act 1993**

Controls the lead content of petrol and the sulphur of diesel fuel in order to reduce atmospheric pollution.

- **Consumer Protection Act 1987**

Prohibits the supply of unsafe goods such as:

- 1 Unroadworthy cars;
- 2 Cut and shunt cars;
- 3 Unsafe motor cycle helmets;
- 4 Defective parts.

Provide powers for seizing and forfeiture of unsafe goods.

- **Energy Act**

Requires the publication of data relating to passenger car fuel consumption.

- **Fair Trading Act 1973**

- 1 Promotes fair-trading
- 2 Provides controls on persistent offenders who contravene trading laws such as:
  - Motor traders who regularly sell unroadworthy vehicles.
  - Commercial operators who regularly overload their vehicles.

- **Trade Description Act 1968**

Prohibits misdescription of goods such as:

- Clocking cars;
- False claims about the safety of goods.

- **Trade Marks Act 1994**  
Creates an offence for the fraudulent application or use of a trade mark such as:
  - 1 Claiming that spare parts are genuine when they are cheap, often unsafe, copies.
- **Weights and Measures Act 1985**  
Controls and ensures the accuracy of weighing and measuring equipment used for trade such as:
  - 1 Weighbridges used to weigh vehicles before they travel on the road.
- **Other Criminal Legislation**  
Local authorities generally have no statutory duty to enforce the following legislation, but can authorise their Trading Standards Service to do so.
- **Motor Vehicles (Safety Equipment for Children) Act 1991**  
Amends the Road Traffic Act 1988 to provide regulation-making powers for the shape, construction or other quality of restraining devices used for children.
- **Road Traffic Acts 1988 and 1991**
- **Road Traffic Act (Consequential Provisions) Act 1988**
- **Road Traffic Offenders Act 1988**
- **Road Traffic (Foreign Vehicles) Act 1972**
  - 1 Prohibits the overloading of goods vehicles;
  - 2 Prohibits sale of unroadworthy vehicles;
  - 3 Imposes minimum safety requirements of certain vehicles



## **4.5 Encouragement**

- 4.5.1 Road Safety is an issue for everyone, and while both national and local government and a number of agencies are involved, each individual person must accept responsibility for themselves and other road users.
- 4.5.2 Encouragement is at the heart of many of our road safety training initiatives.
- 4.5.3 Local communities and those in a position of influence should also be aware of the contribution that they can make, particularly in relation to the safety of children. Torbay Road Safety Team provide Information and support on all aspects of Road Safety.
- 4.5.4 Torbay Road Safety Team actively encourages further training for all road users and can provide access to such training.
- 4.5.5 Torbay Council encourages the use of cycle helmets and follows The Department for Transport's campaigns to encourage pedestrians and cyclists to wear bright clothing during the hours of darkness.

### **4.5.6 Partnerships**

#### **4.5.6.1 Local Agenda 21**

Local Agenda 21 is the process of building partnerships between Local Authorities and other sectors to develop and implement local policies for sustainable development.

- 4.5.6.2 Sustainable Development is "development that meets present needs without damaging the ability of future generations to meet their own needs".

#### **4.5.6.3 How Road Safety Forms Part of the Local Agenda 21 Action Plan**

- A new power of well being places a duty on all local authorities to engage in a process of community planning. This will allow councils to find innovative ways to meet their area's social, economic and environmental needs;
- The work of the Safer Communities for Torbay has identified road safety as a priority for the residents of Torbay and links with the vision statement in the Local Agenda 21 Plan - "A healthy, safe, caring & empowered community";
- Community Safety and Transport has come up with a strong theme from local consultation and relates to the 13 Themes of Local Agenda 21. In particular "Health - Peoples good health is protected", "Safety- People live without fear of personal violence from crime or persecution"

- 4.5.6.4 These statements have become known as the "thirteen themes" of Local Agenda 21 in the UK. They were generated by a major project to develop indicators of sustainable development for local government in 1993-5, commissioned by the LGMB.

- In some areas of the country the number of children that walk to school has been used as an indicator for Sustainable Development.

#### 4.5.6.5 **Local Agenda 21 Action Plan**

The Torbay Local Agenda 21 plan was produced by a small group made up of representatives from local organisations including the Council. The plan was produced by using already produced consultation and action plans and was seen as a first step to joint work on sustainability in Torbay. It is envisaged that the action plan part of the document is a working document that will be updated and expanded on by individual, groups, and organisations as issues, strategies and projects are developed.

#### 4.5.6.6 **The Way Forward**

To achieve joint targets and address community needs close working is essential. This would maximise resources and aid community involvement. With emerging community planning needing to involve agencies and all sectors of the community to future actions and funding bids.

#### 4.5.6.7 **Ongoing Work With Schools**

St Cuthbert Mayne School and Westlands are the two schools that are going through the Global Action Plan programme (Action at School) on Transport. Stagecoach, as part of their Elixir project, has funded this Programme. The Elixir project endeavours to engage young people in coming up with their own solutions to their transport needs, eg school travel clubs, walk to school etc.

4.5.6.8 Links have been made with officers working with schools and gathering best practice ideas on areas relating to Safer Journeys to School, mainly through the Torbay Environmental Education Working Group and the Devon Environmental Education Working Group.

4.5.6.9 Regular visits to Primary and Secondary schools are made at their request. This is through the Services to Schools brochure and newsletter distributed to all schools by Education Services. Subjects that are covered are; general environmental education, local and national projects and issues relating to Education for Sustainable Development which cover areas such as citizenship, local democracy, climate change and resource management and school policy.

4.5.6.10 For the last 5 years the LA21 Officer has worked with the Road Safety Officer to promote Walk To School to primary schools and small amounts of funding have gone to two schools to help them with this work.

4.5.6.11 Every opportunity is used to promote local initiatives through press releases, publications, consultation events, displays, community meetings and events.

#### **4.5.7 LARSOA - Local Authorities Road Safety Officers Association**

4.5.7.1 Torbay Road Safety is a member of the LARSOA National and regional group. This provides a forum for local and regional education training and publicity, and promoting best practice. LARSOA is a national road safety organisation that represents Road Safety Officers (RSOs) employed in local government across the UK.

4.5.7.2 It supports RSOs in fulfilling their statutory role - to reduce the number and severity of road crashes/collisions through education, training and publicity policies and programmes.

4.5.7.3 LARSOA seeks to influence national debate - government policy and action, and public opinion - and works with other organisations to achieve common goals. These goals include:

- advising government and contributing to consultation on road safety policy, and identification of achievable national targets;
- providing members with information on national and international road issues;
- seeking national recognition for road safety issues, particularly where there may be conflict with current/projected policies and programmes;
- encouraging the adoption of common policies and promotion of best practice;
- providing opportunities for working in partnership with the private sector to achieve best value for money, particularly in commissioning and producing resources;
- encouraging commerce and industry to address crash/collision reduction through work based policies and initiatives for employees;
- commissioning and contributing to research into the behavioural aspects of road crashes/collisions;
- working with the media to provide expert knowledge and advice;
- publishing documents that identify and promote good practice;
- providing a forum for sharing ideas and programmes;
- working with government to develop national road safety campaigns.

#### **4.5.8 SCOTS**

4.5.8.1 The Standing Committee on Traffic and Road Safety is an advisory body, which looks at the strategic needs of traffic and road safety in the area covered by Devon and Cornwall Constabulary.

4.5.8.2 SCOTS is a working partnership between Torbay Council, Devon County Council, Cornwall County Council, Plymouth City Council and Devon and Cornwall Constabulary and the Highways Agency. The aim of the Partnership is to reduce the

number and severity of road casualties and to improve traffic flow in Cornwall, Devon, Plymouth, Torbay and Scilly and to enhance the economic well-being of the peninsula

4.5.8.3 The objectives for the partnership are:-

- To review safety and traffic policies regarding Casualty Reduction, Road Safety and Traffic Management between members for optimum consistency;
- To agree Memoranda of Understanding and Protocols as required, on common issues between Partners;
- To consult and exchange information and best practice on priority themes for stakeholders;
- To co-ordinate responses to the media on SW Peninsula matters, such as casualty data and aim to share resources on promotional campaigns for agreed priority themes;
- To compile, agree and present an annual report to Partner Chief Officers at an annual Chief Officers' meeting. This report to include an overview of casualty trend in the peninsula and progress on tasks set by the Chief Officers Group;
- To make representations on matters of mutual concern to regional and national bodies such as ACPO, CSS, DfT, SW Regional Assembly;
- To review continually the "Keeping Safety on Track" Document and similar policy statements on Traffic Engineering and Network Management.

**4.5.9 IRSO - Institute of Road Safety Officers**

4.5.9.1 Torbay's Road Safety Officer is a member of IRSO. The Institute is the professional body for those engaged in promoting the education training and publicity aspects of road safety. Membership of the Institute is made up of local authority officers and other professional bodies relating to road safety.

## 5 Safer Journeys to School

### 5.1 Safely to School Strategy Report

- 5.1.1 This element of the Local Transport Plan and Road Safety Action Plan has three elements, development of School Travel Plans, provision of physical measures to improve safety close to schools, and the implementation of education and training initiatives within schools. The progress made with each of these varies by school, with much of the progress being made by each school in isolation



### 5.2 Background to the Strategy

- 5.2.1 A Hands-Up survey was carried out in May 2000 and repeated in May 2004. Table 1 shows the school travel during 2003/2004.

**Table 1: Hands-up Survey Results**

PRIMARY SCHOOLS 2004					
SCHOOL	Walk %	Cycle %	Bus %	Train %	Car %
<b>Babbacombe</b>	58.0%	0.0%	0.5%	0.0%	41.5%
<b>Barton</b>	57.0%	0.0%	1.0%	0.0%	42.0%
<b>Brixham</b>	34.0%	0.0%	0.0%	0.0%	66.0%
<b>Chestnut</b>	43.0%	0.0%	1.0%	0.0%	56.0%
<b>Cockington</b>	56.0%	0.0%	1.0%	0.0%	43.0%
<b>Collaton St Mary</b>	29.0%	0.0%	1.0%	0.0%	70.0%
<b>Curledge Street</b>	55.0%	0.0%	5.0%	0.0%	40.0%
<b>Eden Park Infants</b>	56.0%	3.0%	1.0%	0.0%	40.0%

<b>PRIMARY SCHOOLS 2004</b>					
<b>SCHOOL</b>	<b>Walk %</b>	<b>Cycle %</b>	<b>Bus %</b>	<b>Train %</b>	<b>Car %</b>
<b>Eden Park Juniors</b>	56.0%	0.0%	2.0%	0.0%	42.0%
<b>Ellacombe</b>	74.0%	0.0%	3.0%	0.0%	23.0%
<b>Foxhole Infants</b>	53.0%	1.0%	2.0%	0.0%	44.0%
<b>Foxhole Juniors</b>	62.0%	0.0%	1.0%	0.0%	37.0%
<b>Furzeham</b>	56.0%	0.0%	1.0%	0.0%	43.0%
<b>Galmpton</b>	25.0%	0.0%	0.0%	0.0%	75.0%
<b>Hayes</b>	no fig	no fig	no fig	no fig	no fig
<b>Homelands</b>	65.0%	0.0%	1.0%	0.0%	34.0%
<b>Ilsham</b>	29.0%	0.0%	3.0%	0.0%	68.0%
<b>Oldway</b>	53.0%	1.0%	1.0%	0.0%	45.0%
<b>Preston</b>	26.0%	0.0%	0.0%	0.0%	74.0%
<b>Priory</b>	36.0%	0.0%	3.0%	0.0%	61.0%
<b>Queensway</b>	30.0%	0.0%	6.0%	0.0%	64.0%
<b>Roselands</b>	51.0%	1.0%	1.0%	0.0%	47.0%
<b>Sacred Heart</b>	26.0%	1.0%	3.0%	0.0%	70.0%
<b>Sherwell Valley</b>	51.0%	0.0%	1.0%	0.0%	48.0%
<b>Shiphay</b>	no fig	no fig	no fig	no fig	no fig
<b>St Margarets</b>	50.0%	1.0%	2.0%	0.0%	47.0%
<b>St Margarets Clitherow</b>	36.0%	0.0%	0.0%	0.0%	64.0%
<b>St Marychurch</b>	41.0%	1.0%	3.0%	0.0%	55.0%
<b>Torre</b>	30.0%	1.0%	0.0%	0.0%	69.0%

<b>PRIMARY SCHOOLS 2004</b>					
<b>SCHOOL</b>	<b>Walk %</b>	<b>Cycle %</b>	<b>Bus %</b>	<b>Train %</b>	<b>Car %</b>
<b>Upton St James</b>	no fig	no fig	no fig	no fig	no fig
<b>Warberry</b>	31.0%	0.0%	0.0%	0.0%	69.0%
<b>Watcombe</b>	56.0%	0.0%	1.0%	0.0%	43.0%
<b>White Rock</b>	41.0%	0.0%	1.0%	0.0%	58.0%
<b>Total Percent</b>	47.4%	0.3%	1.5%	0.0%	50.8%

<b>SECONDARY SCHOOLS 2004</b>					
<b>SCHOOL</b>	<b>Walk %</b>	<b>Cycle %</b>	<b>Bus %</b>	<b>Train %</b>	<b>Car %</b>
<b>Brixham CC</b>	68.0%	1.0%	10.0%	2.0%	19.0%
<b>Churston Grammar</b>	18.0%	2.0%	39.0%	0.0%	41.0%
<b>Paignton CC</b>	50.0%	4.0%	7.0%	0.0%	39.0%
<b>St Cuthbert Mayne</b>	25.0%	2.0%	48.0%	0.0%	25.0%
<b>Torquay Boy's Grammar</b>	20.0%	1.0%	35.0%	8.0%	36.0%
<b>Torquay CC</b>	75.0%	2.0%	4.0%	0.0%	19.0%
<b>Torquay Girls Grammar</b>	22.0%	0.0%	38.0%	6.0%	34.0%
<b>Westlands Bi-lateral</b>	70.0%	2.0%	4.0%	0.0%	24.0%
<b>Total Percent</b>	44.9%	1.8%	22.6%	2.0%	28.8%

5.2.2 A number of key points come from the survey results:

- The overall percentage of primary school children walking to school has decreased by 0.9%, which may be as a result of parental perception of the dangers associated with children walking or cycling to school. The overall percentage of secondary school children walking to school has increased by 3.2%;

- As would be expected the two village primary schools (Collaton St Mary and Galmpton) have very high proportions (over 70%) of students being driven to school. Additionally, Preston and Sacred Heart also had over 70% students being driven to school. It is likely that the former suffers from perceived safety issues, while the latter is a denominational school, which may have a larger catchment area than community schools;
- Ellacombe, Foxhole, Homelands and Torquay Community College all have high proportions (over 60%) of students walking to school which may be partly related to social economic issues, and partly due to small catchment areas where a number of schools exist in the area;
- The close proximity of Torre railway station may explain the relatively high numbers of students using the train at Torquay Boys and Girls Grammar schools;
- The proportion of students cycling to Paignton Community College (3.7%) is exceptionally high for Torbay, possibly showing the effect of cycling measures close to the school and cycle training as part of the physical education curriculum.

### **5.3 Key Elements of a School Travel Plan (STP)**

5.3.1 The general objectives of school travel plans can be seen as threefold:

- To increase the use of environmentally sustainable forms of transport by students;
- To improve levels of safety for students travelling between home and school;
- To reduce the impacts of the School Run, both locally to schools and on the road network in general.

5.3.2 A STP is a mixture of policy, education and engineering measures designed to meet the above objectives. The stages in developing an STP include a survey of travel to school, a safety audit of walking routes to school and an assessment of traffic calming and school crossing measures. Within these general categories, within Torbay an STP will include some of the following measures:

- Road safety education;
- Cycle training;
- Walking buses;
- New school crossing sites;
- Traffic calming measures;
- Management of pick-up/drop-off areas;
- Improved bus services and discounted tickets;
- Park and Walk;
- Free parking at school muster times at designated car parks.

## **5.4 Local Authority Officers involved in Implementing STP's**

### **5.4.1 School Travel Plan Officer**

5.4.1.1 In March 2004, Torbay Council appointed a new School Travel Plan Officer. The role of the School Travel Plan Officer is to act as the liaison with schools, offering support on technical and survey matters. This role will include:

- Assisting schools in undertaking school travel surveys;
- Co-ordination between Local Authority Officers and schools;
- Acting as the Local Authority representative on school working groups;
- Presenting STP principles and results to teachers, governors and parents.

### **5.4.2 Road Safety Officer**

5.4.2.1 Torbay Council appointed a new Road Safety Officer in September 2001. The revised role of the RSO in STP's is to provide assistance to schools in completing safety audits, undertake training and education, and provide technical advice to working groups on scheme design and implementation.

5.4.2.2 Education, training and publicity functions (ETP) for local authorities are implicit in the statutory functions outlined on page 6 of this plan. Initial benefits will be gained from safety engineering schemes carried out on the highway, some of which may need supportive ETP campaigns in order to give the required effect.

5.4.2.3 However, further benefits, in the long term, may depend upon the development of effective ETP programmes. The role of the Road Safety Officer is instrumental in this process and typical examples of ETP work are outlined below.



## **5.5 School Travel Plans Progress to Date**

5.5.1 Fourteen schools now have travel plans in place which covers 39% of all pupils in Torbay. The main driving force for these travel plans has been planning applications for school re-development and expansion. A further initiative has been the DfE's School Travel Plan Grant for schools who have produced a travel plan that reaches DfE's criteria. Nine schools have benefited from this with £58,567 being given in the 2004 grant allocations.

## 5.6 Physical Measures

5.6.1 As part of its ongoing Safer Routes to School initiative, Torbay Council has a programme to provide enhanced crossing and traffic calming measures at targeted schools. These measures include improved warning signs, road markings, and high visibility and anti-skid surfaces. This package has proved so successful that it has been used as a template by a number of other Councils. Up to the end of the 2004 financial year a total of 23 out of the 25 schools have received these measures.

## 5.7 Torbay's School Travel Plan Education and Training Initiatives

5.7.1 As part of these ongoing initiatives Torbay Council has been an active participant in Walk to School days, National Cycling Week, and other similar initiatives. The majority of Torbay's schools have participated. Work has also been proceeding with the aim of implementing walking buses at a small number of schools.

5.7.2 Torbay Council has introduced a standard signing and carriageway marking scheme at Patrol sites in order to give drivers a clear visual aid when they would be approaching a site where they may be expected to give way. Also, issues regarding obstruction of patrol sites were addressed, utilising other physical engineering measures as outlined in table 2 below.

5.7.3 Equipment issued to the crossing patrols was also improved substantially.

5.7.4 Table 2 shows a summary of highway safety measures that have been implemented outside each school within Torbay.

**Table 2: Summary of Other Physical Measures Provided**

School	School Crossing Patrol Service Provided	Engineering Measures Provided (2005/06 work shown in red)	Flashing Warning Lights and signs Provided
<b>Primary Schools (31)</b>			
Babbacombe Primary School. TORQUAY	Reddenhill Road/ Quinta Road/ Warboro Road junction	Dropped kerbs, red anti skid crossing point, road markings to diagram no. 545	3 signs with automatic flashers approaching school entrance. 4 signs with automatic flashers approaching SCP site.

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided (2005/06 work shown in red)</b>	<b>Flashing Warning Lights and signs Provided</b>
Barton Primary and Nursery. TORQUAY	Barton Road outside school entrance	Road narrowing, barriers, car park, red anti skid crossing point, road markings to Diag.No 545 - <b>Formal Crossing</b>	2 signs with double flashers approaching SCP site
Brixham Infants and Nursery. BRIXHAM	Higher Ranscombe Road outside school entrance	New standing area with drop crossings and railings.	2 signs with flashers approaching SCP.
Cockington Primary School. TORQUAY	Avenue Road back entrance. Old Mill Road main entrance.	Old Mill Road new kerb alignment, thermo plastic feet markings, entrance signing. Red anti skid crossing point, road markings to diagram no. 545 on both sites	2 signs with double flashers approaching Avenue Road SCP. 2 signs and single flashers approaching Old Mill Road SCP
Collaton St Mary. PAIGNTON	No	Puffin crossing installed and a new school entrance. Pedestrian guardrails.	Existing signs present
Curledge Street Primary. PAIGNTON	Dartmouth Road Curledge Street	Dartmouth Road junction improvement with footway widening. Curledge Street footway widening both sides, safety barriers, bollards, seats.  Red anti skid crossing point, road markings to diagram no. 545 on both sites. New Lighting to Station lane car park with parking permit scheme.	Dartmouth Road 2 signs with flashers on each side of road on each approach to SCP.  Curledge Street 1 sign and flasher approaching SCP site (one-way street).

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided (2005/06 work shown in red)</b>	<b>Flashing Warning Lights and signs Provided</b>
Eden Park Infants. BRIXHAM	Drew Street	New footway build-outs, bollards, red anti skid crossing point, road markings to diagram no. 545  Burton Street pavement widening.	2 signs with flashers approaching SCP  Burton Street 2 signs
Ellacombe Primary. TORQUAY	Ellacombe Church Road	SCP relocated footpath widened, red anti skid crossing point, road markings to diagram no. 545.	2 pairs of double flashers approaching school 2 single approaching SCP
Foxhole Infants and Nursery. PAIGNTON	Fernicombe Road	Pavement widening, dropped kerbs, safety barriers, red anti skid crossing point and road markings to diagram no. 545	2 signs with flashers approaching SCP
Foxhole Juniors	As above	As above	As above
Furzeham. BRIXHAM	No	New link footpath between school and residential area to the east. <b>Front entrance pedestrian safety scheme.</b>	Existing signs present
Galmpton, BRIXHAM	No	New length of footway and widening on opposite side with drop crossing. <b>Bollards.</b>	2 new signs on approach to school entrance
Hayes. PAIGNTON	Totnes Road	Kerb buildout at rear entrance SCP site, bollards, pedestrian guard rail, realignment of road markings.	2 new signs and flashers on approach to rear school entrance SCP site

<b>School</b>	<b>School Crossing Patrol Service Provided</b>	<b>Engineering Measures Provided (2005/06 work shown in red)</b>	<b>Flashing Warning Lights and signs Provided</b>
Chestnut. BRIXHAM	No	No	Existing
Homelands. TORQUAY	Westhill on new Zebra Crossing	Footway widening, zebra crossing, bollards and guard rail	School signing and Patrol signing with flashers one double (southbound) and single (northbound).
Ilsham. TORQUAY	No	Kerb-buildout, bollards and slow road markings.	Signing on each approach to school entrance
Oldway. PAIGNTON	Southfield Road And Oldway Road	Southfield Avenue kerb-buildout with drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545  Oldway Road new drop crossing. Anti skid surfacing and road markings to diagram no. 545	2 new signs and flashers on approach to each SCP site
Preston. PAIGNTON	Position currently being advertised	No	Existing
Priory. TORQUAY	No	No	Existing
Queensway. TORQUAY	Queensway	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with double flashers (northbound) and sign with single flasher (southbound)
Roselands. PAIGNTON	No	Footstep markings.	Existing signs

School	School Crossing Patrol Service Provided	Engineering Measures Provided (2005/06 work shown in red)	Flashing Warning Lights and signs Provided
Sacred Heart. PAIGNTON	Cecil Road	Drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 <b>Guard-rails</b>	Patrol sign with single flasher on each approach
Sherwell Valley, TORQUAY	Hawkins Avenue	Footway widening and dropped kerbs. Red crossing point , anti skid surfacing and road markings to diagram no. 545  Upper Cockington Lane Kerb buildout with bollards. <b>Dome mini roundabout Improve visibility on island crossing.</b>	Hawkins Avenue. Patrol sign with single flasher on each approach  Upper Cockington Lane school signs  Marldon Road school signs and automatic flashers
Shiphay. TORQUAY	Exe Hill	Speed cushion traffic calming scheme, drop kerbs and railings.	Patrol sign with single flasher on each approach
St Margaret Clitherow. BRIXHAM	No	No	Existing
St Margarets TORQUAY	No	Kerb build out railings and bollards.	Existing

School	School Crossing Patrol Service Provided	Engineering Measures Provided (2005/06 work shown in red)	Flashing Warning Lights and signs Provided
St Marychurch. TORQUAY	Petitor Road	Hartop Road/Petitor Road widened footway SCP refuge, bollards and railings. Teignmouth Road widened footway, drop crossings.  Red crossing point , anti skid surfacing and road markings to diagram no. 545 at both sites	Hartop Road School sign and patrol sign with flasher.  Petitor Road Patrol sign with flasher.  Teignmouth Road patrol signs with flasher both approaches.
Torre. TORQUAY	No	Footpath widening (existing speed humps scheme).	Existing
Upton St James. TORQUAY	Forrest Road	Forest Road dropped crossings, red crossing point , anti skid surfacing and road markings to diagram no. 545 St. James Road kerb buildout, bollards railings and new TRO's  Teignmouth Road improved crossing point with parking permit scheme.	4 Patrol signs with single flasher on each approach.  School sign on approach to school annexe.
Warberry. TORQUAY	Cedars Road	Kerb build out with priority give way, railings, bollard, parents waiting area, TRO's  Windsor Road new footway link  Lyme View Road footway link	Windsor Road school signing  Cedars Road new street lighting, signing and flashers planned for 2004

School	School Crossing Patrol Service Provided	Engineering Measures Provided (2005/06 work shown in red)	Flashing Warning Lights and signs Provided
Watcombe. TORQUAY	No	Alternative kerb build out scheme traffic calming scheme.	Existing
White Rock. PAIGNTON	No	Bollards at the entrance.	Existing

<b>Secondary Schools (8)</b>			
Brixham Community College.	Higher Ranscombe Road	As Brixham infants school	As Brixham infants school
Churston Ferrers Grammar	No	Bus Layby, Churston footway.	School signing on each approach
St Cuthbert Mayne. TORQUAY	No	Bus parking facilities improved.	Existing
Paignton Community College (Lower school) Waterleat Road	No	Waterleat Road Traffic calming.	
Paignton Community College (upper school) Borough Road	Totnes Road	Drop crossings. Red crossing point , anti skid surfacing and road markings to diagram no. 545 Borough Road Lorry ban.	Patrol sign with single flasher on each approach
Torquay Boys Grammar	No	pedestrian phase added to traffic lights.	Existing

School	School Crossing Patrol Service Provided	Engineering Measures Provided (2005/06 work shown in red)	Flashing Warning Lights and signs Provided
Torquay Community College	No	Automatic lights and zebra crossing.	Existing
Torquay Girls Grammar	No	New puffin crossing	Existing
Westlands Bi-lateral. TORQUAY	No	No	Existing

<b>Special Schools (3)</b>			
Combe Pafford. TORQUAY	No	As Watcombe, TRO's	Existing
Torbay School. PAIGNTON	No	No	Existing
Mayfield. TORQUAY	No	As Watcombe	Existing
Private Schools. (3)			
Tower House School	No	No	Existing
Stoodley Knowle. TORQUAY	No	Kerb build out, bollards	Existing
The Abbey. TORQUAY	No	Pedestrian phase at junction access to car park.	Existing.

Note : All Paignton schools have a no stopping clearway on the school entrance markings. **Brixham schools to be implemented 2005/2006.** Implement similar in

Torquay. Wig wag lights to be upgraded to automatic, new units to be installed at schools with SCP recruiting difficulties.

## **5.8 Future Plans**

- 5.8.1 Within the Local Transport Plan a number of initiatives were identified. Amongst these is the continuation of the programme to provide enhanced crossing and traffic calming facilities at schools. Within the existing programme it is expected that a further 4 schools will be treated in 2005/6. This would mean that 39 out of 45 schools (86%) in Torbay will have been treated. Through Local Transport Plan funding this programme is expected to continue at its current level until 2006.
- 5.8.2 Within the Local Transport Plan 2006-11 funding has been identified to continue to implement the Safer Routes to School programme under the Safer Journeys heading.
- 5.8.3 Funding in the region of £100,000 per year has been identified.
- 5.8.4 It is proposed that future schemes will move away from the immediate vicinity of the school entrances and concentrate on improving the strategic routes to schools. The identification of these schemes will be generated in partnership with the schools through School travel Plans and from the review of collision data.

## **6 Torbay's School Crossing Patrol Service**

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Torbay Council currently have 25 School Crossing Patrol Sites in the Bay. Torbay has 97% of these sites covered by a permanent patrol.

Torbay Council has 6 casual permanent patrols or Reserve School Crossing Patrols. Three of these Reserve School Crossing Patrols are Mobile Patrols and cover more than one site.

School Crossing Patrols are paid from the School Crossing Patrol budget, as are any additional payments, for example equipment and materials needed to run this Service.

### **6.1 The School Crossing Patrol Service Nationally**

6.1.1 A change in the law on 30th January 2001 has enabled School Crossing Patrols to stop traffic for any pedestrian, not just for those who are school children or persons accompanying a school child. The current time restriction 8am – 5.30pm has been removed. This is in order that the local authorities have more flexibility in responding to the needs of schools.

### **6.2 School Crossing Patrol Site Improvement Programme**

6.2.1 From the beginning of the financial year 1999/2000 Torbay's Highways and Engineering Division designed, had approved and have been implementing a new standard school crossing patrol site layout. So far 21 sites have had the new markings implemented. The scheme is the first of it's kind in the country and there has been significant interest in the scheme from other authorities.

6.2.2 The sites have continued assessment, improvements and repairs when and where it is required. Any improvements that are needed are carried out through the Highways and Engineering Division. Funding to carry out any work comes from the Safer Journeys to School Budget.

### **6.3 New School Crossing Patrol Sites in Torbay**

6.3.1 Torbay Council receive requests for new School Crossing Patrol Sites, which must be made in writing and carry out all assessments and reassessments. These are carried out following the criteria laid out in the Guidelines for the Operation of the School Crossing Patrol Service. The criteria allows any decisions that are made, to be defended more easily and upheld. The criteria has been adopted as official policy and recorded in a written statement, and was taken to the Environment Committee in 2001. Sites are authorised on the basis that the criteria are met and a suitable person from the local community can be found to fill the post.



## **6.4 Health and Safety Information**

- 6.4.1 Torbay Council School Crossing Patrol employees must have access to information, which provides them with a safe method of work. Torbay Council has developed a new policy document specifically for the School Crossing Patrol Service in Torbay and a School Crossing Patrol Handbook that is given to each current Patrol and new employees during training.

## **6.5 Training**

- 6.5.1 All School Crossing Patrol's must be provided with training. Section 26 of the Road Traffic Regulation Act 1984 places a duty on the Local Authority to provide training, to suit local circumstances. Torbay Council has a well planned training programme. Training includes two full days observation of the employee by the Co-ordinator and this will continue periodically up until the end of the probationary period. All training is on site. Training consists of learning the layout of the site, traffic movement, identifying potential hazards, the movement of children applicable to the site, collision/incident reporting.

## **6.6 Risk Assessments**

- 6.6.1 These must be under taken every year at every established site and carried out by the School Crossing Patrol Co-ordinator. Each assessment is recorded on the Council's Risk Assessment Forms and any improvements that need to be carried out will be within Torbay's Highways Management Service.

## **6.7 Speed Readings**

- 6.7.1 Speed readings are carried out before and after each site is improved and as part of the risk assessment process. Speed readings are taken before and after each site is improved to measure the effectiveness of the features put in place. Speed readings may also be taken at a site at the request of the School Crossing Patrol or the School.

## 6.8 Awards

- 6.8.1 The Awards ceremonies are held annually. Awards are presented for 5, 10, 15, 20 and 25 years Service. Each patrol receives a certificate, engraved medal and a coat/hat pin to wear on their uniform.



*Award ceremony for School Crossing Patrol Service*

## 6.9 Zig Zag Campaign

- 6.9.1 School entrance and keep clear road markings and zigzags, Torbay Council has begun to implement Traffic Regulation Order's on all the zigzag markings at all the Schools in the Bay. Initially only Paignton has officially had the orders put on its Schools zigzags. Brixham is to be completed this financial year.
- 6.9.2 In conjunction with this scheme, Torbay Road Safety Team have designed a leaflet and stickers that can be distributed to all schools, as they become involved in the campaign. The information is then handed out to parents through the school.



## 6.10 School Crossing Patrols and Education

- 6.10.1 Educational materials are also available together with a School Crossing Patrol Pack for all new pupil intakes at all primary Schools. This includes items such as a School Crossing Patrol Code, stickers and bookmark. This is in conjunction with the Road Safety Pack for the new pupil intake.
- 6.10.2 Learning to cross the road with the School Crossing Patrol is also an important issue and should be encouraged throughout a child's time at Primary School. This is carried out by issuing Reward Cards for children, specifically for when they cross well with the Patrol.



6.10.3 All Torbay sites have the following layout when the programme of improvements are implemented:

- Red anti skid, marking the crossing point, 3 metres wide;
- Yellow anti skid, for 40 metres in each direction;
- Red anti skid square with the children symbol in it;
- Slows marked in either direction;
- Signs;
- Lights.

6.10.4 This layout gives the motorist 50 metres of warning before they reach the crossing point.



## 7 Road Safety Programme and Resources

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### 7.1 Target Programme

Education Training and Publicity – Existing Campaigns



*Teenage Road Safety Campaign*



*Speed Awareness Campaign*



*Motorcycle Safety*




*Child Car Seat Safety*





*Drink Drive*





*Tyre Safety Campaign*


<p><b>TARGET GROUP</b></p> <p><b>Parents/Carers of Pre-School Children</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"><li>• To provide parents/carers with current and up to date Road Safety information</li><li>• To reduce the number of casualties for pre-school children</li></ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"><li>• Parents of pre-school children will be provided with the latest Government campaign literature, and information for distribution through the pre-schools. Such information will include:-</li><li>• Arrive Alive – Young Persons Guide to the Highway Code. Caring Parent</li><li>• Lesson for Life, together with information on Child Restraints</li><li>• Provide in-car safety advice and child restraint checks for parents/carers</li></ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"><li>• Road Safety Officer</li></ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"><li>• Each academic year</li></ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"><li>• Under 16's KSI</li></ul>	


<p><b>TARGET GROUP</b></p> <p><b>Pre-School Children</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• To provide each pre-school child with road safety education</li> <li>• To reduce the number of casualties for pre-school children</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Pre-school groups and nurseries to be provided with a pack of road safety teaching resources together with topic ideas and links to the National Curriculum. This will enable pre-school co-ordinators and supervisors to provide Road Safety Education throughout the year. Pre-school groups and nurseries will also have a list of road safety resources available on loan to them from Torbay Road Safety Office.</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Road Safety Officer</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• Each academic year</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• Annual review of resources available</li> <li>• Under 16's KSI</li> </ul>	

<p><b>TARGET GROUP</b></p> <p><b>Key Stage 1 Children – Age 5 to 7 Years</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"><li>• To provide each child with road safety education and information</li><li>• Raise awareness of safer journeys to school programme</li></ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"><li>• Road Safety information packs are provided for all children starting school and include the latest government publications, for example: Arrive Alive - Highway Code for Young Road Users. Key Stage 1 Activity Workbook. Staying Alive poster, and Be Safe Be Seen information on reflective and fluorescent materials</li><li>• All schools in Torbay receive a letter from the Road Safety Officer inviting them to take part in the National and International Walk to School weeks in May and October of each year</li><li>• All Schools will be provided with a list of road safety teaching resources available from Torbay Road Safety for loan to schools</li><li>• Safer Routes to School</li></ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"><li>• Road Safety Officer</li></ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"><li>• Annually</li></ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"><li>• The analysis of data collected and modal shifts monitored</li><li>• Evaluation of Road Safety Teaching resources</li><li>• Under 16 KSI's</li></ul>	

<p><b>TARGET GROUP</b></p> <p><b>Key Stage 2 Children Age 8 to 11 Years</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• To promote safer journeys to school</li> <li>• To provide access to cycle training</li> <li>• To promote the correct use of safety clothing</li> <li>• To provide training in road safety hazard awareness</li> <li>• To provide road safety lifeskills to every child in year 6</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• To raise awareness of safer journeys to school programme</li> <li>• To provide children with hazard awareness skills through child pedestrian training</li> <li>• Cycle training courses</li> <li>• Participation in DfT Campaigns</li> <li>• All schools in Torbay will be invited to take part in National and International Walk to School weeks in May and October each year</li> <li>• All schools will be provided with a list of teaching resources available from Torbay Road Safety for loan to schools</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Road Safety Officer</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• Annually</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• Improvements in knowledge and levels of walking</li> <li>• Improvements in knowledge and levels of cycling</li> <li>• Evaluation of teaching resources</li> </ul>	

<p><b>TARGET GROUP</b></p> <p><b>11 to 17 Years</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"><li>• To promote safer journeys to school programme</li><li>• Introduce School Travel Plans</li><li>• Encourage sustainable transport</li><li>• To provide education on the safe use of Public Transport</li><li>• To provide education on the safe use of School Transport</li><li>• To improve seat belt wearing</li><li>• To improve cycle helmet wearing</li></ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"><li>• Raise awareness of Safer Journeys to School programme</li><li>• Raise awareness of school travel plans</li><li>• Encourage schools to ask for road safety education materials</li><li>• To provide each child starting secondary school with a road safety information pack on key road safety issues</li><li>• To provide each secondary school with a list of current teaching materials available from the Road Safety Office for loan to schools</li></ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"><li>• Road Safety Officer</li><li>• School Travel Plans Officer</li><li>• Local Agenda 21 Officer</li></ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"><li>• Annually/ongoing</li></ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"><li>• Data collection and analysis of modal shift</li><li>• Safer Journeys to School initiatives</li><li>• Numbers of school travel plans</li><li>• Evaluation of current road safety teaching materials</li></ul>	

<p><b>TARGET GROUP</b></p> <p>Young Drivers</p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• To improve safety and to raise awareness of young driver and driver education</li> <li>• To promote young driver education programmes</li> <li>• To promote speed and casualty reduction programmes</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Introduce pre-driver education in all schools</li> <li>• Participation in DfT awareness campaigns</li> <li>• To provide advanced driving instructors with resources available for loan</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Road Safety Officer</li> <li>• Advanced driving instructors</li> <li>• Police</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• Annually</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• National Performance indicator for KSI's and slights</li> </ul>	

<p><b>TARGET GROUP</b></p> <p><b>Driving Offenders</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"><li>• To provide access to driver improvement courses for offenders referred by the Police</li></ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"><li>• Training is currently available through Devon County Council at the Devon Drivers Centre in Exeter</li></ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"><li>• Police</li></ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"><li>• Ongoing and annually</li></ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"><li>• Monitoring data collated</li></ul>	

**TARGET GROUP****Company Drivers****Objectives**

- To improve road safety information and advice and offer access to company driver training courses
- Increase awareness of occupational road risk
- Increase awareness of driver fatigue
- Increase awareness of mobile phone use and driving

**Action**

- Provide literature on driver fatigue
- Provide literature on driving and mobile phones
- Provide access to driver training programmes

**Responsibility**


- Road Safety Officer
- Police

**Timescale**


- Annually and on going


**Performance Indicators**

- Increased awareness of courses available
- Increased awareness of Road Safety and Driving


<p><b>TARGET GROUP</b></p> <p><b>Tourists and Visitors</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• Ensure that tourists and visitors experience clear, effective and informative signing to destinations within the Bay. The highway signage strategy is particularly important to Torbay due to the high percentage of road users that are tourists. Improving the signing on the highway will promote safety and reduce congestion</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Provide information and literature that is easily accessible to visitors and tourists on driver fatigue and mobile phone use</li> <li>• Implementation of Torquay, Paignton and Brixham signing review</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Highways and Engineering Team</li> <li>• Road Safety Officer</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• On going</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• Scheme Implementation</li> <li>• Collision data review over summer months</li> </ul>	


<p><b>TARGET GROUP</b></p> <p><b>Older drivers</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• To improve knowledge, skills and safety awareness of older drivers</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Provide information and education for older drivers</li> <li>• To promote public awareness of medical fitness</li> <li>• Support DfT awareness campaigns</li> <li>• To attend senior lifeskills events in order to provide current road safety and driving issues</li> <li>• Support Senior Lifeskills programmes</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Road Safety Officer</li> <li>• Police</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• Annually and ongoing</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• Review and ensure public awareness maintained and current DfT literature available</li> <li>• Review of crash/collision statistics</li> </ul>	

<p><b>TARGET GROUP</b></p> <p><b>All Drivers</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"><li>• To raise awareness of Road Safety and Driving</li></ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"><li>• Support DfT Road Safety Campaigns</li><li>• Seat Belt/Child restraints, driver fatigue, mobile phones</li></ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"><li>• Road Safety Officer</li><li>• Police</li></ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"><li>• On Going</li></ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"><li>• Media coverage on local issues</li><li>• Provide Drivers with information /access to Driver Training</li></ul>	

<p><b>TARGET GROUP</b></p> <p><b>Motorcyclists</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• Increase awareness of motorcyclists</li> <li>• Provide information on motorcyclist training</li> <li>• To promote Bike Safe programmes/initiatives</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Work in partnership with motorcycle retailers</li> <li>• To make sure Road Safety information is easily available to motorcyclists and motorcycle retailers</li> <li>• To attend Paignton Bike Night and provide access to motorcycle education and training</li> <li>• To promote Bike Safe in partnership with Devon and Cornwall Constabulary</li> <li>• Provide education at key stage 3 and 4 in all secondary schools in Torbay in partnership with local motorcycle dealers and other relevant partners</li> <li>• Monitor data specific to motorcyclists</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Road Safety Officer</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• Ongoing</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• All motorcycle retailers/dealers have access to free literature on Bike Safe courses and other educational programmes</li> <li>• Powered two wheelers crash/collision target</li> </ul>	

<b>TARGET GROUP</b> <b>Cyclists</b>
<b>Objectives</b> <ul style="list-style-type: none"><li>• Increase awareness of cyclists</li><li>• Provide cycle training information to all cyclists</li><li>• To promote Torbay's safe cycling strategy</li></ul>
<b>Action</b> <ul style="list-style-type: none"><li>• To work with schools, Police and private sector to raise the profile benefits and opportunities for cyclists</li><li>• Encourage cyclists to obey the highway code</li><li>• Promote the use of cycle helmets</li><li>• Provide all schools with information on cycle training together with cycle good practice resources</li><li>• Run joint programmes with Police to encourage good practice and awareness of both cyclists and car drivers</li></ul>
<b>Responsibility</b> <ul style="list-style-type: none"><li>• Road Safety Officer</li><li>• Police</li></ul>
<b>Timescale</b> <ul style="list-style-type: none"><li>• Ongoing</li></ul>
<b>Performance Indicators</b> <ul style="list-style-type: none"><li>• Monitor data specific to cyclists</li></ul>

<p><b>TARGET GROUP</b></p> <p><b>Horse Riders</b></p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• Increase awareness of Horse Riders</li> <li>• Provide information to all Pony and Horse Riding Clubs/Societies</li> </ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Work in partnership with local riding schools</li> <li>• Make sure road safety information is easily available to horse riders, Clubs and Equestrian outlets</li> </ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"> <li>• Road Safety Team</li> </ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"> <li>• Ongoing</li> </ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"> <li>• Monitor all data specific to horse riders</li> </ul>	

<p><b>TARGET GROUP</b></p> <p>Pedestrians</p>	
<p><b>Objectives</b></p> <ul style="list-style-type: none"><li>• To reduce the number of pedestrian casualties</li><li>• To improve accessibility and reduce conflict between road users</li></ul>	
<p><b>Action</b></p> <ul style="list-style-type: none"><li>• Implement safer journeys and safer routes to school programme</li><li>• Implement pedestrian facilities in town centres and district centres</li><li>• Improve links to public transport</li><li>• Child Pedestrian Training</li><li>• Work with language schools to increase awareness</li></ul>	
<p><b>Responsibility</b></p> <ul style="list-style-type: none"><li>• Road Safety Officer</li><li>• Police</li></ul>	
<p><b>Timescale</b></p> <ul style="list-style-type: none"><li>• 2004/06 Local Public Service Agreement</li><li>• Ongoing</li></ul>	
<p><b>Performance Indicators</b></p> <ul style="list-style-type: none"><li>• Pedestrian casualty targets</li><li>• Local Public Service Agreement Target</li></ul>	

**TARGET GROUP****Driving Instructors****Objectives**

- Increase awareness of Road Safety research and data for advance driving instructors

**Action**

- Improve links with driving instructors
- Provide details of appropriate courses and conferences
- Provide DfT literature

**Responsibility**

- Road Safety Officer

**Timescale**

- On going and reviewed annually

**Performance Indicators**

- Driving instructors better informed and improved links with the Road Safety Officer

<b>TARGET GROUP</b>
<b>Special Needs</b>
<b>Objectives</b> <ul style="list-style-type: none"><li>• Particular attention will be made to providing special needs persons with the materials and teaching resources required to encourage road safety training and education. The special needs of persons requiring road safety training and education will be taken into consideration and the appropriate resources provided. This will include special educational needs for persons with physical and mental difficulties, and will often include help from other professional organisations and agencies. Many Road Safety resources can already be produced in Rebus or Makaton by contacting the Road Safety Officer directly</li><li>• To provide all persons with special needs road safety education</li><li>• Offer training and support for persons with special needs</li><li>• Work in partnership with the Police and other agencies</li><li>• Support special needs schools in the teaching of road safety</li></ul>
<b>Action</b> <ul style="list-style-type: none"><li>• Provide all DfT information and literature to special needs groups</li><li>• To research appropriate resources for persons with special needs</li><li>• To encourage a closer working relationship with professional organisations and agencies working with special needs groups</li></ul>
<b>Responsibility</b> <ul style="list-style-type: none"><li>• Road Safety Officer</li><li>• Education Department</li></ul>
<b>Timescale</b> <ul style="list-style-type: none"><li>• Each academic year</li><li>• On going</li></ul>
<b>Performance Indicators</b> <ul style="list-style-type: none"><li>• Improved awareness for special needs persons</li></ul>

## 7.2 Recommendations

7.2.1 The LAA Road Safety Code of Good Practice (LAA, 1996) recommends one full time RSO Road Safety Officer per 50,000 population and one full time RSE Road Safety Engineer per 1,000 personal injury crashes/collisions.

## 7.3 Torbay Road Safety Staff & Resources

7.3.1 Torbay currently has :

- 1 full time RSO
- 1 Assistant Road Safety Officer/School Crossing Patrol Co-ordinator
- part-time term-time casual Road Safety Assistants

7.3.2 The current Road Safety Budget for the year 2004 is £21,300.

7.3.3 This figure is made up from printing and stationery allowance, advertising allowance resources for all road users.

## 7.4 Additional Budgets Related To Road Safety Programmes

### 7.4.1 School Crossing Patrol Budget

School crossing patrol budget	Total	£40,500
Staff	=	£34,700
Car allowances	=	£600
Clothing /uniform/laundry	=	£2,400
Other expenses including advertising	=	£1,700

### 7.4.2 Safer Journeys To School Budget

Safer Journeys to School	£80,000
Local safety schemes	£190,000
New pedestrian phases at traffic signals /pedestrian crossings and upgrades	£44,000

## **APPENDIX A: Road Safety – References and Contacts**

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### **References**

Local Transport Plan 2001 – 2006	Torbay Council
Cycling Strategy	Torbay Council
Pedestrian Strategy	Torbay Council
White Paper – Integrated Transport	HMSO Publications Centre P.O. Box 276 London SW8 5DT Tel 0171 8730011
A Road Safety Good Practice Guide. First Edition June 2001	Local Authority Associations ISBN 185862 039 2
Members Guide to Road Safety Code of Good Practice	RoSPA 0121 248 2000 RS GEN 147
Devon and Cornwall Safety Camera Partnership	
Tomorrow's Roads – Safer for Everyone The Government's road safety strategy and Casualty reduction targets for 2010	DETR PO Box 236, Wetherby, West Yorkshire, LS23 7NB

## Useful Contacts

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### **Torbay Council Road Safety Officer**

**Tel:** 01803 207677

**Email:** Highways@torbay.gov.uk

### **Torbay Council Assistant Road Safety Officer**

**Tel:** 01803 207678

**Email:** Highways@torbay.gov.uk

### **Traffic Engineer**

**Tel:** 01803 207753

**Email:** Highways@torbay.gov.uk

### **Environmental Health**

**Tel:** 01803 208112

**Email:** Environmental.Protection@torbay.gov.uk

### **Torbay Council Trading Standards Officer**

**Tel:** 01803 208030

**Email:** Trading.Standards@torbay.gov.uk

### **Transport Planning Officer – Travelwise officer**

**Tel:** 01803 208821

**Email:** Transportation@torbay.gov.uk

### **Torbay Council Sustainable Communities Officer**

**Tel:** 01803 207744

**Email:** Sally.Farley@torbay.gov.uk

### **MPC Christopher Lancaster**

**Tel:** 01803 841295

**Email:** chris.lancaster@devonandcornwallpnn.police.uk

### **A.A**

Head Office, Fanum House, Basing View, Basingstoke RG21

**Website:** <http://www.theaa.com>

### **R.A.C.**

PO Box 700 Bristol BS99 1RB

**Website:** <http://www.rac.co.uk>

**Devon and Cornwall Constabulary**

Paignton Police Station, P.O.Box 1, Paignton

**Website:** <http://www.devon-cornwall.police.uk>

**L.A.M**

Institute of Advanced Motorists, IAM House, 359 Chiswick High Road, London W4 4HS

**Website:** <http://www.iam.org.uk>

**RoSPA**

Edgebaston Park. 353 Bristol Road Birmingham B5 7ST

**Website:** <http://www.rospa.co.uk>

**Sustrans**

35 Kings Street Bristol BS1 4DS

**Website:** <http://www.sustrans.org.uk>

**Westcountry Ambulance Trust**

Trust Headquarters, Unit 4, Abbey Court, Eagle Way, Exeter EX2 7HY

**Website:** <http://www.was.co.uk>

**The Driving Standards Agency**

The Agency's aim is to promote road safety through improving Driving Standards

**Website:** <http://www.dsa.gov.uk>

**Handle it or lose it**

This is a new web site for bikers.

**Website:** <http://www.handleitorloseit.com>

**Highways Agency**

The Highway Agency maintains, operates the network of trunk roads in England on behalf of the Secretary of State for Transport, and Local Government

**Website:** <http://www.highways.gov.uk>

## **Glossary**

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DfT .....	Department for Transport
ET&P .....	Education Training and Publicity
KSI .....	Killed and Seriously Injured
RoSPA .....	The Royal Society for the Prevention of Accidents
SCPs .....	School Crossing Patrols
SJTS .....	Safer Journeys to School
LTP .....	Local Transport Plan
RSP .....	Road Safety Plan
STP .....	School Travel Plan
LA21 .....	Local Agenda 21
LARSOA .....	Local Authority Road Safety Officers Association
LPSA .....	Local Public Service Agreement





Environment Services