

## ANGUS COUNCIL

## INFRASTRUCTURE SERVICES COMMITTEE

24 NOVEMBER 2009

## SCOTLAND'S ROAD SAFETY TARGETS TO 2020

## REPORT BY THE DIRECTOR OF INFRASTRUCTURE SERVICES

**ABSTRACT**

This report outlines the Scottish Road Safety Targets from 2010 to 2020 announced by the Scottish Government in their publication "Scotland's Road Safety Framework to 2020", issued in June 2009, and the target reduction in road casualties to be achieved in Angus.

**1 RECOMMENDATION**

1.1 It is recommended that the Committee:

- (i) notes the Scottish road casualty reduction targets from 2010 to 2020;
- (ii) notes the reduction in road casualties to be achieved in Angus by 2020;
- (iii) instructs the Head of Roads to engage with the other agencies who are actively involved in road safety with a view to producing a Road Safety Plan for Angus covering the initial period of the new targets namely 2010 - 2015.

**2 INTRODUCTION**

2.1 Report No. 460/09 submitted to the Infrastructure Services Committee on 2 June 2009 highlighted that the road casualty reductions achieved in Angus up to 2008 already surpass the target reductions for 2010 and exceeded the Scotland reductions from 2007. The Scottish figures from 2008 are now available and are shown in the table below.

<b>Table 1</b>	<b>2010 Target reductions</b>	<b>Actual Scotland to 2008</b>	<b>Actual Angus to 2008</b>
Killed or seriously injured (KSI)	40%	42%	47%
Children (0 – 15 yrs) KSI	50%	65%	91%
Slight casualty rate	10%	35%	45%

2.2 Report No. 460/09 also highlighted that the Scottish Government was in the process of developing the Scottish Road Safety Framework and that the Department for Transport (DfT) were consulting on proposed targets and measures for improving road safety in Great Britain.

**3 DETAILS**

3.1 The current targets to 2010 set for Great Britain by the DfT in association with the Scottish and Welsh devolved administrations have already been met both locally and nationally. There has been a slight increase nationally in the KSI rate in 2008 compared to 2007 though the figures still surpass the 2010 target reduction.

3.2 Scotland's Road Safety Framework to 2020 states that "To maintain alignment with GB targets we will continue to work towards them until 2010 when Scottish casualty reduction targets will commence".

- 3.3 The Scottish targets to be achieved by 2015 and 2020 compared with the average figures in Angus for 2004-08 are shown in the table below.

<b>Table 2</b>	<b>Baseline Average Angus 2004-08</b>	<b>2015 milestone % reduction</b>	<b>2020 target % reduction</b>
People killed	12	30	40
People seriously injured	81	43	55
Children (aged <16) killed	0.4	35	50
Children (aged <16) seriously injured	7	50	65

- 3.4 In addition to the above, the previous 10% reduction target in the slight casualty rate will be continued to 2020.
- 3.5 The new Scottish targets have separated deaths from serious injury as, in recent years, the national trends have been different for these with serious injuries falling steadily but deaths failing to achieve the same rate of decline.
- 3.6 In order to achieve the targets and make headway towards the ultimate vision of a future where no one is killed on Scotland's roads and the injury rate is much reduced, specific topics have been identified in the Framework as priorities to be addressed, these are:
- Leadership
  - Sharing intelligence and good practice
  - Children / Young People
  - Pedestrians
  - Pedal cyclists
  - Motor cyclists
  - Drivers aged 17-25
  - Driving for work
  - Older drivers
  - Drivers from abroad
  - Rural Roads
  - Urban issues
  - Drink Drive
  - Seatbelts
  - Speed
  - The design of local roads

30 copies of the Framework Summary have been placed in the Members' lounge for the reference of the members.

- 3.7 The current Road Safety Plan for Angus, published in 2005, is proposed to be updated within the next year to take cognisance of the new road casualty reduction targets and to identify and prioritise action points to be taken forward to assist with achieving the reduction targets for 2020. The action points will be specific to road safety issues in Angus and developed following engagement with the local road safety community, including Tayside Police, Tayside Fire Service and other agencies who are actively involved in road safety.
- 3.8 The consultation document, "A Safer Way: Consultation on Making Britain's Roads the Safest in the World", published by the DfT in April 2009 is proposing the following targets for adoption in England and Wales:
- to reduce road deaths by at least 33%;
  - to reduce the annual total of serious injuries on our roads by at least 33%;
  - to reduce the annual total of KSI's to children and young people (aged 0 – 17) by at least 50%;
  - to reduce by at least 50% the rate of KSI per km travelled by pedestrians and cyclists.

3.9 These target reductions proposed by the DfT are to be met by 2020 and are based on the 2004-08 baseline average. The views received by the DfT in response to their proposals will influence their next road safety strategy, which is due to be published at the end of the year.

3.10 It is acknowledged that the new Scottish targets are more challenging than the DfT proposed targets, particularly for child deaths which will be monitored using a three year rolling average due to the small numbers involved. Scotland's record for child deaths is proportionately worse than that of England and Wales and the Scottish Government want to improve on this.

#### 4 **FINANCIAL IMPLICATIONS**

4.1 There are no financial implications arising directly as a result of the recommendations contained in this report. An annual programme of predominantly low cost remedial or moderate improvement works, funded from the Traffic Calming/Road Safety and Supplementary Traffic Schemes Capital budgets, are carried out at accident cluster sites identified from the Accident Investigation Programme. These works, reported in a separate report to this committee, assist towards achieving the casualty reduction targets.

#### 5 **HUMAN RIGHTS IMPLICATIONS**

5.1 There are no human rights implications arising from the proposals in this report.

#### 6 **EQUALITIES IMPLICATIONS**

6.1 The issues contained in this Report fall within an approved category that has been confirmed as exempt from an equalities perspective.

#### 7 **SINGLE OUTCOME AGREEMENT**

7.1 This report contributes to the following local outcomes contained within the Single Outcome Agreement for Angus.

- Communities in Angus are safe, secure and vibrant
- A good quality of life is enjoyed by all in Angus

#### 8 **CONSULTATION**

8.1 The Chief Executive, Director of Corporate Services, Head of Finance, Head of Law and Administration, Tayside Safety Camera Partnership, Firemaster and the Chief Constable were consulted in the preparation of this report.

#### 9 **CONCLUSION**

9.1 The Scottish road casualty reduction targets from 2010 to 2020 is reported as well as the target reductions to be achieved in Angus based on the 2004-08 baseline average.

**ERIC S LOWSON**  
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#### NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report No. 580/08: Casualty Reduction Targets & Accident Investigation Programme – Infrastructure Services Committee, 3 June 2008.

Report No. 460/09: Casualty Reduction Targets & Accident Investigation Programme Preparation & Implementation – Infrastructure Services Committee, 2 June 2009.

Roads/JG/TC

Scotland's Road Safety Targets