



A Road Safety Action Plan for Angus Towards 2015

Contents

Foreword by Convener of the Infrastructure Services Committee	4
Foreword by Chief Superintendent, Tayside Police	5
1. Introduction	7
2. Casualties in Angus	8
3. Targets for 2010	9
4. Progress to the 2010 Targets	11
5. 2015 & 2020 Targets	12
6. Action Points	
- Organisation & leadership	15
- Sharing Intelligence & Good Practice	16
- Children	17
- Drivers aged 17-25	19
- Rural Roads	20
- Drink Driving	22
- Seatbelts	23
- Speed	24
- Pedestrians	25
- Motor Cyclists	26
- Pedal Cyclists	27
- Summary of Action Points	28
- Glossary	30



Foreword by David May Convener of the Infrastructure Services Committee

Angus Council believes strongly that road accidents should not be accepted as a normal part of life.

Since the last Road Safety Action Plan was published in 2005, significant progress has been made in making Angus roads safer for all road users.

Investment in road safety across the county is making a big difference. Work carried out has seen a huge reduction in road accidents in Angus, with the total number of road casualties in Angus falling to a 30-year low in 2010.

Among the projects which have contributed to this welcome drop is the identification of accident cluster spots in the county, where low cost, but effective, engineering solutions are found to reduce accidents.

Other programmes undertaken by the council and its partners continue to reduce accidents, including safety camera enforcement and road safety education programmes.

However we must not become complacent. Working with our partners in Tayside Police, NHS Tayside, Tayside Fire and Rescue and local communities, our aim is to continue this downward trend in accident statistics.

We must continue to promote road safety so that the everyday action of using the roads, whether by walking, cycling, riding, or driving is safe.

Our priority will continue to be to reduce fatalities and injuries for all age groups, and specifically for children.

This plan sets out the road safety issues we still face in Angus, and how we plan to tackle them.



Foreword by Colin MacKay Chief Superintendent, Tayside Police

Road Safety is an issue that affects every single person in Angus, be it as a motorist or a pedestrian, and it is the responsibility of every single road user in Angus to play their role in casualty reduction.

Tayside Police in Angus is dedicated to continuing the good work made towards reducing the number of people killed and seriously injured on our roads. We are not alone in this and work closely with the other partners committed to road safety. Every death and every person injured on the road is one too many, and although 2010 saw the lowest number of persons killed since 2000, there is still more that can be done.

Scotland's road safety vision is that there will be "A steady reduction in the number of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced." This is my vision for Angus and to achieve this we must all play our part. It will not happen overnight and the ACPOS Road Policing Strategy 2010- 2020 is designed to fit in with Scotland's Road Safety Framework to 2020. Education and enforcement plays a key role in policing, and Angus has a dedicated road policing unit, whose staff members are out on the roads each day, stopping motorists, offering advice, and carrying out enforcement where necessary. The key offences of speeding, failing to wear seatbelts, and driving whilst using a mobile phone, all contribute greatly to the number of casualties seen. Whilst I am pleased to report that the number of drink/ drug drivers within Angus is on the decline, it is still important to keep the momentum going, as each drink driver on the road has the potential to cause yet another tragedy.

Due to all of the excellent work so far, we are heading in the right direction, and this new Road Safety Plan will build on this good work and ensure that we continue to improve road safety.

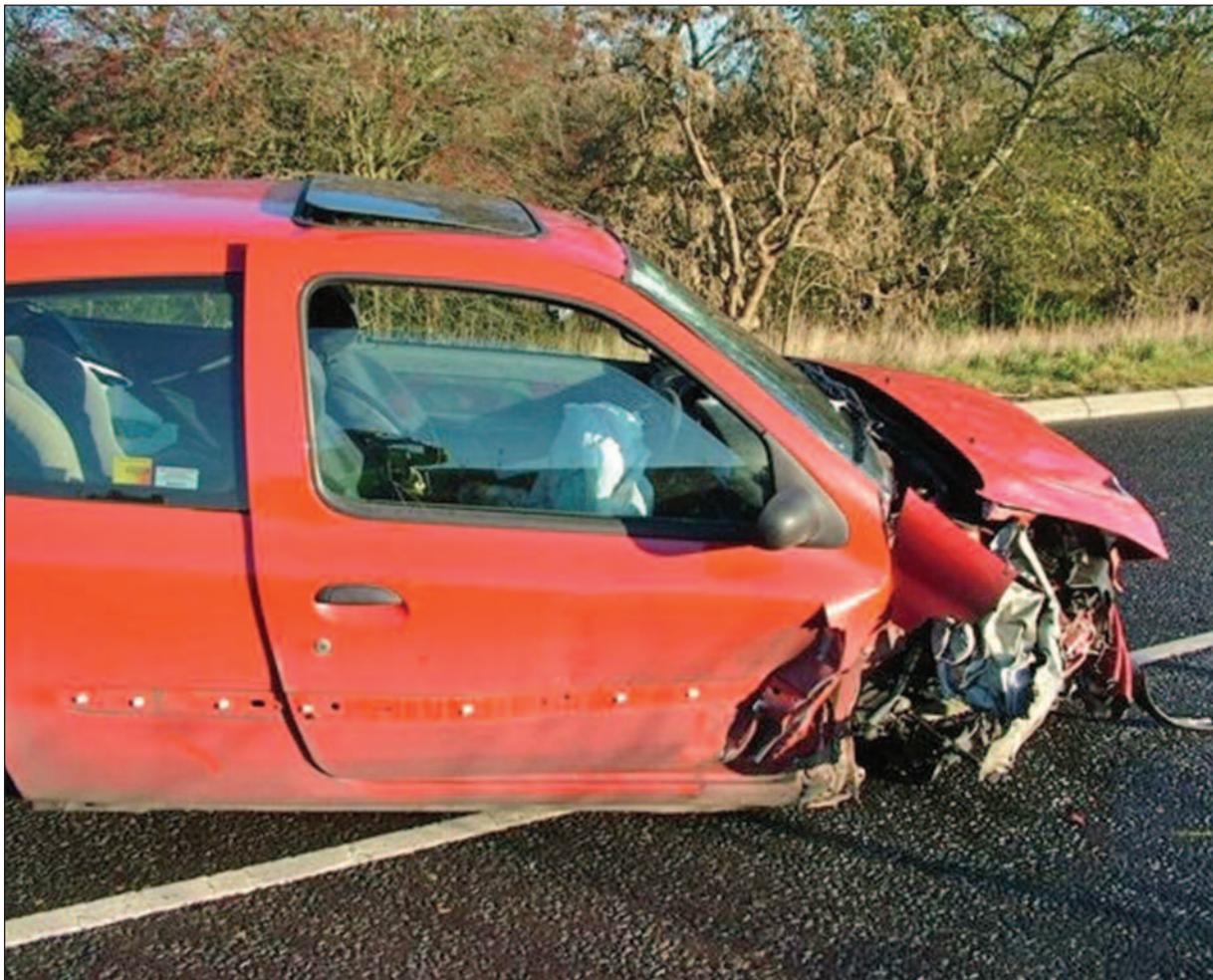
1. Introduction

This is the third Road Safety Plan published by Angus Council. The previous plans, published in 1999 and 2005, set out the council's action plan for road accident casualty reduction by the year 2010 to contribute to the achievement of the national targets set by the UK Government, and the Scottish Executive

In June 2009 the Scottish Government published Scotland's Road Safety Framework to year 2020 which set out a high-level vision for road safety in Scotland, the main national Scottish priorities in road safety, the first ever Scottish Road Safety Targets and a number of commitments all intended to further reduce death and injury on Scotland's roads. The framework emphasises that all partners and every road user has a contribution to make towards road safety, as highlighted in the title of the Framework, "Go Safe on Scotland's Roads – it's Everyone's Responsibility".

This Road Safety Plan, covering the period up to 2015, reports on the success in achieving the 2010 national road casualty reduction targets, details the new Scottish Targets to be achieved by 2020 (with milestones at 2015) and sets out the council's new action plan developed in partnership with various council departments and external organisations such as Tayside Police, Tayside Fire & Rescue, Tayside Safety Camera Partnership, NHS Tayside and Tactran.

The Angus Road Safety Plan also contributes to National Outcome 9 of the Single Outcome Agreement – "We live our lives safe from crime, disorder and danger".



2. Casualties in Angus

The yearly road casualty data for 2004-2010 and averages for 1994-98, are set out in Table 2.1.

Table 2.1: Casualty Statistics for Angus 1994-2010 (Local Roads plus A90 Trunk Road)

Severity of Casualty (All Road Users)	1994-98 average	2004-08 average	2004	2005	2006	2007	2008	2009	2010
Fatal	9	12	16	7	11	13	12	7	6
Serious	140	81	120	81	76	66	62	55	54
Slight	359	303	324	335	283	295	280	233	186
All severities	508	396	460	423	370	374	354	295	246
Killed/Seriously Injured (KSI) (% of all casualties)	149 (29%)	93 (23%)	136 (30%)	88 (21%)	87 (24%)	79 (21%)	74 (21%)	62 (21%)	60 (24%)

The total number of road casualties in Angus in 2010 of just less than 250 is the lowest number recorded in Angus in the past 30 years.

Total casualties have fallen by 52% since the mid to late 1990s with those killed or seriously injured reducing by 60% over the same period.

Casualty numbers have continued in a downward trend in recent years, in particular for KSI accidents, from a peak in 2004 of 136 reducing to 60 in 2010, a 56% decrease.

The continued reduction in road casualty numbers, in particular in recent years, is in part due to the success of the annual programme of road safety improvement schemes implemented as part of the council's Accident Investigation Programme, annual surface treatment works carried out at designated sites identified by the roads maintenance section, the continued mobile camera speed enforcement and education undertaken throughout Angus by the Tayside Safety Camera Partnership.

Other road safety education programmes implemented by Road Safety Scotland and Tayside Police road safety officers deliver interventions utilising locally developed resources and other national resources which are supplied by Road Safety Scotland.

Following six years of enforcement at camera sites on Angus roads (2004-09) the number of injury collisions has halved and the number of fatal and serious collisions has dropped by 62.5% compared to the pre-camera baseline period (2000-02). The number of people killed or seriously injured (KSI) at the same camera sites has also fallen by 58% from 26 in 2000-02 to 11 in 2007-09.

While the record in road casualty reduction in Angus is encouraging, the 2010 figures still mean that, on average, at least one person suffers serious injuries in a road accident in Angus every week and at least three people suffer a slight injury. The purpose of this plan is to maintain the downward trend in injury accidents in Angus.

3. Targets for 2010

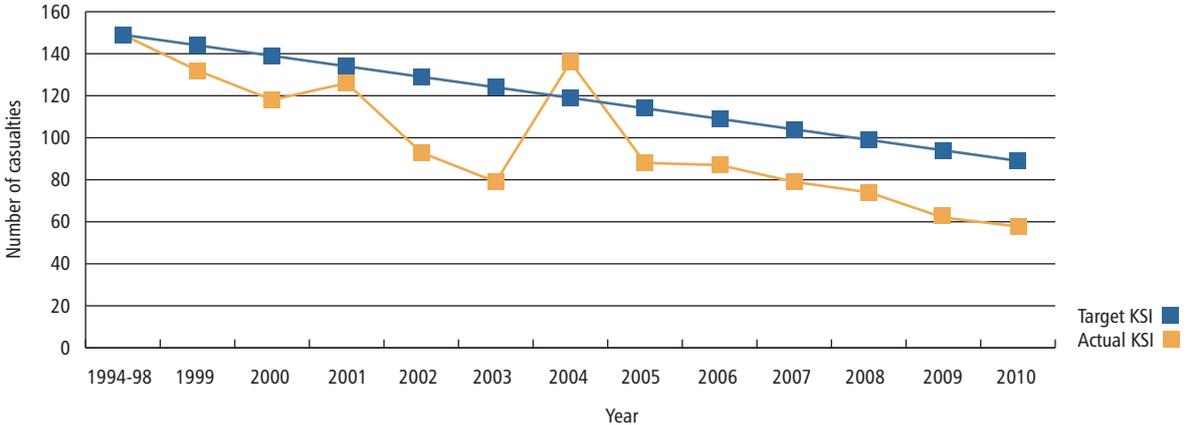
Casualty Reduction Targets for 2010

The national road accident casualty reduction targets for 2010 have been consistently met in Angus since 2005. The targets, based on the average casualty levels over the period 1994-1998, were as follows:

- A 40% reduction in the number of people killed or seriously injured (KSI)
- A 50% reduction in the number of children killed or seriously injured
- A 10% reduction in the slight casualty rate (per 100 million vehicle miles)

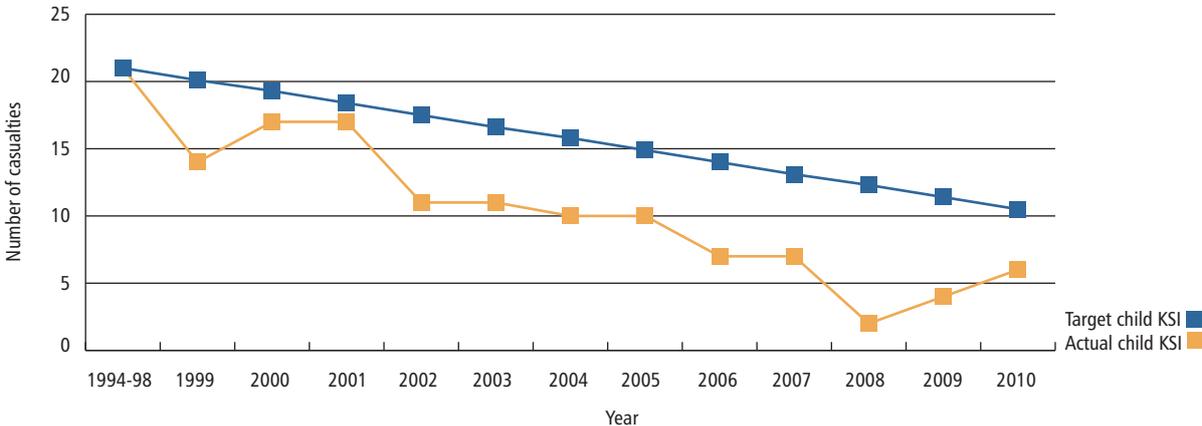
Figures 3.1-3.3 show progress toward achieving the 2010 targets.

Figure 3.1: The number of KSI casualties in Angus and progress toward the 2010 KSI casualty reduction target (all road users)



The number of fatal and serious child casualties in Angus has consistently been below the 2010 national target since 2004 and greater than the average reduction across Scotland since 2008.

Figure 3.2: The number of child KSI casualties in Angus and progress toward the 2010 child KSI casualty reduction target (all road users)

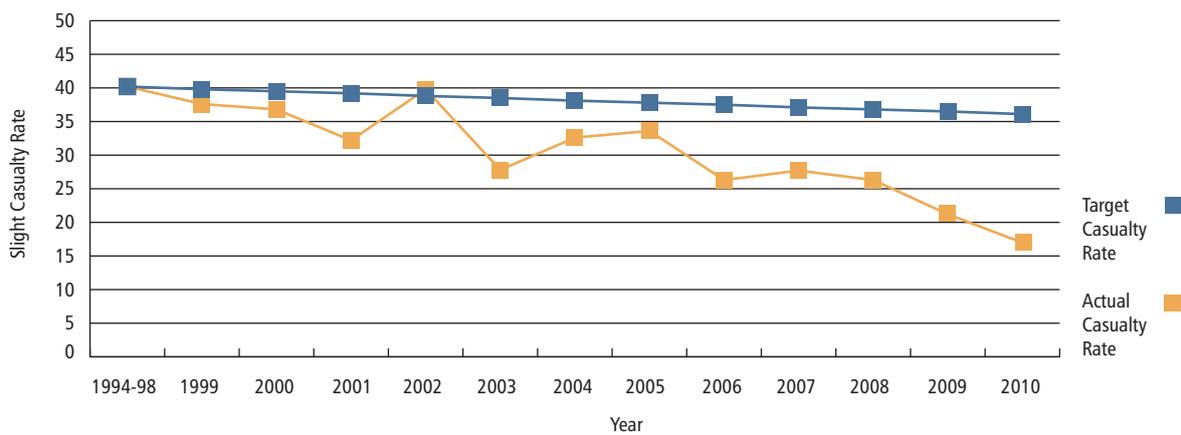


Children accounted for 9% of all casualties in Angus in 2010, which is better than previous years and comparable with the Scottish average.

Although child casualties continues to decrease (the 2010 figures show a 71% decrease when compared to the 1994-98 annual average) children are still over-represented in pedestrian casualties and cyclist casualties in Angus.

This reinforces the importance of the road safety education projects undertaken in schools in Angus, including pupil cycle testing, by Tayside Police road safety officers.

Figure 3.3: Slight casualty rate in Angus and progress toward the 2010 slight casualty rate reduction target (all road users)



Analysis

- Speed enforcement by Tayside Safety Camera Partnership at camera sites in Angus has shown a significant reduction in injury collisions at those locations since their deployment.
- Adult casualties continue to decrease year on year in Angus from a high in 2004 of just over 400 down to 223 adult casualties in 2010, a reduction of 45% and significantly better than the Scottish average reduction in adult casualties of 15% in the 2004-09 period.
- Adults killed or seriously injured (KSI) in Angus reduced marginally between 2005-08, from 78 to 72 respectively, though the 2009 and 2010 KSI figures 58 and 54 respectively is less than half of that recorded in Angus in 2004 of 126 adult KSI casualties, compared to a 25% Scottish average reduction for the 2004-09 period.
- Casualties in the age group 17-25 years accounted for 29% of all casualties in Angus in 2010, slightly higher than recent years, though actual numbers have reduced from a high in 2007 of 92 down to 71 in 2010, and is significantly less than the 2005 figure of 129 casualties. This age group is featured as an action point in this document to continue to support the road safety education and publicity programmes aimed at this age group to encourage safer driving behaviour and ultimately to reduce the number of injury accidents.
- Overall, males accounted for 73% of accidents involving injuries to vehicle drivers in 2010 in Angus. This is slightly higher than the average percentages from the five year periods 2000-04 and 2004-08 in Angus.

4. Progress to the 2010 Targets

The 2005 Road Safety Action Plan for Angus commented on the work to date regarding the action points listed in the initial Angus Road Safety Plan (1999) and identified eight new key priorities to be taken forward to assist in meeting the 2010 casualty reduction targets. Table 4.1 provides a brief summary of how the priorities have been taken forward.

Reference is often made of the traditional road safety 3Es (Education, Engineering and Enforcement).

Table 4.1: Action Points from A Road Safety Plan for Angus 2005 and work-to-date

Action Point	Work to date
Inter-agency Working	Continued representation at the Tayside Road Safety Forum and monthly meetings of the Angus Traffic Co-ordination Group.
Use of Child Restraints in Cars	Tayside Police road safety officers continue to present In car Safety talks at ante-natal classes around Angus and also carry out child seat checks as requested.
Safer Routes to School (SRTS)	School Travel Plans are now in place at 42 of the 55 primary schools in Angus.
	A Walking Bus has been established in recent years at one primary school in Arbroath.
Responsible Driving	Road safety officers continue to maximise the 55+ age group audience for Road Safety Scotland road safety drama tours.
	Angus Designated Driver Initiative. Seasonal Drink/Drive campaigns.
Speed Enforcement	Tayside Safety Camera Partnership undertakes regular enforcement on Angus roads which has shown to be effective at reducing injury collisions at those locations.
Improving Pedestrian Safety	Improved pedestrian safety schemes implemented as part of town centre enhancements projects as well as providing upgraded crossing facilities.
Cyclist Safety	Road safety officers work closely with the Active School co-ordinators, Education Department and schools to seek to ensure all primary school pupils undertake cycle training.
	Cycle facilities continue to be improved/provided in rural and urban areas in Angus.
The Children's Traffic Club in Scotland (CTCS)	CTCS uptake in Tayside was higher than in most other regions in Scotland and was continually promoted by Road safety officers until its replacement was launched in October 2010 titled Go Safe With Ziggy.

It can be seen from the above table that the education and enforcement work carried out by our road safety partners are vital elements towards achieving road casualty reduction targets combined with engineering measures carried out by the roads division such as:

- upgrading of the A92, Dundee to Arbroath, to dual carriageway status in 2005
- remedial works at identified accident cluster sites
- junction improvement schemes
- A92 and A935 route action plan schemes
- traffic calming/twenty's plenty schemes
- A & B class roads speed limit review
- road safety audits
- road maintenance including winter maintenance

5. 2020 Targets

Casualty Reduction Targets for 2020

Scotland’s Road Safety Framework to 2020 titled Go Safe on Scotland’s Roads - it’s Everyone’s Responsibility, published in June 2009 by the Scottish Government, set out the first ever Scottish road safety targets from 2010 to 2020. Table 5.1 lists the targets which will be assessed against the 2004-08 average numbers of casualties.

Table 5.1: Casualty Reduction Targets to 2020

Target	2015 Milestone (% reduction)	2020 Target (% reduction)
People killed	30%	40%
People seriously injured	43%	55%
Children (aged <16) killed	35%	50%
Children (aged <16) seriously injured	50%	65%

In addition to the above targets the previous 10% reduction target in the slight casualty rate will be continued to 2020.

The four main targets differ to previous targets in that deaths have been separated out from serious injuries as, in recent years, the national trends have been different – serious injuries falling steadily but deaths declining at a lower rate.

The 2004-08 baseline average figures in Angus (local and trunk roads) as well as the target figures for 2015 and 2020 are detailed in Table 5.2. Child fatality figures will be monitored using a three year

rolling average due to the small numbers involved, for example, in the five year period 2004-2008 there were two child fatalities from road traffic accidents in Angus.

Table 5.2: Casualty Reduction Targets against 2004-08 Angus Baseline Average

Target	2004/08 Angus Average	2015 Angus Target (No. of Casualties)	2020 Angus Target (No. of Casualties)
People killed (Fig 5.1)	12	8	7
People seriously injured (Fig 5.2)	81	46	36
Children (aged<16) killed (Fig 5.3)	0.4	0.26	0.2
Children (aged<16) seriously injured (Fig 5.4)	7	4	2
Slight casualties (per 100 million kms travelled) (Fig 5.5)	29	(no milestone target)	26

Figures 5.1-5.5 highlight the casualty reductions to be achieved in Angus to meet the 2015 and 2020 Scottish targets.

Figure 5.1: 2020 Scottish Target: 40% reduction in fatalities

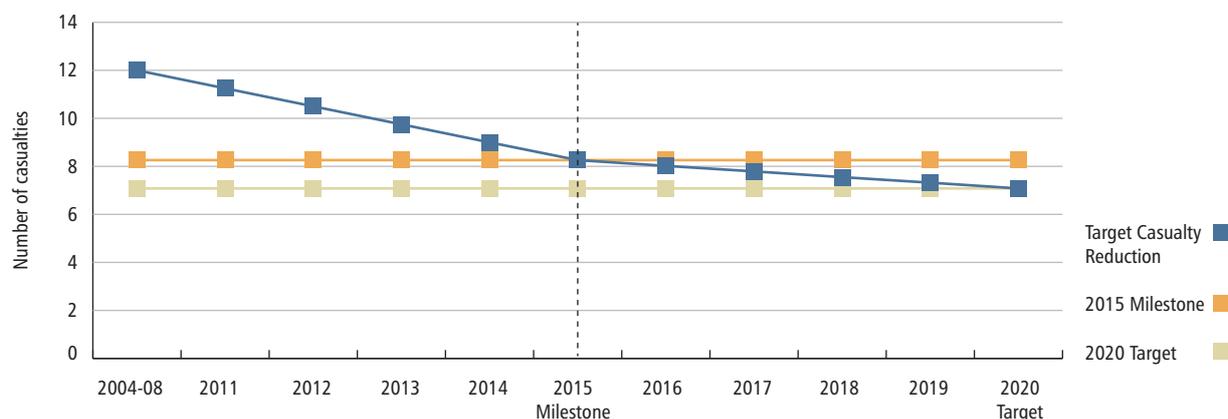


Figure 5.2: 2020 Scottish Target: 55% reduction in seriously injured casualties

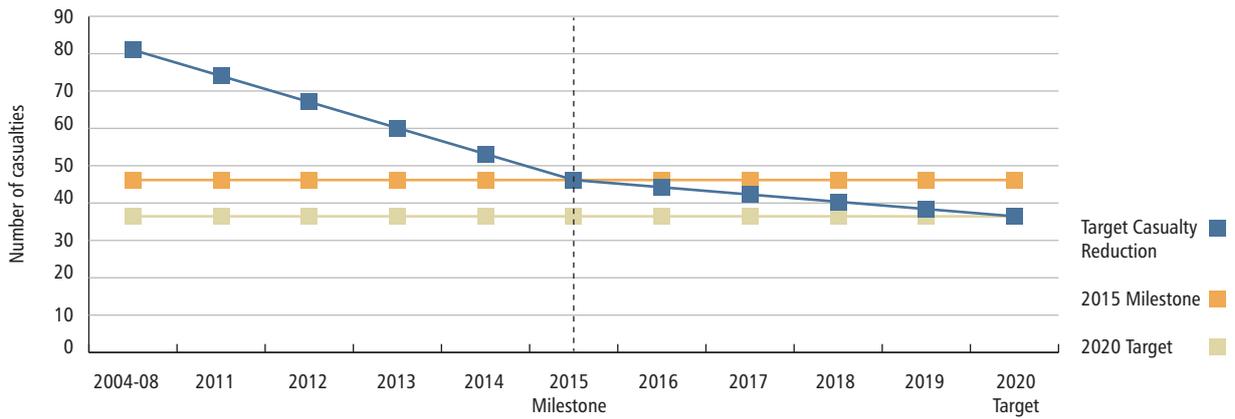


Figure 5.3: 2020 Scottish Target: 50% reduction in child fatalities

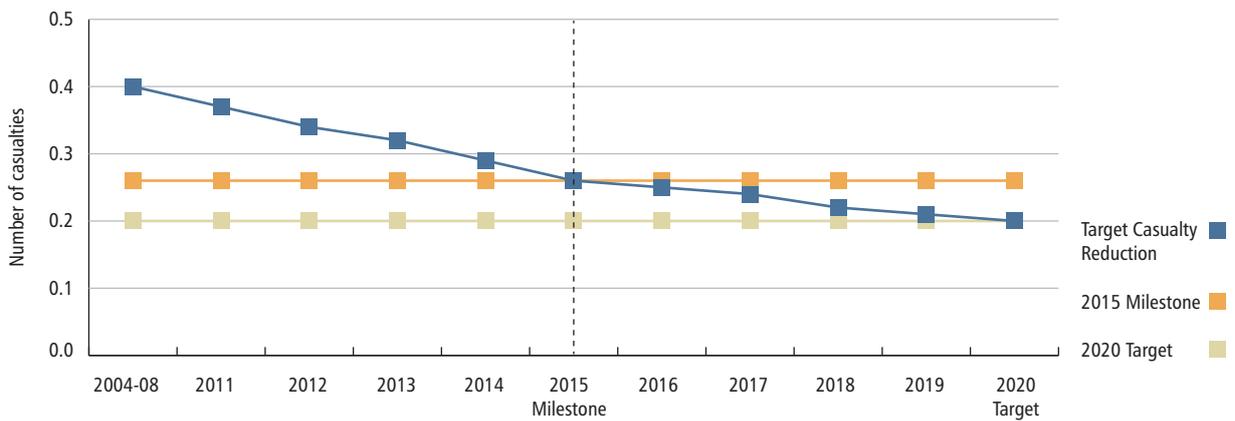


Figure 5.4: 2020 Scottish Target: 65% reduction in children seriously injured

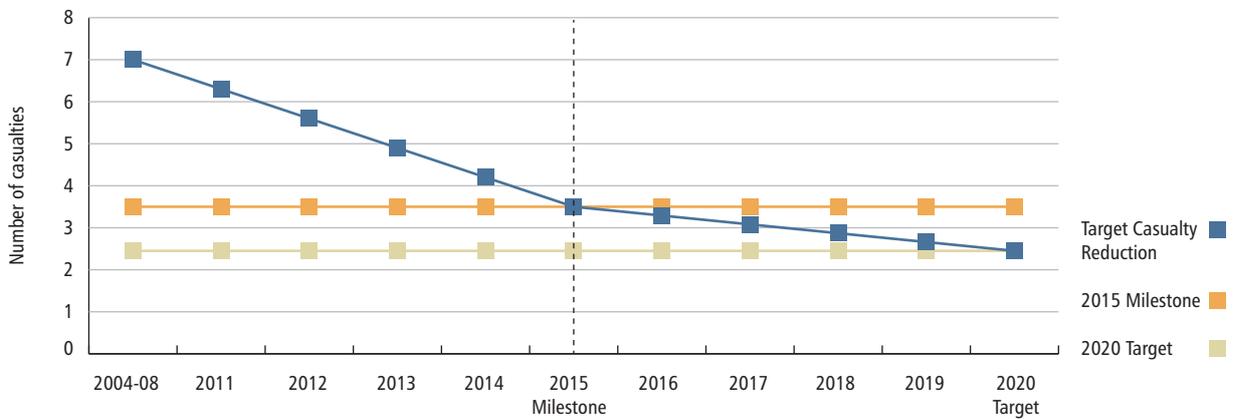
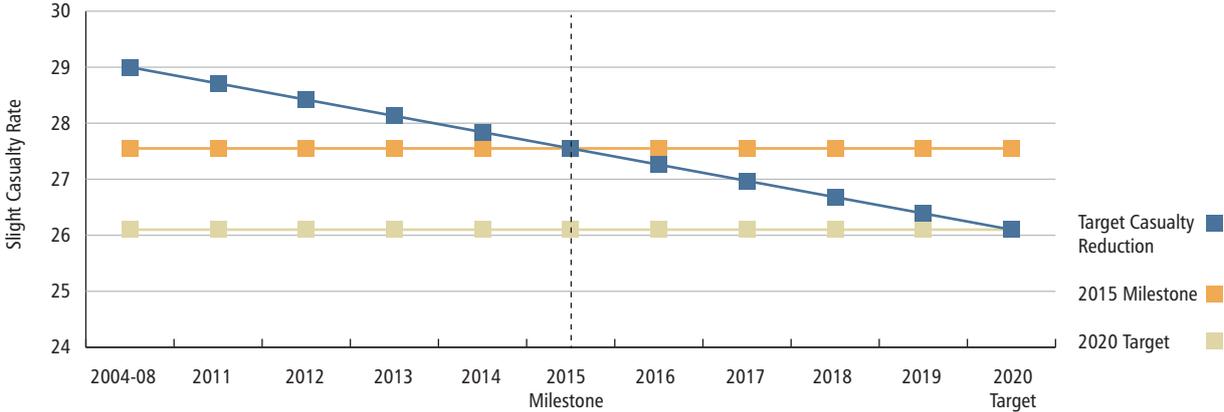


Figure 5.5: 2020 Scottish Target: 10% reduction in slightly injured casualties



It is acknowledged that the new Scottish targets are challenging but reflect the Scottish Government’s focus on continuing to reduce fatalities as well as serious injury for all age groups, and, specifically, for children.

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 which are also adopted as action points in this Road Safety Plan, namely:

- Organisation & leadership
- Sharing intelligence and good practice
- Children
- Drivers aged 17-25
- Rural roads
- Drink driving
- Seatbelts
- Speed

There is flexibility in the above specific road safety priorities to allow for local road safety issues to also be considered. Three additional priorities have been identified to be addressed in Angus as a result of the casualty KSI rate in Angus in recent years, namely:

- Pedestrians
- Motor cyclists
- Pedal cyclists

6. Action Points

Organisation & Leadership

Many organisations and agencies are involved in the promotion and delivery of road safety with the common goal to reduce the number and severity of road casualties on Scotland's roads with the ultimate vision of no fatalities and a much reduced injury rate. Community involvement also has a role to play and we must all work together to make roads safer. Road safety is important to everyone and everyone should be aware of their own responsibilities to improve safety by being more aware of their actions as a road user. Education, Enforcement, and Engineering are the three Es often associated with road safety improvements, which can be supplemented by Encouragement and Evaluation. Delivery of the Scottish Road Safety Framework and meeting the new road casualty reduction targets are challenging and everyone must contribute to ensure these targets are met.

The Single Outcome Agreement (SOA) between Angus Community Planning Partnership (ACPP) and the Scottish Government sets out how we will work towards improving outcomes for the people of Angus in a way that reflects our local circumstances and priorities. The SOA for 2009-2012 sets out local outcomes and indicators which will measure progress towards the government's 15 national outcomes. The Road Safety Action Plan for Angus will contribute to National Outcome Nine – "We live our lives safe from crime, disorder and danger". A local partnership approach allows resources to be brought together to lead the way towards meeting the defined road casualty reduction targets for 2020.

The organisations included in the local partnership for delivery of safer roads and road casualty reduction are:

- Angus Council
- NHS Tayside
- Tayside Police
- Tayside Fire & Rescue
- Tayside Safety Camera Partnership (TSCP)
- Tactran



by the co-ordination of services, sharing information and working together to promote good practice for the benefit and safety of the community. The community also has a role to play as road safety is "Everyone's Responsibility".

The Road Safety Plan helps to contribute towards achieving local outcomes and priorities identified by the Angus Community Safety Partnership.

Sharing Intelligence and Good Practice

The Scottish Road Safety Framework encourages and supports the intelligent use of statistical data by delivery partners to determine road safety priorities. In Angus, statistical accident information is provided by Tayside Police and downloaded to the local road accident database which allows statistical accident information to be shared.

It allows a means of identifying locations in Angus where accident cluster sites exist and with further analysis of the database assessments can be made by the Accident Investigation and Prevention (AIP) members of the roads division of appropriate road safety engineering remedial measures. This method of identifying evidence led priorities allows resources to be targeted at those areas with the greatest accident reduction potential and has shown to be effective in achieving national road casualty reduction targets. The partnership also allows liaison and sharing of road safety concerns or issues to allow combined resources to identify satisfactory problem resolution.

Examples of this practice are Angus representation on the Tayside Road Safety Forum, monthly traffic co-ordination meetings attended by representatives of various council departments and Tayside Police to discuss Angus traffic and road safety matters, and member attendance of Trunk Road, Tactran and Tayside Safety Camera Partnership Steering Group and Executive Board meetings.

Action Points

- Form an Angus Road Safety Forum to monitor progress on action points.
- Continue to be represented at the Tayside Road Safety Forum.
- Continue to participate at SCOTS working group meetings regarding road safety.

Children

Children are considered to be one of our most vulnerable groups of road users and are dependant on the guidance of parents and other adults to set a good example in respect of the practical application of road safety education. Road safety education is paramount and Tayside Police road safety officers in conjunction with the Education Department offer guidance to parents, child supervisors and children as part of a comprehensive education programme.

At the present time all local and national road safety educational resources and initiatives which are offered or undertaken throughout the community are given free of charge. National resources are distributed from the Scottish Government through Road Safety Scotland by Tayside Police road safety officers, and local resources and initiatives are currently developed and funded through partnership working lead or supported by Tayside Police road safety officers

Early support and guidance is offered to new parents at 'parent craft classes' where the importance of transporting children safely in vehicles is discussed through the specific subject of child car seat safety.

Schools are encouraged to ensure that road safety education is an integral part of their pupils' curriculum and develops in incremental stages as pupils progress through school.

Road safety advice is offered to parents and carers for children walking to and from school to give further information about their personal responsibilities in respect of safe travel.

In compliance with Scotland's Road Safety Framework to 2020 and the Curriculum for Excellence, Go Safe with Ziggy, was launched by Road Safety Scotland on 5 October 2010 to ensure young children receive road safety education from their earliest year. This resource is distributed directly to nurseries for all their pupils. Road Safety Scotland envisage that pre-schoolers and P1 children will receive a Ziggy book to take home to encourage parents and carers to read with them. The complete resource is also available on-line.

There are various road safety initiatives offered to all Angus primary schools which link into the Curriculum for Excellence. The initiatives aim to cover the major incremental stages of learning and includes Walkwise for P1 to P3 pupils, Theatre in Education and Junior Road Safety Officers Scheme for pupils in P6, and on-road cycle training which is offered for P7 pupils.

P7 pupils also have the opportunity to take part in the annual Safe Angus initiative which includes road safety issues. This provides teams of children with a variety of scenarios. They have to work as a team to resolve issues within each scenario so that there is a safe or healthy outcome.

All primary schools have copies of the National Road Safety Education resource Streetsense and each classroom has a copy of Streetsense2. This resource is used throughout Scotland and offers teachers the opportunity to include road safety into the full remit of the curriculum.





Road safety education continues through secondary school with further engagement on road safety issues.

Utilising national resource Your Call for S1-3, Crash Magnets for S3-6 and Theatre in Education for S1 and S5/6, pupils are encouraged to develop safe behaviour and adopt responsible attitudes toward using the roads. The SQA Safe User Award, aimed primarily at 14-17 year olds, has been developed for this purpose and is available to groups including schools, youth organisations and young offenders institutions etc. The award can be undertaken at any SQA accredited location.

Local initiatives have been developed specifically to reach pre and young drivers namely Driving Ambition and Safe Drive Stay Alive. These initiatives involve partners who have a professional interest in road safety such as Tayside Police, Tayside Safety Camera Partnership and Tayside Fire and Rescue.

There is a national incentive to promote active travel by encouraging walking and cycling for short journeys, which includes the school journey. Angus Education Department encourage the use of School Travel Plans which consider alternative modes of travel. Safer Routes to School is also actively promoted to consider the choice of route to assess safer options. School crossing patrol officers are provided at appropriate locations and all schools have been assessed for the introduction of part time 20mph speed limits at school frontages or physical measures to reduce speeds where appropriate.

Action Points

- Encourage all adults to set children a good example in all road safety matters and remind them of their responsibility and role.
- Continue to promote and support road safety education as part of the curriculum in all schools.
- Encourage safe routes and sustainable modes of travel to and from school.
- Encourage more walking buses to and from schools where appropriate.
- Support school cycling groups where requested.

Drivers 17-25

Statistics show a high percentage of young drivers in the age group 17-25 are involved in road accidents. Crashes involving young drivers often include young passengers as casualties.

Between 2005 and 2009, drivers in the 17-25 age group accounted for 25% of all drivers involved in road accidents in Scotland, similar to the Angus figure in 2010. Lack of driving experience in hazardous conditions can result in slower reaction times in comparison to experienced drivers.

Road safety educational programmes are included in the school curriculum to help increase young pre-drivers awareness of hazards on the road.

Additional driver training is available with the Pass Plus scheme which is designed by the Driving Standards Agency to promote improved standards of driving, and it is aimed at young drivers. The scheme is available from participating Pass Plus driving instructors.

Recent safety initiatives have resulted in more detailed driving examinations covering both theory and practice. Penalties for breaking the law are also more stringent for young drivers within the first two years of driving (their licence can be revoked if they accumulate six penalty points in the first two years of driving).



Action Points

- Review marketing methods to ensure all recently qualified 17-25 year olds are aware of the benefits of further training in improving driving skills.
- Continue to offer and/or provide road safety education to all Angus Secondary and tertiary educational establishments.
- Continue to take direct action on those who insist on using vehicles in anti-social manner.

Rural Roads

Driving along rural roads can expose the motorist to unexpected hazards which may relate to changes in the geometry of the road (bends, gradients, etc), slow moving (farm) vehicles, cyclists, horse-riders or possibly livestock/animals on the road. Additional hazards may also be encountered which can affect the road surface such as leaves, ice or mud. It is always necessary to drive at appropriate speeds to suit road conditions and to respect other road users on rural roads.

In Scotland, seven out of ten fatal accidents occur on rural roads (same as in Angus) and often involve less experienced drivers.



i) Trunk Roads

Angus Council holds responsibility for the adopted rural road network other than the section of the A90 trunk road which is the responsibility of Transport Scotland and currently managed by an operating company (currently BEAR Scotland). The Strategic Road Safety Unit is the specialist accident investigation unit within Transport Scotland which manages an annual road safety programme which is designed to assist in achieving the national casualty reduction targets. Identified accident sites are reviewed by BEAR Scotland to assess the suitability of engineering remedial measures to improve road safety, with recommendations made to Transport Scotland. Two of the key actions contained within Transport Scotland's Strategic Road safety Plan are to:

- Develop Route Safety Files that will hold a knowledge base to help inform road safety priorities and;
- Liaise with all parties to ensure effective delivery of a wider road safety programme.

Angus Council is represented on the road safety group associated with local trunk road safety issues.

ii) Angus Council Rural Roads

The following table (6.1) shows recorded accident history on local rural roads in Angus since the year 2000. There was an annual average of seven fatal accidents on rural roads (speed limit between 40-60 mph) between 2000-04 and 2004-08 with three recorded in 2010. The number of 'serious injury' and 'slight injury' accidents have reduced since 2000, though further improvements can be made.

Angus Council undertakes an annual review of the road safety performance of the network by analysing recorded accident data to identify cluster sites or sections of road which justify engineering measures to improve road safety. The delivery of low cost remedial measures has proven to be successful in reducing the

number of road casualties. This method of prioritising measures also relates to road maintenance operations where improvements to road surface conditions are justified.

Engineering remedial measures are often inappropriate and results of investigations require close partnership working between Angus Council, Tayside Police and Tayside Safety Camera Partnership for enforcement purposes and overall road safety.

Table 6.1: Angus rural road accidents & casualties (speed limit 40-60mph)

	ACCIDENTS				CASUALTIES			
	Fatal	Serious	Slight	TOTAL	Fatal	Serious	Slight	TOTAL
2000	5	54	121	180	5	76	192	273
2001	11	41	108	160	11	57	150	218
2002	5	45	137	187	5	53	215	273
2003	4	34	101	139	6	41	145	192
2004	8	47	103	158	9	72	156	237
2005	6	42	111	159	6	49	190	245
2006	6	34	90	130	7	40	133	180
2007	6	25	109	140	6	32	160	198
2008	8	32	102	142	9	36	143	188
2009	6	20	82	108	6	25	117	148
2010	3	26	67	96	3	30	91	124
TOTAL	68	400	1131	1599	73	511	1601	2152

Action Points

- Continue to liaise with road safety groups on trunk road safety issues.
- Increase awareness of road safety issues.
- Shared knowledge amongst stakeholders.
- Continue to undertake an annual programme of remedial measures at rural accident cluster locations identified through the Accident Investigation & Prevention (AIP) Programme.
- Support Road Safety Scotland’s publicity campaign strategy and local police enforcement campaigns.
- Support speed enforcement undertaken by Tayside Safety Camera Partnership and continue to be an active partner in the partnership with the joint aim of reducing casualties and vehicle speeds and identified accident hot spots.

Drink/Drug Driving

Driving requires a high level of concentration, alertness, and a good awareness of other road users in the vicinity. Studies have shown that alcohol, drugs or tiredness can seriously affect the ability to drive, having a negative impact on driver judgement and reaction times. Around one in nine road deaths in Scotland are caused by a drink driver.

The current legal limit of blood alcohol is 80mg of alcohol per 100millilitres blood, a limit that was set in 1967. Campaigners are trying to get this level reduced to 50mg in line with several other European Countries, a limit that they believe will save up to 65 lives in the UK each year.



In Angus the number of drivers caught driving whilst above the legal limit peaked in 2005-2006 when 213 drivers were reported. Similarly, in the same year, the number of drivers found to be unfit to drive through drink and/ or drugs peaked at 37. Since this time there has been a downward trend possibly due to a large shift in attitude towards the offence. National and local drink driving campaigns along with hard hitting publicity in the media has all helped to change how the offences are viewed. The consequences of drink driving linked in with this social intolerance, has lead to an increase in the number of persons reported by members of the public, in particular by Crimestoppers. Intelligence led policing in this area coupled with new vehicle forfeiture rules, means that recidivist offenders are more likely to be caught and their vehicle seized by the courts.

Popular initiatives such as the Designated Driver scheme can lead to a reduction in the number of offenders. Pubs, clubs and restaurants in Angus have signed up to the scheme offering reduced price/free juices to any driver who will be driving two or more passengers home.

Action Points

- Continue Designated Driver schemes in Angus.
- Media awareness of the dangers and consequences of drink/drug driving.
- Continue school talks (Police road safety officers).
- Continued enforcement.
- Alcohol awareness week.

Seatbelts

Vehicle safety continues to improve with new designs and in built safety features. Most important is the use of seat belts and the correct use of child restraints in relation to their weight, height and age.

In Britain, wearing a seatbelt in a vehicle has been a legal requirement in front seats since 1982 and since 1991 in the rear. Everyone has the responsibility to reduce the risk of injury to themselves and others by ensuring that seatbelts are used. The high percentage of vehicle occupant injury could be reduced.

In Scotland, there were 13,519 adult road casualties in 2009 of which 10,789 were occupants of cars/taxis (80%). By comparison, in the same year, in Angus there were 262 adult road casualties of which 187 were occupants of cars/ taxis (71%).

Studies show that wearing a seatbelt reduces the risk of death by car crash injury for a driver or front-seat passenger by about 50 percent; no other safety feature is as important or effective.

Children are particularly at risk if they are not properly restrained in vehicles. Legislation was introduced in 2006 which governed the wearing of seat belts with specific reference to children and how they should be secured in a vehicle. It is the driver's responsibility to ensure that everyone under the age of 14 is suitably restrained.

There is a plethora of information available on child car seats, however the simple rules are that for any child under 12 years of age or under 135 cms (approx 4' 7") you must use the correct restraint.

In Scotland, there were 556 child car passenger casualties in 2009 which represents 38% of all child road casualties (under the age of 16). In Angus in 2010, there were 30 children injured of which there were 10 slight and one serious injury accidents involving children as car/taxi passengers.

Tayside Police's local road safety officer is available for information and advice relating to carrying children in vehicles and offers a child car seat checking facility as not every car seat fits every car.

Action Points

- To continue to support locally targeted seatbelt campaigns.
- To continue to educate and encourage drivers to ensure that children are properly restrained in vehicles.
- Continue to ensure that all buses provided under school transport contracts are fitted with seatbelts.

Speed

Excessive or inappropriate speed is often the cause of road collisions in both rural and urban environments. It is also a major factor in the degree of severity of injuries suffered by casualties as a result of road accidents. Changing driver behaviour and attitudes towards speeding is an essential but difficult undertaking especially with the increasingly high technological performance of motor vehicles. Driver education is very important and there are national and local initiatives to increase awareness of the consequences of driving at inappropriate speeds. Although in-car safety has improved especially with compulsory seat belt usage, air bags, side impact panels etc., the driver must be reminded that the degree of injury increases with speed as well as the potential risk of an accident occurring. For example, pedestrians hit at speeds below 30mph receive mainly survivable injuries, but this changes to mainly fatal injuries at speeds of more than 30mph.

Effective signage can help inform the driver to adjust speed in advance of hazards. If accident history shows a pattern of accidents occurring in advance of a hazard consideration can be given for the use of vehicle activated signs as part of a package of road safety measures to further increase driver awareness. Suitable sites for vehicle activated signs are agreed between Angus Council, Tayside Police and Tayside Safety Camera Partnership.

A speed limit review was carried out in 2008 on all A and B class routes in Angus which has resulted in a speed limit reduction on approaches and through 11 urban and village locations. It is intended to extend the review to C class and unclassified routes near villages. Where appropriate, part-time 20mph speed limits are in operation at school frontages, traffic calming and 20mph speed limits have been introduced at other school sites. New lightly trafficked residential roads should be designed to 20mph.

Tayside Police and Tayside Safety Camera Partnership are actively involved with speed enforcement to ensure compliance with speed limits with particular attention given to known accident sites and also those areas within the community where speeding complaints have been received. Angus Council recognises that safety cameras can offer significant improvement to road safety in Angus and is one of a number of partner councils and agencies that comprise Tayside Safety Camera Partnership (TSCP). Safety camera use is targeted at sites with a proven history of collisions and excessive speed, and plays a key part in road casualty reduction. There are fixed camera sites on the section of A90 trunk road within Angus and Tayside Safety Camera Partnership operate mobile safety camera enforcement at identified sites on local Angus roads.

The partnership also promotes safe driving education and raises awareness of the dangers of excessive and inappropriate speed with Driving Ambition workshops and presentations to pre-drivers in Angus schools and through local advertising and publicity campaigns.

Action Points

- To continue to support speed enforcement work undertaken by the Tayside Safety Camera Partnership.
- Roads in partnership with Tayside Safety Camera Partnership to undertake a review of accident locations in Angus and test these against national guidance criteria to prioritise a list of sites for the provision of fixed and mobile safety cameras and conventional police enforcement.
- To continue the use of vehicle activated signs at known locations where speeding is a concern, in liaison with Tayside Police and Tayside Safety Camera Partnership.
- To continue to support safe driver education through the Tayside Safety Camera Partnership and work in partnership to promote campaigns and raise awareness of the dangers of driving at excessive and inappropriate speeds.
- Undertake a review of speed limits on C class roads and unclassified (U) routes in Angus.
- Consider the introduction of speed reducing measures where appropriate on existing residential roads.
- Design new lightly trafficked residential roads to 20mph design speed standards in accordance with Designing Streets policy.

Pedestrians

We are all encouraged to walk for fitness and well being. There are Government initiatives to encourage walking and cycling as alternative sustainable modes of transport for short journeys less than two miles to promote active travel and reduce reliance on the car. Children are encouraged to walk to school on safe routes and utilise their road safety education knowledge. However they have difficulty judging speed of traffic when trying to cross the road. The elderly are a vulnerable group, especially over 70s, who can also find difficulty crossing the road and often with increased frailty the consequences of a road accident can be more severe.

Nine out of ten pedestrian accidents in Angus occur in built-up areas where pedestrian movement is more predominant. Crossing the road carelessly or heedlessly is often a major factor in pedestrian accidents and there may be benefit of road safety education reminders for all ages especially with the Scottish Road Safety Strategy of Go Safe on Scotland's Roads - It's Everyone's Responsibility.

In Angus, the percentage of road casualties which were pedestrians has varied over the last ten years although the average annual figure is approximately 12%. In 2010, 14% of all casualties in Angus were pedestrians in comparison to an overall average of 15% in Scotland in 2009. The more serious injuries sustained in 2010 comprised approximately 33% children, 41% (16-59 years) and 26% (60 years +).

Road casualty reduction and accident severity can be improved by encouraging drivers to travel at appropriate speeds within speed limits. New roads in residential areas are designed to be more pedestrian friendly with lower design speeds and improved inter-connectivity for pedestrian movement.

It is important to identify and review pedestrian accident history and locations where additional road safety remedial measures can be justified. Traffic calming can be considered where appropriate. Improved facilities, where justified, can be provided to assist pedestrians to cross the road eg refuge islands, road narrowings, controlled crossings, etc. Consideration can be given to the provision of new footways or upgraded street lighting. Lowered kerb uncontrolled crossing points can be provided at road junctions to assist the elderly, disabled or visually impaired, at locations where there may be a lack of such facilities.



Action Points

- Identify accident locations which involved pedestrian casualties and analyse details to assess the possible benefit from engineering measures.
- To continue to reinforce road safety messages to pedestrians and encourage the proper use of crossing facilities.
- To promote pedestrian safety on rural routes by wearing appropriate clothing to increase the chances of being seen by drivers.
- Continue to provide improved crossing facilities including for those with disabilities.
- Continue to support the provision of school crossing patrollers.
- Continue the programme of town centre traffic management reviews.
- Continue to implement town centre enhancement schemes where appropriate.

Motor Cyclists

Motor cyclists are more at risk of being killed or seriously injured when involved in a road accident than any other type of road user. Two wheeled vehicles are more susceptible to poor road surface conditions (eg mud, leaves, loose material, debris, ice, etc, on the road) and they are not always so visible to other drivers, especially in the vicinity of road junctions. 12% of all road casualties in Angus in 2010 were motor cyclists (Scottish average in 2009 was 7%) which was an increase on previous years with those seriously injured increasing substantially in Angus from an average of seven (2004-08) to 16 in 2010.



National statistics show two age groups where the number of road casualties causes concern:-

- under 21s when most accidents occur on urban roads involving motorcycles under 125cc
- 35-55 year olds when accidents tend to occur on rural roads involving motorcycles over 125cc

Locally, on average 50% of accidents involving motorcycles up to 125cc occur on urban roads. 64% of accidents involving motorcycles over 125cc occur on rural roads with the older age group predominantly involved in rural road accidents. The more serious casualties tend to occur in non built-up areas when travelling at speed. National figures show that the number of motor cycle accidents have not shown the same downward trend compared to other groups of road users, which is reflected in Angus.

A nationwide initiative is run by police forces called BikeSafe which works towards government road casualty reduction targets with the aim to improve riding skills by assessment of skills and theory input. Tayside Police holds BikeSafe events in Forfar as well as Dundee and Perth.

Action Points

- Encourage motor cyclists to be more easily seen by wearing high visibility/ reflective clothing and using dipped headlights when appropriate.
- Continue to ensure roads are maintained to minimise the risk of encountering poor road surface conditions.
- Encourage participation in BikeSafe education.
- To continue to monitor the locations of motorcycle accidents and undertake AIP investigation as necessary.

Pedal Cyclists

Action points were identified in previous action plans to reduce the number of cyclist casualties. Progress has been made in Angus over the years in reducing casualty figures for both children and adults though with relatively low casualty numbers there has been minor fluctuations in recent years though the 2010 figure of four casualties is the lowest number recorded in Angus over the last 10 years. Children accounted for nine out of the 18 injured cyclists in Angus in 2009 and one of the four recorded in 2010.

The Scottish Government is committed to encourage children to walk/ cycle to school. Angus Council has carried out improvements to pedestrian and cycling routes around schools to make the routes to school safer. Planning policy contained within the Angus Local Plan Review (2005) states that development proposals will require to provide safe and secure walking and cycling routes which connect to adjoining areas (S2). Cycling infrastructure such as the Angus Coastal Path encourages cycling by offering alternative routes for the cyclist away from busier routes.

There are various road safety initiatives offered to all Angus primary schools and on-street cycle training is available for P7 pupils to allow them to learn the necessary basic skills of good cycling practice.



Action Points

- Encourage cyclists to be more easily seen by wearing high visibility/reflective clothing and to wear cycle helmets.
- Continue to ensure roads are maintained to minimise the risk of encountering poor road surface conditions
- Encourage children to participate in child cycle training at schools
- To continue to monitor the locations of cycle accidents and undertake AIP investigation as necessary
- Actively promote cycling as a healthy sustainable travel option.

Table 6.2

Action Points to 2015	Lead Partner	Target Date
Organisation & Leadership		
All road safety partners to share information and work together to promote good practice for the benefit and safety of the Angus community	All	Ongoing
Sharing Intelligence & Good Practice		
Form an Angus Road Safety Forum to monitor progress on action points	Angus Roads	Dec 2011
Continue to be represented at the Tayside Road Safety Forum	Angus Roads	ongoing
Continue to participate at SCOTS working group regarding road safety	Angus Roads	ongoing
Children		
Encourage all adults to set children a good example in all road safety matters and remind them of their responsibility and role	Education Dept	ongoing
Continue to promote and support road safety education as part of the curriculum in all schools	Education Dept	ongoing
Encourage safe and sustainable routes of travel to and from school	Education Dept	ongoing
Encourage more walking buses to/from schools where appropriate	Education Dept	ongoing
Support school cycling groups where requested	Education Dept	ongoing
Drivers aged 17-25 years		
Review marketing methods to ensure all recently qualified 17-25 year olds are aware of the benefits of further training in improving driving skills	Tayside Police	ongoing
Continue to offer and/or provide road safety education to all Angus secondary and tertiary educational establishments	Tayside Police	ongoing
Continue to take direct action on those who insist on using vehicles in an anti-social manner	Tayside Police	ongoing
Rural Roads		
Continue to liaise with road safety groups on trunk road safety issues	Angus Roads	ongoing
Increase awareness of road safety issues	Tayside Police	ongoing
Shared knowledge amongst stakeholders	All	ongoing
Continue to undertake an annual programme of remedial measures at accident cluster locations identified through the AIP programme	Angus Roads	ongoing
Support Road Safety Scotland's publicity campaign strategy and local police enforcement campaigns	Angus Roads	ongoing
Support speed enforcement undertaken by Tayside Safety Camera Partnership and continue to be an active partner in the partnership with the joint aim of reducing casualties and vehicle speeds and identified accident hot spots	Angus Roads	ongoing
Drink Drive		
Continue Designated Driver schemes in Angus	Tayside Police	ongoing
Media awareness of the dangers and consequences of drink/drug driving	Tayside Police	ongoing
Programme of school talks	Tayside Police	ongoing
Continued enforcement	Tayside Police	ongoing
Alcohol awareness week	Tayside Police	ongoing
Seatbelts		
Continue to support locally targeted seatbelt campaigns	Tayside Police	ongoing
Continue to educate and encourage drivers to ensure that children are properly restrained in vehicles	Tayside Police	ongoing
Continue to ensure that all buses provided under school transport contracts are fitted with seatbelts	Education Dept	ongoing

Action Points to 2015	Lead Partner	Target Date
Speeds		
Continue to support speed enforcement work undertaken by the Tayside Safety Camera Partnership	TSCP/Angus Roads	ongoing
Roads in partnership with Tayside Safety Camera Partnership to undertake a review of accident locations in Angus and test these against national guidance criteria to prioritise a list of sites for the provision of fixed and mobile safety cameras and conventional police enforcement	Angus Roads/TSCP	2012
Continue the use of vehicle activated signs at known locations where speeding is a concern, in liaison with Tayside Police and Tayside Safety Camera Partnership	Angus Roads/TSCP/Tayside Police	ongoing
Continue to support safe driver education through the Tayside Safety Camera Partnership and work in partnership to promote campaigns and raise awareness of the dangers of driving at excessive and inappropriate speeds	TSCP	ongoing
Undertake a review of speed limits on C class roads and unclassified roads in Angus	Angus Roads	2012
Consider the introduction of speed reducing measures where appropriate on existing residential roads	Angus Roads	ongoing
Design new lightly trafficked residential roads to 20mph design speed standards in accordance with "Designing Streets" policy	Angus Roads	ongoing
Pedestrians		
Identify accident locations which involve pedestrian casualties and analyse details to assess the possible benefit from engineering measures	Angus Roads	ongoing
To continue to reinforce road safety messages to pedestrians and encourage the proper use of crossing facilities	Angus Roads/Tayside Police	ongoing
To promote pedestrian safety on rural routes by wearing appropriate clothing to increase the chances of being seen by drivers	Tayside Police	ongoing
Continue to provide improved crossing facilities including for those with disabilities	Angus Roads	ongoing
Continue to support the provision of school crossing patrollers	Education Dept	ongoing
Continue the programme of town centre traffic management reviews	Angus Roads	ongoing
Continue to support town centre enhancement schemes where appropriate	Angus Roads	ongoing
Motor Cyclists		
Encourage motor cyclists to be more easily seen by wearing high visibility/reflective clothing and using dipped headlights when appropriate	Tayside Police	ongoing
Continue to ensure roads are maintained to minimise the risk of encountering poor road surface conditions	Angus Roads	ongoing
Encourage participation in BikeSafe education	Tayside Police	ongoing
Continue to monitor the locations of motor cycle accidents and undertake AIP investigation as necessary	Angus Roads	ongoing
Pedal Cyclists		
Encourage cyclists to be more easily seen by wearing high visibility/reflective clothing and to wear cycle helmets	Tayside Police	ongoing
Continue to ensure roads are maintained to minimise the risk of encountering poor road surface conditions	Angus Roads	ongoing
Encourage children to participate in child cycle training at schools	Education Dept	ongoing
Continue to monitor the locations of cycle accidents and undertake AIP investigation as necessary	Angus Roads	ongoing
Actively promote cycling as a healthy sustainable travel option	All	ongoing

Glossary

Accidents - This plan uses the national definition of an accident. The national statistical returns relate only to accidents resulting in personal injury and occurring on a road and involving at least one motor vehicle (or bicycle) and becoming known to the police within 30 days of the accident.

Accident Investigation and Prevention (AIP) - The process of investigating accidents at hazardous locations in appropriate detail to develop a programme of cost-effective remedial measures.

Association of Chief Police Officers in Scotland (ACPOS) - They work in partnership with central and local government to set strategic objectives for policing in Scotland and to deliver better integrated services for Scotland's communities.

Adult - A person aged 16 or over.

Casualty- A person who is killed or injured in a road accident.

Child - A person under the age of 16.

KSI - Killed or seriously injured (see casualty above)

Route action plan - A plan to reduce casualties on a length of road on which the casualty rate is higher than average.

Road safety officer - Employed by a police force or local authority to promote and deliver road safety education and training. They may also have responsibilities for road accident investigation and prevention.

Road Safety Scotland - Funded by the Scottish Government, Road Safety Scotland develops and co-ordinates national road safety education and publicity initiatives.

Rural road - A road with a speed limit above 40mph.

Safer Routes to School - UK-wide scheme to provide safer routes to school to encourage more children to walk or cycle to school. Working with the local authority and police force, schools develop and implement a Travel Plan which sets out how routes to school will be made safer.

Safety audit - A set of procedures with the objective of ensuring that all new road schemes operate as safely as possible through consideration of safety needs throughout the planning, preparation and construction of the project. Audit procedures may be formal or informal.

Slight casualty - A road accident casualty who suffers sprains, bruises, cuts not judged to be serious, or slight shock requiring roadside attention and has not required in-patient hospital treatment.

Speed enforcement - Action taken by police officers to enforce road traffic law with respect to speed. Such enforcement is carried out with the aim of improving driver behaviour in the long term.

Tayside and Central Scotland Transport Partnership (Tactran) - Tactran is a statutory body established under the Transport (Scotland) Act 2005. The partnership includes Angus, Dundee City, Perth & Kinross and Stirling Council areas. Its role is to bring together the local authorities and other key regional stakeholders, to take a strategic approach to transport in the region.

Tayside Safety Camera Partnership - Launched in July 2003, the partnership aims to reduce the number of accidents on Tayside's roads by encouraging and educating driver's to drive within permitted speed limits. The partnership aims to achieve this through the use of safety cameras located at sites with a proven history of collisions and excessive speed.

Traffic calming - Engineering measures designed to restrict the speed at which vehicles are able to travel in an area or neighbourhood to benefit road safety and to improve the local built environment.

Trunk road - A road which is managed and maintained by the Scottish Government (not by the local authority).

Urban road - A road with a speed limit of 40mph or less.

Winter maintenance - Gritting of roads; snow clearance and provision, filling and maintenance .

