

## ANGUS COUNCIL

## COMMUNITIES COMMITTEE – 24 MAY 2016

## ROAD SAFETY UPDATE

## 1. BACKGROUND

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 (previously only British targets had been set) and a number of commitments all intended to further reduce death and injury on Scotland's roads. The framework emphasised 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".

The Scottish Road Safety Targets to 2020, which are highlighted in the Framework, were reported to the Infrastructure Services Committee on 24 November 2009 (Report No. 872/09).

Achieving these casualty reduction targets is very much reliant on many different agencies working in partnership at National, Regional and Local levels. In particular the vital work undertaken by the Police, Education Services, Safety Camera Partnerships and the Fire Authority are acknowledged in this context. Legislation such as compulsory seatbelt usage, national campaigns such as "Helpful Hazards" where a farmer turns "potential hazards" into "helpful hazards" and improvements to vehicle design work hand in hand with local initiatives such as education programmes, traffic calming and road accident prevention schemes. All the evidence indicates that the efforts of all involved in road safety do contribute to reductions in casualty and the severity of injury, despite increases in traffic.

The "Road Safety Action Plan for Angus towards 2015", (Report No. 176/11) submitted to the Infrastructure Services Committee on 1 March 2011, reported on the success of achieving the 2010 national road safety targets, detailed the new Scottish Road Safety Targets to be achieved by 2020 (with milestones at 2015) and set out the council's new action plan, which was 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 table below lists the Scottish Road Safety Targets to 2020 and the 2015 milestones which will be measured against the 2004-08 average number of casualties in Angus.

**Table 3.1: Casualty Reduction Targets to 2020**

Target	Baseline Average Angus 2004-08	2015 Milestone (% reduction)	2015 Angus Milestone (No. of casualties)	2020 Target (% reduction)	2020 Angus Target (No. of casualties)
People killed	12	30%	8	40%	7
People seriously injured	81	43%	46	55%	36
Children (aged<16) killed	0.4	35%	0.26	50%	0.2
Children (aged<16) seriously injured	7	50%	4	65%	2
Slight Casualty Rate (per 100 million kms travelled)	29	No Milestone	No Milestone	10%	26

The Scottish targets have identified separate targets for deaths and serious injury as, in recent years; the national trends have shown that serious injury accidents are falling steadily but deaths are failing to achieve the same rate of decline.

In the five year period 2004-08 there were two child fatalities from road traffic accidents in Angus, therefore, due to the small numbers involved child fatality figures will be monitored using a three year rolling average.

## **2. THE 4 E's**

The majority of road collisions occur due to a combination of factors. Each set of circumstances preceding a collision is unique therefore every collision is a unique event. However, the factors in each set of circumstances generally fall into three basic categories:

- Road factors – road design, the road environment and traffic conditions
- Vehicle factors – road worthiness, tyres etc
- Road user behaviour – age, experience, influence of drink/drugs

The interactions between these factors have important implications for road safety engineering, road user education and enforcement, therefore agencies with an interest in road safety need to work together in partnership to tackle both the basic factors and the interactions between them.

This partnership approach was developed and introduced to examine the causes of road accidents and their possible prevention and treatments using the mechanisms of Engineering, Education, Enforcement and Encouragement (The 4E's).

In general terms, these mechanisms are as follows:

- **Education, Training & Publicity (ETP)**

Education is a broad based activity, which usually takes place in schools and other educational establishments. It deals with ideas and concepts such as hazard perception and management of personal risk in relation to the road environment, and the development of coping strategies. It also includes the development of an individual's understanding of their responsibilities to other road users. It is a gradual process, which may take place over a number of years.

Training is mostly concerned with creating or developing practical skills and is short term in duration. For example learner driver training which is tested with both theoretical and practical tests and Bikeability schemes undertaken by primary school children.

Publicity is designed to provide information, raise awareness, give advice on appropriate behaviour, and thereby change attitudes towards a particular issue. It also reinforces positive attitudes and behaviour learned from education and training. Publicity campaigns can be carried out either nationally such as the "Helpful Hazards", "Don't Risk What's Round the Corner" and "Live Fast Die Old" campaigns or locally such as Police Scotland's annual Winter Road Safety and Drink Driving campaigns and Tayside Safety Camera Partnership's (TSCP) "Know Your Limits" campaign highlighting the importance of all drivers understanding the speed limits on the roads and how these limits apply to their vehicles.

All three activities aim to alter or influence behaviour, while education seeks to instil a positive attitude in road users, which will contribute to a safer environment for all.

- **Engineering**

Road safety engineering is considered to be the physical construction or alteration of roads, while endeavouring to create a road environment that is safer for all road users. Some of the features are primary and are intended to prevent collisions while

others are secondary and are intended to reduce the levels of impact and severity of injury.

Effective road safety engineering depends on reliable data about where, when, how and why collisions occur. Remedial actions are focused on sites, routes and areas with poor accident records in order to concentrate efforts where there is a known, rather than a perceived, risk.

The three main approaches to road safety engineering are accident investigation, analysis and prevention, traffic management and road safety audits.

- **Enforcement**

Enforcement of the road traffic laws is the responsibility of the police and the Vehicles and Operatives Services Agency (VOSA); however some areas (such as parking enforcement) have been decriminalised and are now the responsibility of local authorities, in some localities. Enforcement can be linked to education as it has the potential to modify road users' behaviour.

- **Encouragement**

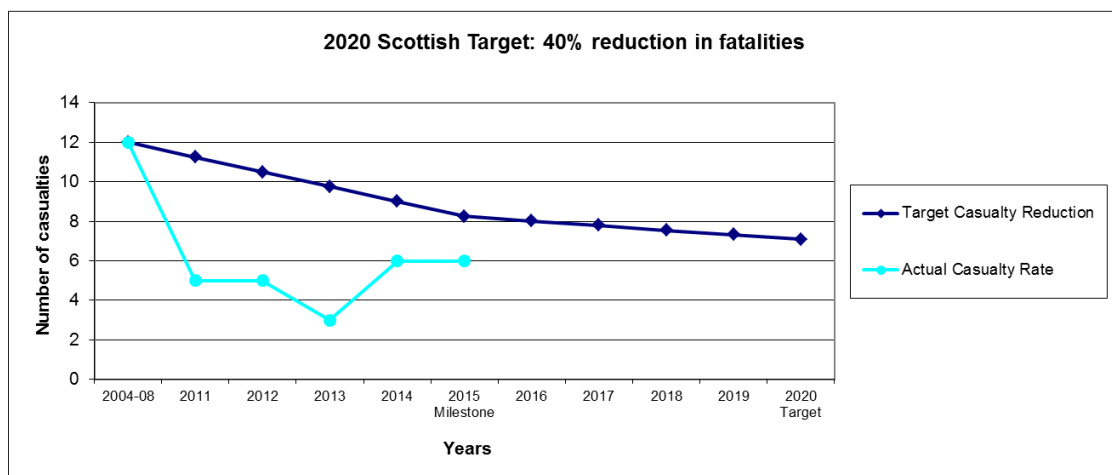
To make a measurable contribution to road casualty reduction, a road safety culture must be engendered within the community which encourages individuals to accept responsibility for their own and others safety. For this to occur, all organisations involved in promoting road safety should be encouraged to work together in partnership to develop common action points that exploits all parties' areas of expertise.

The diagram in **Appendix 1** summarises the relationships between the Scottish Road Safety Targets, the Road Safety Action Plan for Angus Towards 2015 and the key action points and delivery vehicles. It also shows the main disciplines under which we will deliver the action points with evaluation underpinning the others.

### 3. CURRENT ROAD ACCIDENT POSITION

Graphs 5.1 to 5.5 and Tables 5.1 to 5.5 on the following pages show the 2015 road casualty data in Angus compared with the casualty reductions to be achieved in Angus to meet the 2015 and 2020 Scottish Road Safety Targets in a graphic and tabular format. These represent the first five years (calendar years) performances in a five and ten year target period.

**Graph 5.1: The number of people (all ages) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**



**Table 5.1: The number of people (all ages) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**

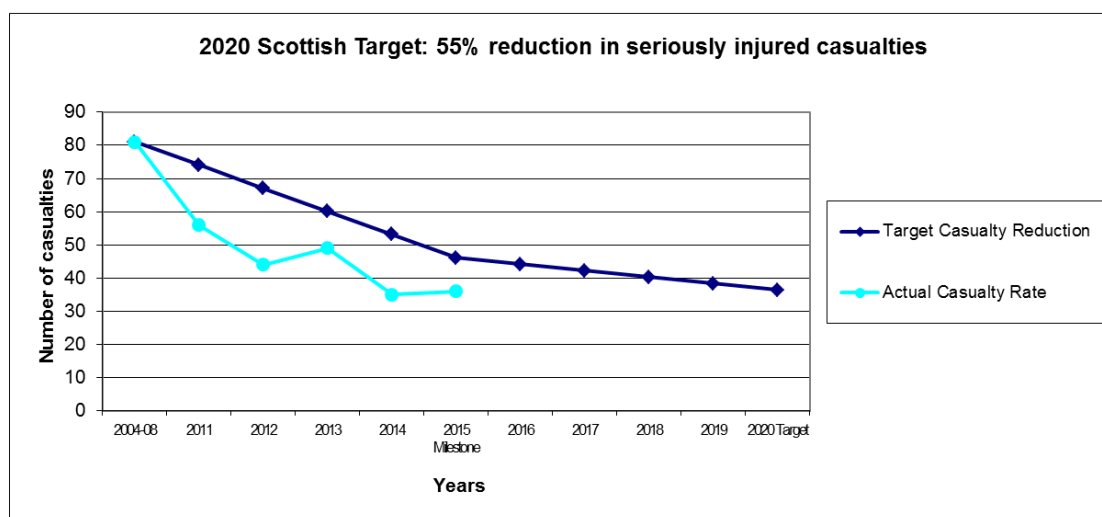
YEARS	CASUALTY REDUCTION TARGETS	ANGUS FATALITIES (ALL AGES)
2004-08 Average	12	12
2011	11.25	5
2012	10.50	5
2013	9.75	3
2014	9	6
<b>2015 Milestone</b>	<b>8.26</b>	<b>6</b>
2016	8.02	No figures available
2017	7.79	No figures available
2018	7.55	No figures available
2019	7.32	No figures available
<b>2020 Target</b>	<b>7.08</b>	No figures available

In 2015 there were 6 fatalities on Angus roads, 3 of which were on the trunk road and 3 on the local road network. The number of fatalities within Angus in 2015 stayed the same as the 2014 figure but decreased by 50% from the 2004-08 Angus average baseline figure.

In 2014 the total number of fatalities in Angus increased by 100% from the number of fatalities in 2013 and decreased by 50% from the 2004-08 Angus average baseline figure, whereas in Scotland the total number of fatalities saw an increase of 16% from the 2013 figure and a 32% decrease from the 2004-08 Scottish average baseline figure.

The national road casualty statistics for 2015 are not currently available.

**Graph 5.2: The number of people (all ages) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**



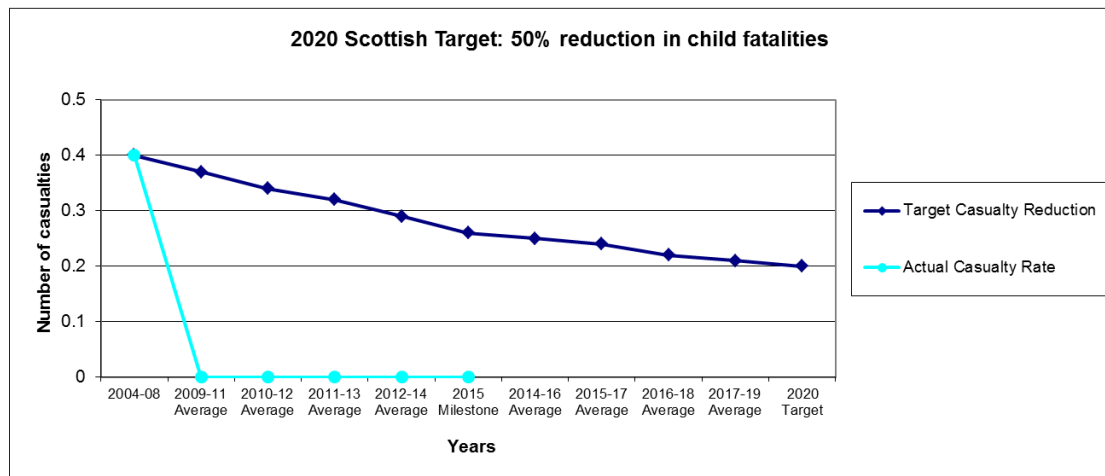
**Table 5.2: The number of people (all ages) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**

YEARS	CASUALTY REDUCTION TARGETS	ANGUS PEOPLE (ALL AGES) SERIOUSLY INJURED
2004-08 Average	81	81
2011	74.03	56
2012	67.07	44
2013	60.10	49
2014	53.14	35
<b>2015 Milestone</b>	<b>46.17</b>	<b>36</b>
2016	44.23	No figures available
2017	42.23	No figures available
2018	40.34	No figures available
2019	38.39	No figures available
<b>2020 Target</b>	<b>36.45</b>	No figures available

In 2015 there were 36 people seriously injured on Angus roads, an increase of 3% from the 2014 figure and a reduction of 56% from the 2004-08 Angus average baseline figure.

In 2014 the number of people seriously injured in Angus decreased by 29% from the 2013 figure and decreased by 57% from the 2004-08 Angus average baseline figure, whereas in Scotland the total number of people seriously injured decreased by 18% from the 2013 figure and saw a reduction of 36% from the 2004-08 Scottish average baseline figure.

**Graph 5.3: The number of children (aged <16) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**



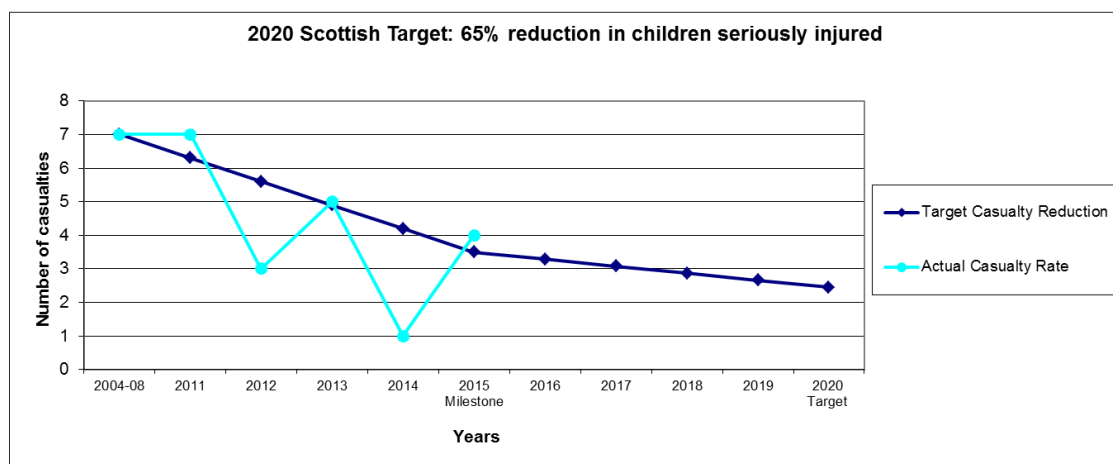
**Table 5.3: The number of children (aged <16) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**

YEARS	CASUALTY REDUCTION TARGETS	ANGUS CHILDREN (AGED <16) KILLED
2004-08 Average	0.4	0.4
2011	0.37	0
2012	0.34	0
2013	0.32	0
2014	0.29	0
<b>2015 Milestone</b>	<b>0.26</b>	<b>0</b>
2016	0.25	No figures available
2017	0.24	No figures available
2018	0.22	No figures available
2019	0.21	No figures available
<b>2020 Target</b>	<b>0.20</b>	No figures available

There have been no child fatalities in Angus in the last 5 years, a 100% reduction from the 2004-08 Angus average baseline figure.

In Scotland there were 7 child fatalities in 2011, 2 in 2012, 9 in 2013 and 7 in 2014, a reduction of 53% from the 2004-08 Scottish average baseline figure.

**Graph 5.4: The number of children (aged <16) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**



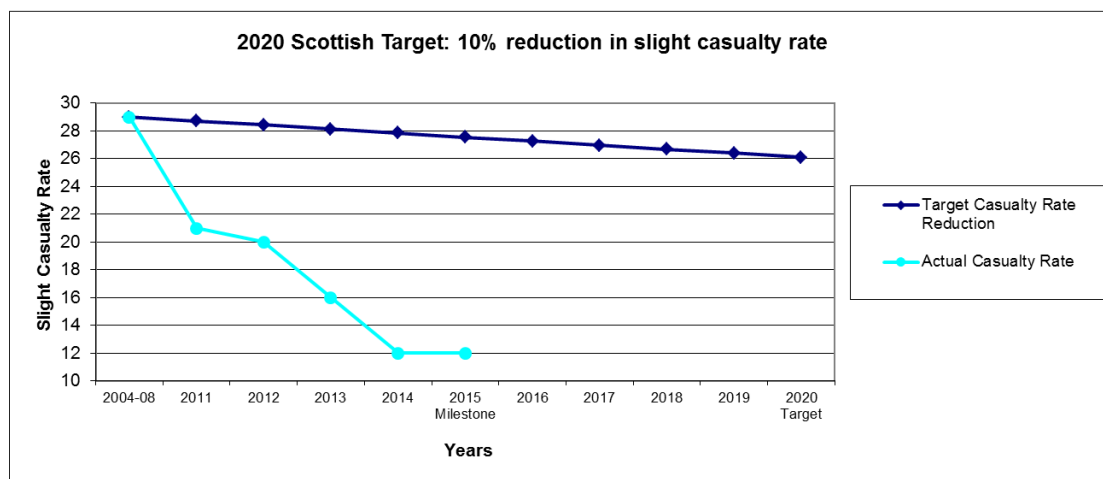
**Table 5.4: The number of children (aged <16) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**

YEARS	CASUALTY REDUCTION TARGETS	ANGUS CHILDREN (AGED <16) SERIOUSLY INJURED
<b>2004-08 Average</b>	<b>7</b>	<b>7</b>
2011	6.3	7
2012	5.6	3
2013	4.9	5
2014	4.2	1
<b>2015 Milestone</b>	<b>3.5</b>	<b>4</b>
2016	3.29	No figures available
2017	3.08	No figures available
2018	2.87	No figures available
2019	2.66	No figures available
<b>2020 Target</b>	<b>2.45</b>	No figures available

In 2015 there were 4 children (aged <16) seriously injured on Angus roads, an increase of 300% from the 2014 figure and a 43% reduction from the 2004-08 Angus average baseline figure.

In 2014 one child (aged <16) was seriously injured on Angus roads, a decrease of 80% from the 2013 figure and a 86% reduction from the 2004-08 Angus average baseline figure, whereas in Scotland the total number of children seriously injured increased by 20% from the 2013 figure and decreased by 42% from the 2004-08 Scottish average baseline figure.

**Graph 5.5: The slight casualty rate (all ages) in Angus and progress towards the Scottish 2020 casualty reduction target.**



**Graph 5.5: The slight casualty rate (all ages) in Angus and progress towards the Scottish 2020 casualty reduction target.**

<b>YEARS</b>	<b>CASUALTY REDUCTION TARGETS</b>	<b>ANGUS SLIGHT CASUALTY RATE (ALL AGES)</b>
<b>2004-08 Average</b>	<b>29</b>	<b>29</b>
2011	28.71	21
2012	28.42	20
2013	28.13	16
2014	27.84	12
<b>2015 Milestone</b>	<b>27.55</b>	<b>12</b>
2016	27.26	No figures available
2017	26.97	No figures available
2018	26.68	No figures available
2019	26.39	No figures available
<b>2020 Target</b>	<b>26.10</b>	No figures available

The slight casualty rate in Angus, measured in 100 million vehicle kilometres, was 12 for 2015, the same as in 2014, which is a 59% reduction from the 2004-08 Angus average baseline figure.

In 2014 the slight casualty rate in Angus was 12, a 25% reduction from the 2013 figure and a 59% reduction from the 2004-08 Angus average baseline figure, whereas in Scotland the slight casualty rate decreased by 5% from the 2013 figure and 34% from the 2004-08 Scottish average baseline figure.

Overall, it is encouraging to note that Angus has met the 2015 casualty reduction milestones for the number of people killed and seriously injured and the number of children killed, however the number of children seriously injured as a result of road traffic accidents within Angus saw a slight increase in 2015 following a downward trend over the previous 4 years and therefore failed to meet the 2015 casualty reduction milestone.

The figures do show that significant progress has been made towards the 2020 targets, however due to the low number of accidents that occur within Angus there still remains a risk that the 2020 targets will not be met.

As part of the overall progress to reduce accidents it is anticipated that the continuation of the annual programme of road safety improvement schemes implemented as part of the Accident Investigation & Prevention (AIP) Programme as well as the annual surface improvement schemes undertaken by Roads Maintenance will assist towards reducing the number of road traffic accidents within Angus, reducing the severity of injury to casualties and achieving the casualty reduction targets to 2020.

#### **4. CURRENT ROAD SAFETY ACTION PLAN POSITION**

The Road Safety Action Plan towards 2015, the strategic document approved by all stakeholders, includes a list of road safety action points to be delivered to maximise road casualty reduction to meet the Scottish Road Safety Milestone targets for 2015. The Angus Road Safety Forum, which consists of representatives of the participating partners, monitors progress on these action points.

The Angus Road Safety Forum reports to Angus Safer Communities Forum, which is one of the 5 thematic groups within the Community Planning Partnership.

In addition there is an Angus Traffic Co-ordination Group, which consists of representatives from Roads Maintenance, Roads Traffic, Transport, Schools & Learning, Planning and Police Scotland, which meets on a monthly basis to discuss local road safety and traffic management issues.



It is worth noting that the delivery of proactive actions, such as road safety education and encouragement, has been affected by the loss of the services of Police Scotland's Road Safety Officer in Angus since April 2013.

In general terms, the Road Safety Officer was involved in education, training and publicity (ETP) and encouragement programmes, which helped to change road users' attitudes and behaviour. The full benefits of these types of programmes are often long term and are difficult to measure; therefore it may not be possible to assess their specific effects.

It should also be noted that following a review of the Scottish Safety Camera Programme the control of safety camera operations transferred from the Tayside Safety Camera Partnership to Police Scotland on 01 April 2015. As a consequence of this review the current number of safety camera staff will be reduced which may have an impact on the promotion of speed awareness and casualty reduction initiatives at schools, colleges, commercial companies and public events within Angus. New safety camera site criteria have been issued and consequently will require a full review of the entire road network within Angus to assess the current site requirements against the new criteria.

It is anticipated that the removal of the Road Safety Officer and the reduction of safety camera staff will have an impact on the quantity and quality of the road safety education, training, publicity and encouragement programmes provided within Angus particularly with regards to child pedestrians, child cyclists and young drivers aged between 17 and 25 years. Consequently this may also have an impact on Angus's road safety partners meeting the priorities set out in the Angus Road Safety Action Plan towards 2015 and potentially achieving the road safety targets to 2020. **Appendix 2** lists the action points and a summary of the actions currently being delivered.

## **5. PROPOSALS**

It is proposed that the Angus Road Safety Forum will continue to monitor progress on the action plan and to report that progress on an annual basis. The number of casualties that fall into higher risk categories, namely pedestrians, children, pedal cyclists, motor cyclists and young drivers aged 17 to 25 years, will also be closely monitored and reported on in the future.

## **6. FINANCIAL IMPLICATIONS**

There are no financial implications for the Council arising directly as a result of the recommendations contained in this report.

## **7. CONSULTATION**

The Chief Executive, Strategic Director of Resources, Head of Corporate Improvement & Finance, Head of Legal & Democratic Services, the Fire & Rescue Area Manager and the local Divisional Police Commander for Tayside have been consulted in the preparation of this report.

**NOTE:** The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- Report 872/09: Scotland's Road Safety Targets to 2020 – Infrastructure Services Committee, 24 November 2009
- Report 176/11: Road Safety Plan For Angus – Infrastructure Services Committee, 01 March 2011

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Appendix 1:- Road Safety Diagram

Appendix 2:- Road Safety Action Plan towards 2015 – Action Points Update