

ANGUS COUNCIL

COMMUNITIES COMMITTEE

20 JANUARY 2015

ROAD TRAFFIC ACCIDENT INVESTIGATION PROGRAMME UPDATE

1. BACKGROUND

Report No. 580/08, submitted to the Infrastructure Services Committee on 3 June 2008, highlighted the need for implementing and maintaining a rolling programme of road traffic Accident Investigation & Prevent (AIP), to be updated on an annual basis. The following report, No. 360/09, highlighted the initial road traffic accident cluster sites, 35 in total, having three or more injury accidents in the three year period 2005-07, and identified proposed remedial works. A "cluster site" is identified as a location having three or more injury accidents in a 50m radius, predominantly at urban locations, or within a 500m length of road, mainly at rural locations.

The success of the engineering measures undertaken in financial years 2009-10 to 2013-14 was highlighted in Report Nos. 595/10, 566/11, 460/12, 461/13 and 303/14 (Schedule 3) respectively, submitted to the Infrastructure Services Committee and Communities Committee in August of 2010 to 2014.

15 road traffic accident cluster sites (13 previously identified sites and 2 new locations) were identified from the 2010-12 accident data period, along with proposed remedial works as detailed in Report No. 622/13, submitted to the Communities Committee on 19 November 2013.

2. DETAIL

Works will take place this financial year (2014/15) at 4 of the previously identified road traffic accident cluster sites and the 2 new sites identified from the period 2010-12, as detailed in Report No. 622/13.

A total of 16 road traffic accident cluster site locations with 3 or more injury accidents have been identified from the accident data for the period 2011-13, of which 14 are previously identified (existing) sites and 2 are new locations. The sites are listed in Appendix 1.

The total number of road traffic accident cluster sites (16) exhibiting 3 or more injury accidents has increased slightly from last year, with 15 sites identified from the 2011-13 accident data, 15 sites from 2010-12, 22 sites from 2009-11, 30 sites from 2008-10, 36 sites from 2007-09 and 39 sites from 2006-08.

A three year rolling programme is used for identification of cluster sites. It is therefore anticipated that a substantial number of existing sites, where accidents have mainly occurred between 2009 and 2011, may be removed from the list of cluster sites to be identified from the 2012-14 period.

It is noted that the number of new road traffic accident cluster sites exhibiting three or more injury accidents has not increased for the period 2011-13, with 2 new sites being identified. The number of new road traffic accident cluster sites with three or more injury accidents has predominantly been reducing year on year with 21 new sites identified from the 2006-08 accident data, 11 new sites from 2007-09, 4 new sites from 2008-10, 5 new sites from 2009-11 and 2 new sites from 2010-12.

As described in Report No. 865/10 due to the success of recent road safety schemes and the decreasing number of new road accident cluster sites having 3 or more injury accidents being previously identified, locations having two or more injury accidents in a three year recording period are now being identified and considered for road safety works.

Site assessments were carried out at the 33 locations having two injury accidents identified from the period 2010-12 with treatment works undertaken at 12 sites during 2013/14 and a further 8 sites this financial year.

In the period 2011-13 there are 37 locations with two injury accidents (21 new and 16 previously identified) that are currently being assessed for the consideration of remedial works at those sites on a priority basis. This is in addition to the list of new sites exhibiting three or more injury accidents proposed to be treated next financial year. Locations with the highest severity of accidents will be prioritised for consideration of treatment along with the identified works at the sites listed in Appendix 1.

It is anticipated that the continuing programme of works at road traffic accident cluster sites, including reducing the site assessment process from three to two injury accidents, will assist in reducing the number of injury accidents and help towards achieving the challenging Scottish casualty reduction targets to 2020, as reported to the Infrastructure services Committee in Report No. 872/09 in November 2009.

Future road safety schemes at identified road traffic accident cluster sites will continue to be prioritised based on the severity of the accidents. Routes or sections of routes will also continue to be assessed to identify locations with a high accident rate, though not necessarily an accident cluster site, for consideration of route safety works. Targeting locations with the highest severity of accidents will hopefully assist in meeting the demanding reduction targets for fatal and seriously injured casualties.

3. FINANCIAL IMPLICATIONS

The mainly low cost remedial improvement works proposed to be carried out next financial year (2015-16) will be funded from the Traffic Calming and Road Safety Revenue Budget as well as from the Roads Maintenance Budget for carriageway surfacing works, subject to the sufficiency of the relevant budgetary provisions following the 2015/16 budget setting process.

4. CONSULTATION

The Chief Executive, Strategic Director of Resources, Head of Corporate Improvement & Finance, Head of Legal & Democratic Services, Tayside Safety Camera Partnership, the Firemaster and the Local Police Commander for Tayside Division have been consulted in the preparation of this report.

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Appendix 1: [Accident Cluster Sites with 3 or more Injury Accidents \(2011-13 period\)](#)