

**ANGUS COUNCIL
COMMUNITIES COMMITTEE**

27 SEPTEMBER 2016

ACCIDENT INVESTIGATION PROGRAMME (AIP) UPDATE

1. BACKGROUND

1.1 This report describes the outcome of road safety improvement works undertaken in recent years at accident cluster sites which have been identified from accident data for the three year period 2011-13.

1.2 Tables 1 and 2 below set out the timetable for reporting of the Accident Investigation Programme (AIP) work and road casualty reductions to this committee. Normal practice is to identify accident cluster sites based on data collected over a three year period thereby mitigating any potential distortion in the pattern arising from isolated events in particular years. Full (calendar) year data is available in the spring of the year following the subject year. Accordingly there is a significant time period between the availability of data upon which to found decisions regarding interventions and the monitoring of the effectiveness of such interventions following their implementation. The timetable for committee consideration of proposed intervention works and the effectiveness of such interventions is set out in Table 1.

Table 1

Accident Data Period	Reports of Proposals	Report of Subsequent Performance Following Delivery of the Agreed Proposals
2009-11	Infrastructure Services Committee Report No. 667/12 - Nov 2012 for 2013/14 works	Communities Committee Report No. 303/14 Schedule 3 - August 2014
2010-12	Infrastructure Services Committee Report No. 622/13 - Nov 2013 for 2014/15 works	Communities Committee Report No. 289/15 Schedule 4 - August 2015
2011-13	Communities Committee Report No. 15/15 Schedule 4 - Jan 2015 for 2015/16 works	This report - September 2016
2012-14	Communities Committee Report 441/15 Schedule 5 - Nov 2015 for 2016/17 works	To be reported to Communities Committee in August 2017
2013-15	To be reported to Communities Committee - Nov 2016 for 2017/18 works	To be reported to Communities Committee in August 2018

1.3 Table 2 below shows the separate occasions when the overall road safety (accident casualty) reduction targets and their achievements are reported to committee.

Table 2

Report of Casualty Reduction Targets & Overall Progress Towards Targets
ISC Report No. 872/09 - November 2009 (Introduction of new reduction targets to 2020)
ISC Report No. 395/11 - May 2011 (achievement in comparison to 2010 reduction targets)
ISC Report No. 324/12 - June 2012 (early progress towards the 2020 reduction targets)
ISC Report No. 324/13 - May 2013 (progress towards the 2020 reduction targets)
CC Information Report No. 240/14, Schedule 5 - May 2014 (road safety update & progress towards the 2020 reduction targets)
CC Information Report No. 207/15, Schedule 7 - May 2015 (road safety update & progress towards the 2020 reduction targets)
CC Information Report No. 208/16, Schedule 2 - May 2016 (road safety update & progress towards the 2020 reduction targets)
To be reported in May/June 2017 & subsequent years (progress towards 2020 reduction targets)

Note: ISC – Infrastructure Services Committee, CC – Communities Committee

Report 289/15 considered by the Communities Committee in August 2015 (Table 1 refers) highlighted the success of the road safety schemes implemented in recent years in reducing the number of accidents at cluster sites identified from accident data from the 2010-12 period.

This report now reviews the effectiveness of the road safety works undertaken at accident cluster sites identified from the 2011-13 period, as were listed in Report 15/15 Schedule 4 considered by the Communities Committee in January 2015.

4. DETAILS

Report 15/15 Schedule 4 detailed the initial accident cluster sites identified, 16 locations in total (14 previously identified sites and 2 new locations, of which 3 are urban and 13 are rural) exhibiting three or more recorded injury accidents in the three year period 2011-13 and identified a series of engineering measures to be undertaken at a number of locations following analysis of the accident data and associated site surveys.

Works have been undertaken in recent years at 13 of the 16 accident cluster sites with 3 or more road traffic collisions identified from the 2011-13 accident data. Additionally works have been undertaken at 19 of the 37 accident cluster sites with 2 road traffic collisions identified from the 2011-13 accident data. The works consisted mainly of signing and road marking works as well as road surface treatment works.

Overall, the schemes implemented in recent years have assisted in reducing the number of accidents at each cluster site identified from the 2011-13 period, as evidenced by comparison to the more recent accident data shown in Appendix 1.

The A92 Arbroath to Montrose road at Tarriebank bend had one of the highest incidences of rural road traffic accidents during 2011-13. The signage and road markings at this location was upgraded during 2014-15 and in order to reduce the number of loss of control collisions at this bend the carriageway was surfaced dressed during financial year 2015-16.

It is anticipated that the improvement schemes already implemented and those that will be undertaken this financial year will assist in reducing the number and severity of accidents at cluster site locations and will help towards achieving the challenging Scottish casualty reduction targets for 2020.

Information Report 208/16 (Schedule 2) submitted to the Communities Committee on 24 May 2016 highlighted the Scottish Road Safety (casualty) Reduction Targets to 2020 (and the 2015 milestone targets) and our progress towards achieving those targets.

The Road Safety Action Plan for Angus towards 2015, published in October 2011, highlighted the Scottish national road safety (casualty) reduction targets to 2020, the 2015 milestone targets and identified the action points to be taken forward to assist in meeting the 2015 targets. The action points are specific to road safety issues within Angus and were developed following engagement with the local road safety community, including Tayside Police, Tayside Fire Service and other agencies who are actively involved in promoting road safety.

5. FINANCIAL IMPLICATIONS

There are no financial implications arising from the recommendations contained in this report. The remedial and improvement works being undertaken this financial year 2016/17 (Report 441/15 refers) will be funded from the Roads Traffic Capital and Revenue budgets as well as from Roads Maintenance budgets as appropriate for carriageway surfacing works.

6. CONSULTATION

The Chief Executive, Strategic Director of Resources, Head of Corporate Improvement & Finance, Head of Legal & Democratic Services, Scottish Fire & Rescue Services 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 No. 15/15, Schedule 4: Road Traffic Accident Investigation Programme Update – Infrastructure Services Committee January 2015
- Report No. 289/15, Schedule 4: Accident Investigation Programme (AIP) Update – Communities Committee August 2015
- Report No. 441/15, Schedule 5: Road Traffic Accident Investigation Programme Update – Communities Committee November 2015
- Report No. 208/16, Schedule 2: Road Safety Update – Communities Committee May 2016

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Appendix 1: Accident Cluster Site Locations (2011-13 period)