

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 14 NOVEMBER 2017**

**ROAD SAFETY UPDATE**

**SCOTTISH ROAD SAFETY CASUALTY REDUCTION TARGETS TO 2020**

**1 BACKGROUND**

- 1.1 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”.
- 1.2 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).
- 1.3 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 Service are acknowledged in this context. Legislation such as compulsory seatbelt usage, national media campaigns 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.
- 1.4 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.
- 1.5 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 1: Casualty Reduction Targets to 2020**

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

- 1.6 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.
- 1.7 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**

2.1 The majority of road collisions occur due to a combination of factors. Audit Scotland's report 'Maintaining Scotland's Roads' notes that police accident records indicate that the biggest cause of road accidents is driver error or reaction, being a factor in 68 per cent of all road traffic accidents. 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

2.2 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.

2.3 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).

2.4 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**

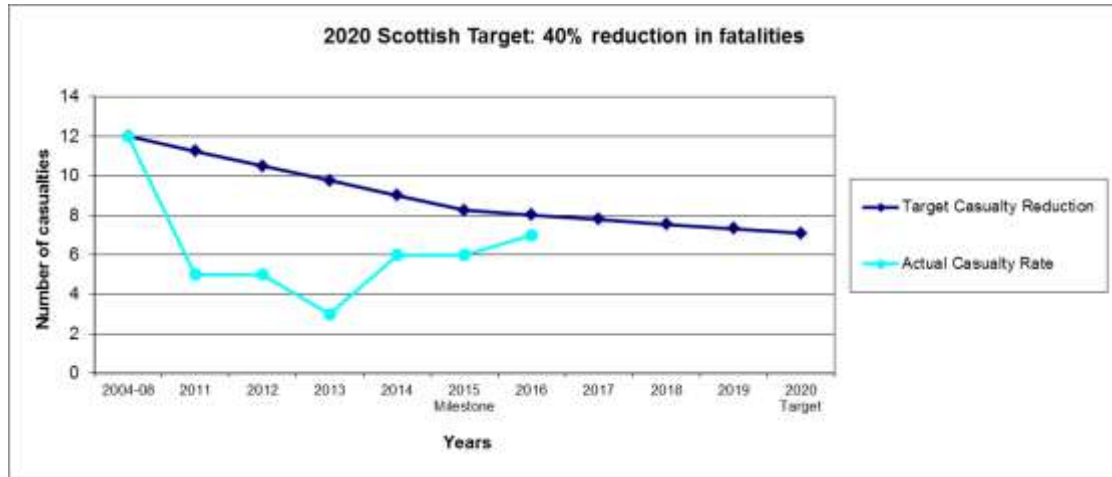
- To make a measurable contribution to road casualty reduction, a road safety culture must be engendered within the community which encourages individuals to accept responsibility for their own and others safety. For this to occur, all organisations involved in promoting road safety should be encouraged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

2.5 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**

3.1 Graphs 1.1 to 1.5 and Tables 1.1 to 1.5 on the following pages show the 2016 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 six years (calendar years) performances in a five and ten year target period.

**Graph 1.1: The number of people (all ages) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**

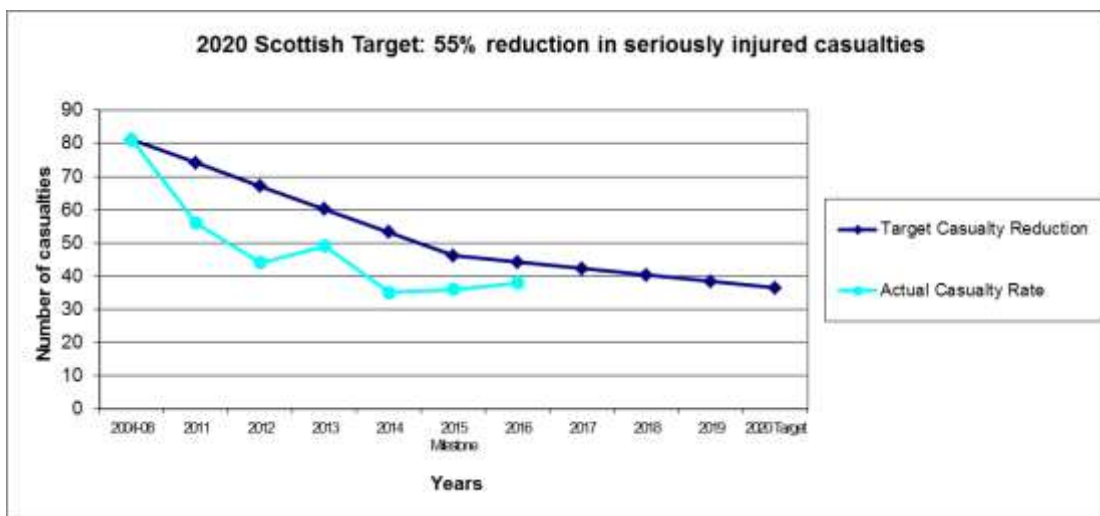


**Table 1.1: The number of people (all ages) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**

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	7
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

- 3.2 In 2016 there were 7 fatalities on Angus roads, 2 of which were on the trunk road and 5 on the local road network. The number of fatalities within Angus in 2016 increased by 17% from the 2015 figure but decreased by 42% from the 2004-08 Angus average baseline figure.
- 3.3 In comparison for 2015 the total number of fatalities in Angus stayed the same as the number of fatalities in 2014 and decreased by 50% from the 2004-08 Angus average baseline figure, whereas in Scotland the total number of fatalities saw an decrease of 17% from the 2014 figure and a 42% decrease from the 2004-08 Scottish average baseline figure.
- 3.4 The national road casualty statistics for 2016 are not yet available.

**Graph 1.2: The number of people (all ages) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**

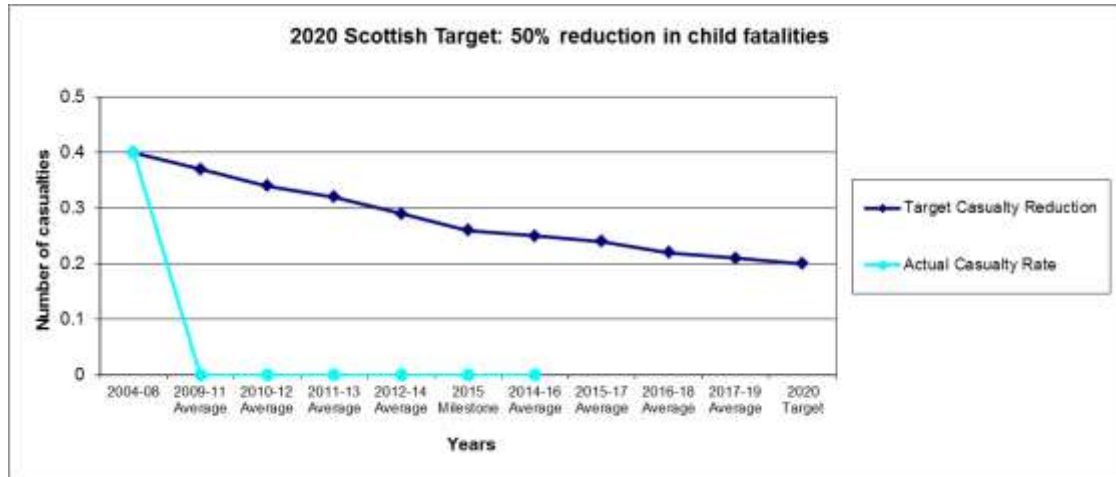


**Table 1.2: The number of people (all ages) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**

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	38
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

- 3.5 In 2016 there were 38 people seriously injured on Angus roads, an increase of 6% from the 2015 figure and a reduction of 53% from the 2004-08 Angus average baseline figure.
- 3.6 By comparison In 2015 the number of people seriously injured in Angus increased by 3% from the 2014 figure and decreased by 56% from the 2004-08 Angus average baseline figure, whereas in Scotland the total number of people seriously injured decreased by 6% from the 2014 figure and saw a reduction of 39% from the 2004-08 Scottish average baseline figure.

**Graph 1.3: The number of children (aged <16) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**

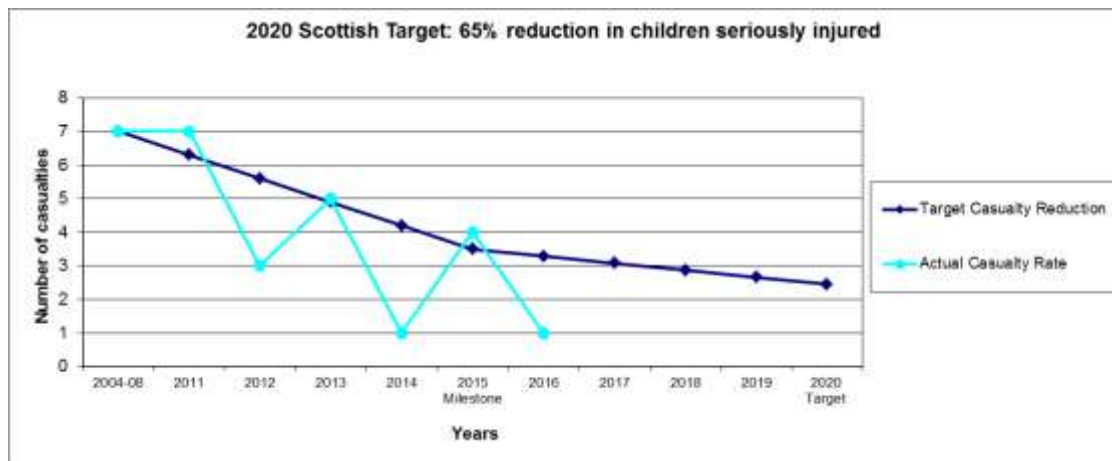


**Table 1.3: The number of children (aged <16) killed in Angus and progress towards the Scottish 2020 casualty reduction target.**

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	0
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

- 3.7 There have been no child fatalities in Angus in the last 6 years, a 100% reduction from the 2004-08 Angus average baseline figure.
- 3.8 In Scotland there were 7 child fatalities in 2011, 2 in 2012, 9 in 2013, 7 in 2014 and 4 in 2015, a reduction of 73% from the 2004-08 Scottish average baseline figure.

**Graph 1.4: The number of children (aged <16) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**

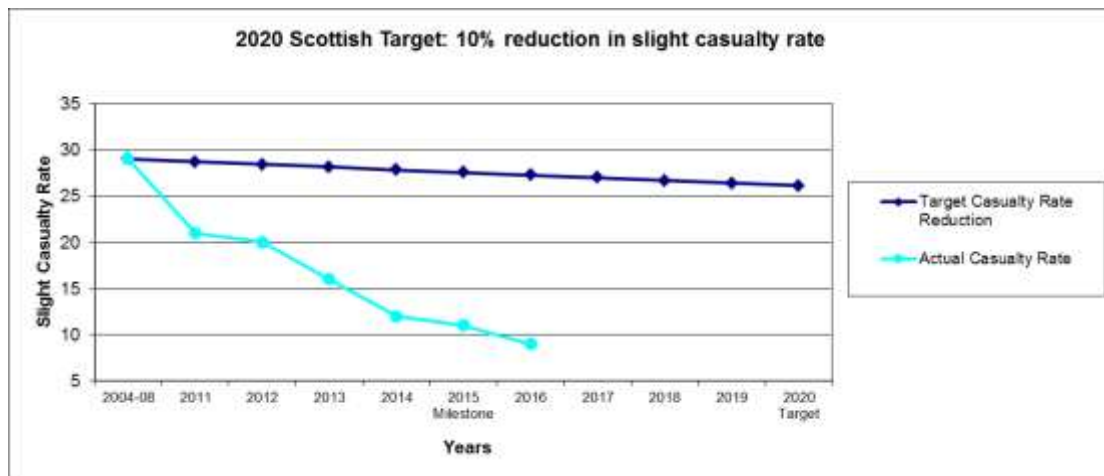


**Table 1.4: The number of children (aged <16) seriously injured in Angus and progress towards the Scottish 2020 casualty reduction target.**

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	1
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

- 3.9 In 2016 there was 1 child (aged <16) seriously injured on Angus roads, a decrease of 75% from the 2015 figure and an 86% reduction from the 2004-08 Angus average baseline figure.
- 3.10 In comparison in 2015 four children (aged <16) were 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, whereas in Scotland the total number of children seriously injured increased by 19% from the 2014 figure and decreased by 57% from the 2004-08 Scottish average baseline figure.

**Graph 1.5: The slight casualty rate (all ages) in Angus and progress towards the Scottish 2020 casualty reduction target.**



**Graph 1.5: The slight casualty rate (all ages) in Angus and progress towards the Scottish 2020 casualty reduction target.**

YEARS	CASUALTY REDUCTION TARGETS	ANGUS SLIGHT CASUALTY RATE (ALL AGES)
<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	9
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

- 3.11 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.
- 3.12 In 2015 the slight casualty rate in Angus was 12, the same as in 2014 and a 59% reduction from the 2004-08 Angus average baseline figure, whereas in Scotland the slight casualty rate decreased by 5% from the 2014 figure and 38% from the 2004-08 Scottish average baseline figure.

#### **4 CURRENT ROAD SAFETY POSITION**

- 4.1 Overall, it is encouraging to note that Angus 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 fatalities and seriously injured as a result of road traffic accidents within Angus saw a slight increase in 2016 following an upward trend over the previous couple of years, albeit that the figures remain below the desired reduction profile.
- 4.2 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 and the slight upward trend in fatal and seriously injured casualties there still remains a risk that the 2020 targets will not be met.



- 4.3 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 the Roads Maintenance team 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.
- 4.4 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, including reports of concerns from residents and Elected Members. This collaborative work results in a variety of improvements to road safety including recommendations to Committee on traffic calming, speed limits, pedestrian crossings and parking restrictions.
- 4.5 As other council priorities, proactive safety improvements are based on evidence such as collision records, causation factors and speed data, and are prioritised and subject to funding availability.

**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 580/08: Casualty Reduction targets & Accident Investigation Programme – Infrastructure Services Committee, 3 June 2008
- Report 460/09: Casualty Reduction Targets Update & Accident Investigation Programme Preparation & Implementation, 2 June 2009
- Report 872/09: Scotland's Road Safety Targets to 2020 – Infrastructure Services Committee, 24 November 2009
- Report 865/10: Accident Investigation Programme Update – Infrastructure Services Committee, 23 November 2010
- Report 176/11: Road Safety Plan For Angus – Infrastructure Services Committee, 01 March 2011
- Report 441/15 Schedule 5: Road Traffic Accident Investigation Programme Update – Communities Committee, 17 November 2015
- Report 347/16 Schedule 4: Accident Investigation Programme (AIP) Update – Communities Committee 27 September 2016
- Report 18/17 Schedule 2: Road Traffic Accident Investigation Programme Update – Communities Committee, 17 January 2017

**Report Author: Ian Cochrane, Head of Technical & Property Services**  
**E-mail: [CommunitiesBusinessSupport@angus.gov.uk](mailto:CommunitiesBusinessSupport@angus.gov.uk)**

Appendix 1:- Road Safety Diagram