

AGENDA ITEM 4

Report No 378/17 Schedule 3

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 14 NOVEMBER 2017

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 2012-14.
- 1.2 Tables 5.1 and 5.2 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 and potential distortion in the pattern arising from isolated events in particular years. Full (calendar) year data is available in the spring on 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 3.1.

Table 3.1

Accident Data Period	Reports of Proposals	Report of Subsequent Performance Following Delivery of the Agreed Proposals
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	Communities Committee report No. 347/16 Schedule 4 - August 2016
2012-14	Communities Committee Report 441/15 Schedule 5 - Nov 2015 for 2016/17 works	This report - November 2017
2013-15	Communities Committee Report 18/17 Schedule 2 - Jan 2017 for 2017/18 works	To be reported to Communities Committee in August 2018
2014-16	To be reported to Communities Committee - This report Nov 2017 for 2018/19 works	To be reported to Communities Committee in August 2019

- 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)
CC this report - November 2017 (road safety update & progress towards the 2020 reduction targets)
To be reported in May/June 2018 & subsequent years (progress towards 2020 reduction targets)
Note: ISC - Infrastructure Services Committee, CC - Communities Committee

- 1.4 Report 347/16 considered by the Communities Committee in September 2015 (Table 5.1 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 2011-13 period.
- 1.5 This report now reviews the effectiveness of the road safety works undertaken at accident cluster sites identified from the 2012-14 period, as were listed in Report 441/15 Schedule 5 considered by the Communities Committee in November 2015.

2 DETAILS

- 2.1 Report 441/15 Schedule 5 detailed the initial accident cluster sites identified, 16 locations in total (12 previously identified sites and 4 new locations, of which 2 are urban and 14 are rural) exhibiting three or more recorded injury accidents in the three year period 2012-14 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.
- 2.2 Works have been undertaken in recent years at 10 of the 16 accident cluster sites with 3 or more road traffic collisions identified from the 2012-14 accident data. Additionally works have been undertaken at 9 of the 19 accident cluster sites with 2 road traffic collisions identified from the 2012-14 accident data. The works consisted mainly of signing and road marking works as well as road surface treatment works.
- 2.3 Overall, the schemes implemented in recent years have assisted in reducing the number of accidents at each cluster site identified from the 2012-14 period, as evidenced by comparison to the more recent accident data shown in **Appendix 1**.
- 2.4 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.

3. ACCIDENT INVESTIGATION PROGRAMME (AIP) UPDATE – IDENTIFICATION OF NEW ACCIDENT CLUSTER SITES

3.1 BACKGROUND

- 3.1.1 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 & Prevention (AIP), to be updated on an annual basis. The following report, No. 460/09, 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 in rural locations.
- 3.1.2 The success for the engineering measures undertaken in financial years 2009-10 to 2015-16 were highlighted in Report Nos. 595/10, 566/11, 460/12, 461/13, 303/14 (Schedule 3), 289/15 (Schedule 4) and 347/16 (Schedule 4) respectively, submitted to the Infrastructure Services Committee and Communities Committee in August/September of 2010 to 2016.
- 3.1.3 8 road traffic accident cluster sites (7 previously identified sites and 1 new location) were identified from the 2013-15 accident data period, along with proposed remedial works as detailed in Report No. 18/17 (Schedule 2), submitted to the Communities Committee on 17 January 2017.

3.2 DETAIL

- 3.2.1 Remedial works were undertaken during 2013-14, 2014-15 and 2015-16 at 5 of the previously identified road traffic accident cluster sites identified from the period 2012-14. Works will take place this financial year (2016/17) at 2 of the previously identified road traffic accident cluster sites and 3 new sites identified from the period 2012-14, as detailed in Report No. 441/15 (Schedule 5).
- 3.2.2 A total of 4 road traffic accident cluster site locations with 3 or more injury accidents have been identified from the accident data for the period 2014-16, of which 2 are previously identified (existing) sites and 2 are at new location. The sites are listed in **Appendix 2**.
- 3.2.3 The total number of road traffic accident cluster sites (4) exhibiting 3 or more injury accidents has halved since last year, with 8 sites identified from the 2013-15 accident data, 16 sites from 2012-14, 16 sites from 2011-13, 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.
- 3.2.4 A three year rolling programme is used for the identification of cluster sites. It is therefore anticipated that a substantial number of existing sites, where accidents have mainly occurred between 2012 and 2013, may be removed from the list of cluster sites to be identified from the 2015-17 period.
- 3.2.5 It is noted that the number of new road traffic accident cluster sites exhibiting three or more injury accidents has decreased significantly for the period 2014-16, with only 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, 2 new sites from 2010-12, 2 new sites from 2011-13, 4 new sites from 2012-14 and only 1 new site from 2013-15.
- 3.2.6 As described in Report No. 865/10 due to the success of recent road safety schemes and the decreasing number of new accident cluster sites having 3 or more injury accidents being previously identified, locations having 2 or more injury accidents in a three year recording period are now being identified and considered for road safety works.
- 3.2.7 Site assessments were carried out at 20 locations having two injury accidents identified from the period 2014-16 with treatment works undertaken at 4 sites during 2014-15, 5 sites during 2014-15 and 2 sites during 2016/17.

- 3.2.8 In the period 2014-16 there are 28 locations with two injury accidents (12 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 2**.
- 3.2.9 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.
- 3.2.10 Future road safety schemes at identified road traffic accident cluster sites will continue to be prioritised on the severity of the accidents. Routes and 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.

4. PROPOSALS

- 4.1 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.

5. FINANCIAL IMPLICATIONS

- 5.1 The mainly low cost remedial improvement works proposed to be carried out next financial year (2018-19) 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 2018/19 budget setting process.

6. CONSULTATION

- 6.1 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 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

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Appendix 1:- Accident Cluster Site Locations (2012-14 period)

Appendix 2:- Accident Cluster Sites with 3 or more Injury Accidents (2014-16 period)