

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 28 MAY 2019

ROAD SAFETY PLAN TO 2020 - UPDATE

REPORT BY THE DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report informs the committee of our progress towards the Scottish Government's road safety reduction targets as highlighted in our Road Safety Plan to 2020, the development of a new Road Safety Plan for Angus for 2020 to 2030, and the formation of a Member Officer Working Group to inform the development of the new Road Safety Plan.

1. RECOMMENDATIONS

It is recommended that the Committee:

- (i) notes our progress towards the Scottish Government's road casualty reduction targets which are highlighted in the Road Safety Plan to 2020;
- (ii) notes that a new Road Safety Plan for Angus will be brought forward to this committee following the Scottish Government publication of its new national road casualty reduction targets to 2030; and
- (iii) approves the formation of a Member Officer Working Group to develop a new Road Safety Plan for Angus, which will take cognisance of the new national road casualty reduction targets and identify and prioritise action points to be taken forward to assist with achieving the reduction targets to 2030.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

- 2.1 This proposal contributes to the following local outcomes contained within the Angus Local Outcomes Improvement Plan and Locality Plans:

PLACE

- Safe, secure, vibrant and sustainable communities.
- An enhanced, protected and enjoyed natural and built environment.

3. BACKGROUND

- 3.1 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".
- 3.2 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).
- 3.3 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 Police Scotland, Angus Council Schools and Learning, Safety Cameras Scotland and the Scottish Fire & Rescue Service are acknowledged in this context.
- 3.4 Legislation such as compulsory seatbelt usage; national 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.

- 3.5 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 (the then) Tayside Police, Tayside Fire & Rescue, Tayside Safety Camera Partnership, NHS Tayside and Tactran.

4. ROAD SAFETY PLAN TO 2020

- 4.1 The Road Safety Plan to 2020 (the "Plan") (see Appendix 1), updates our 2015 Plan and helps us to work towards casualty reduction across Angus. The Plan identifies our performance to date to meet the challenging targets within Scotland's Road Safety Framework to year 2020.
- 4.2 As part of the ongoing roads collaboration the offer to use experienced staff from the neighbouring authority, the Plan was developed in collaboration with Aberdeenshire Council. Angus Council officers providing oversight and Aberdeenshire Council provided technical staff to analyse the data and draft the report. The Plan is considered to have been a successful use of shared services through the Northern Roads Collaboration (reference Schedule 2, Report No. 340/18).
- 4.3 The foreword to the Plan states, "Road safety has and will continue to be one of the main priorities for Angus Council – and its partners. People travel every day in Angus for business, education or leisure using our roads, footways and cycleways"; and goes on to state, "Unfortunately, interventions and improvements come at a cost and, in times of reduced public sector budgets, we must continue to find innovative ways to improve safety on our roads."
- 4.4 Section 3.0 of the Plan shows Angus' Performance against targets for casualty reduction. This shows from the 2017 (most recent) figures that:
- 10 people were killed against a target of 7;
 - 43 people were seriously injured against a target of 36;
 - 0 children (aged<16) were killed against a target of 0.2; and
 - 3 children (aged<16) were injured against a target of 2.

Overall, there has been a steady increase in fatal collisions since 2013 and a steady increase in serious collisions since 2014 (reference figures on page 7 of the Plan). If this trend continues, it is looking unlikely that Angus will meet some of the above targets for 2020 unless continued investment is made in both time and resources to ensure that everything possible is being done to reverse this trend.

5. PROPOSALS

- 5.1 A new Road Safety Plan for Angus needs to be developed following the Scottish Government publication of its new national road casualty reduction targets to 2030.
- 5.2 It is proposed that a Member Officer Working Group be formed to advise directly on the development a new Road Safety Plan for Angus, which will take cognisance of the new national road casualty reduction targets and identify and prioritise action points to be taken forward to assist with achieving the reduction targets to 2030. The Member Officer Working Group would be chaired by the Convener of Communities, and have six members: 3 from the administration (including the Convener), 2 SNP members and one non-aligned member.
- 5.3 The development of the new plan for 2020 to 2030 will also include active participation in the newly re-formed Tayside Road Safety Forum and liaison with other partner organisations. It is envisaged that the new plan for 2020 to 2030 will be developed over the next 12 months for publication in 2020. The new Plan will be reported to a future committee for approval.

6. FINANCIAL IMPLICATIONS

- 6.1 At this stage there are no financial implications arising from this report other than the costs associated with the development of a new Road Safety Plan for 2020 to 2030, which can be contained within the Roads Revenue Budget for 2019/20 and 2020/21.
- 6.2 However, provision for any road safety improvement works associated with the Plan for 2020 to 2030 will need to be identified in future budget setting.

7. CONSULTATION

- 7.1 The Chief Executive, Depute Chief Executive, Director of Finance, Director or Legal & Democratic Services and the Local Police Commander of Tayside Division were 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. 340/18, Schedule 2 - Roads Collaboration Project Update, Communities Committee 13 November 2018

Report No. 176/11 – Roads Safety Actions Plans for Angus, Infrastructure Services Committee 1 March 2011

Report No. 872/09 – Scotland's Roads Safety Targets to 2020, Infrastructure Services Committee 24 November 2009

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List of Appendices:

Appendix 1 – Road Safety Plan to 2020