

Road Safety Plan to 2020



*'Making Angus
roads safer'*

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Foreword

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.

Road safety involves everyone, and Angus Council is committed to providing a safer road network for all road users. One person hurt or killed on the road is one too many.

Scotland's Road Safety Framework has a high-level aim of a Vision Zero, where a steady reduction in the numbers of those killed and those seriously injured is achieved; and the ultimate vision of a future where no one is killed on Scotland's roads and the injury rate is much reduced.

In order to achieve a Vision Zero, three priority areas were identified.

- Speed & Motorcyclists;
- Pre-drivers – 17 to 25-year olds – older drivers; and
- Cyclists and Pedestrians

There is no room for complacency, and we must strive to meet the challenging road casualty reduction targets identified in the National Road Safety Framework to 2020. However, further reductions in road casualties cannot be met by the Council and its partners alone. Making our roads safer requires buy-in from all, including community groups, businesses and individuals.

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.

It gives me great pleasure to introduce this document, which provides an update on our 2015 targets, our progress towards the 2020 targets and ongoing efforts to reduce casualties on Angus roads.



Mark Salmond
Convener of the Communities Committee

1.0 Introduction

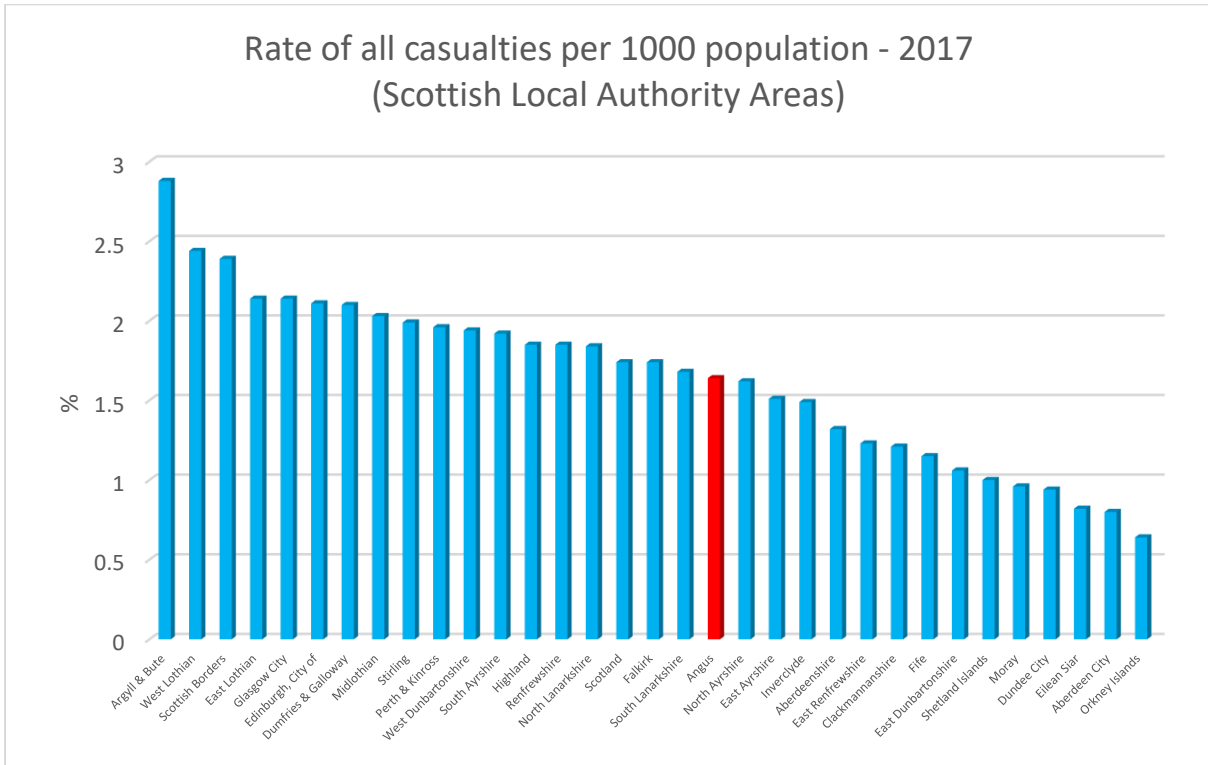
Our first plan was published in 1999 and many improvements in road safety have been delivered since then. Our fourth and latest plan will be developed in 2020 taking us through to 2030. Until then this update to our 2015 plan helps us to work towards casualty reduction across Angus and identifies our performance to date to meet the challenging targets within Scotland's Road Safety Framework to year 2020. Our Local Outcomes Improvement Plan lists several outcomes our Road Safety Plan can help us deliver:

- an inclusive and sustainable economy
- a reduced carbon footprint
- an enhanced, protected and enjoyed natural and built environment
- improved physical, mental and emotional health and well being
- safe, secure, vibrant and sustainable communities
- the best start in life for children
- more opportunities for people to achieve success

Angus has a population of circa 116,000 of which nearly 17% are children and 23% are of pensionable age.

In accordance with the Angus Council Plan 2017 – 2022 we will manage our road safety performance and report this regularly and openly.

There are over 1,800km of roads across Angus of which over 1,350km are 'C' class or unclassified. During 2017, someone was Killed or Seriously injured every 36km, or around once a week (175.2hrs). Whilst that rate is lower than many across Scotland, Angus's casualty rate per 1000 population, (shown below), is more than Scotland's average and others across the north east, showing significant room for improvement.



2.0 Aims and Objectives

The aim of the Road Safety Plan is to reduce the number of road collisions and road casualties in Angus. The plan seeks to:

- increase the competence and road safety awareness of all road users
- prepare and carry out a programme of measures designed to promote road safety
- combat drink/drug driving, speeding, mobile phone and seatbelt non-compliance
- promote vehicle safety legislation
- enable safe and sustainable travel in Angus
- further strengthen an inter-agency approach to achieve all objectives

Education, Engineering, Enforcement, Encouragement and Evaluation will be the means to achieve these objectives within the proposed plan.

A number of partnership plans and strategies already exist in Angus and link to the Road Safety Plan. These plans are:

- Angus Road Safety Strategy
- Angus Local Fire and Rescue Plan
- Angus Local Police Plan
- Angus Drug and Alcohol Strategy
- Angus Community Safety and Anti-social Behaviour Strategy 2017-2020

The Angus Road Safety Plan considers links to the plans identified above and identifies opportunities for collaborative working to achieve joint outcomes wherever possible.

Further links can be found to the:

- Angus Local Outcomes Improvement Plan
- Angus Council Plan

We will work collaboratively with our partners in the Police, Fire & Rescue, NHS, North Safety Camera Unit (NSCU), Tayside and Central Scotland Transport Partnership (TACTRAN), Local Authorities and other organisations across the north east to deliver improvements to road safety.

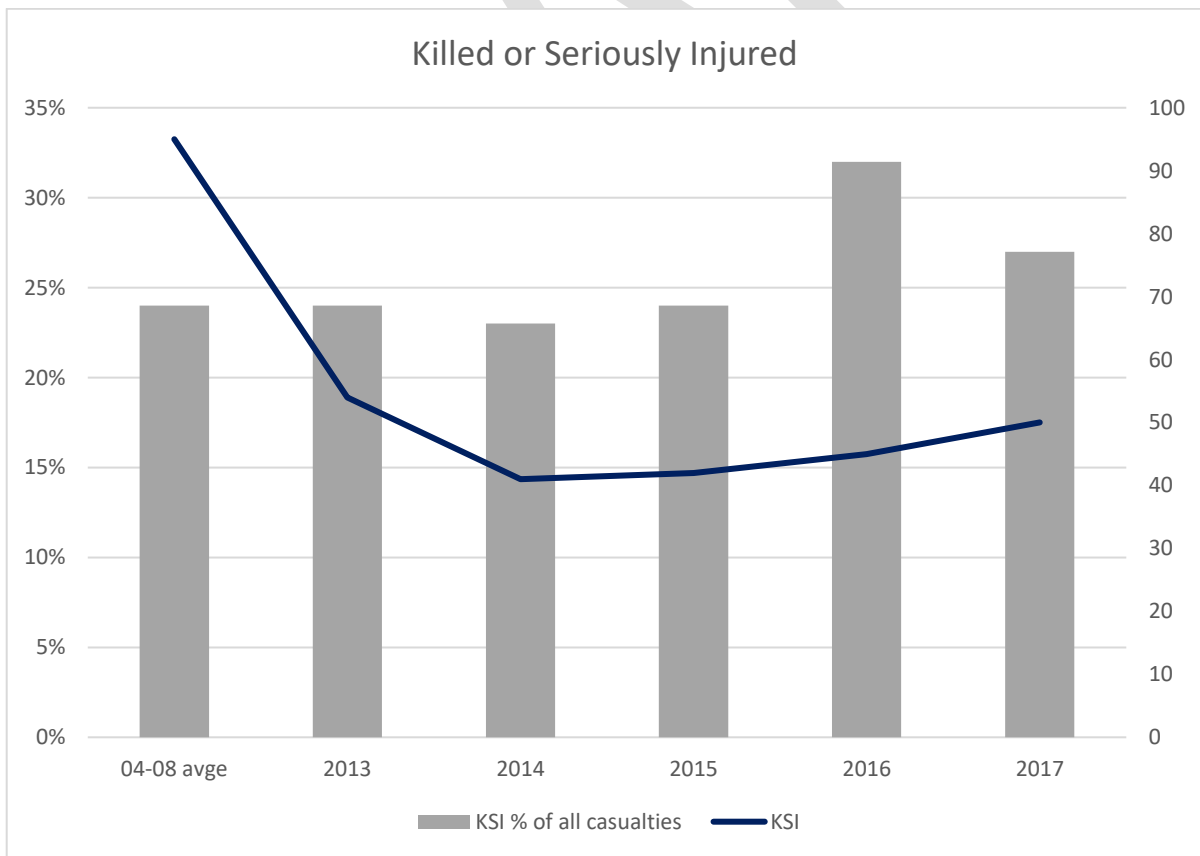
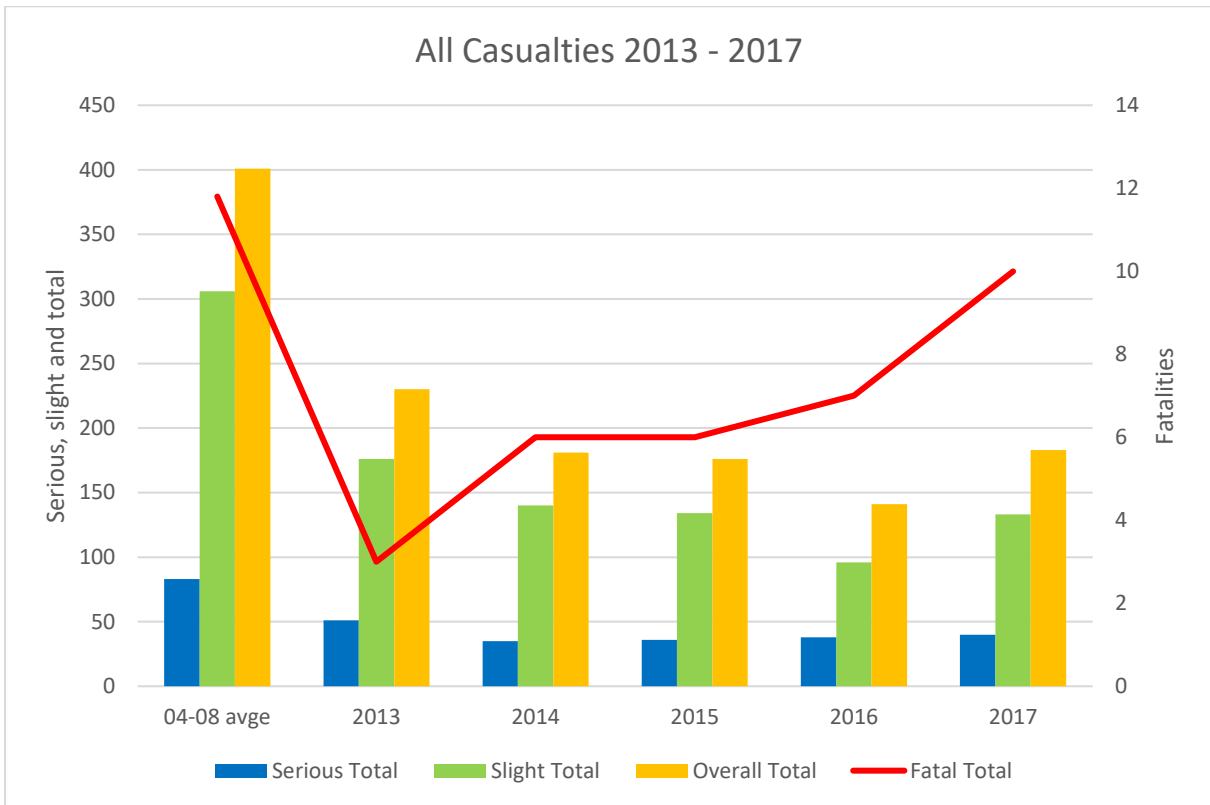


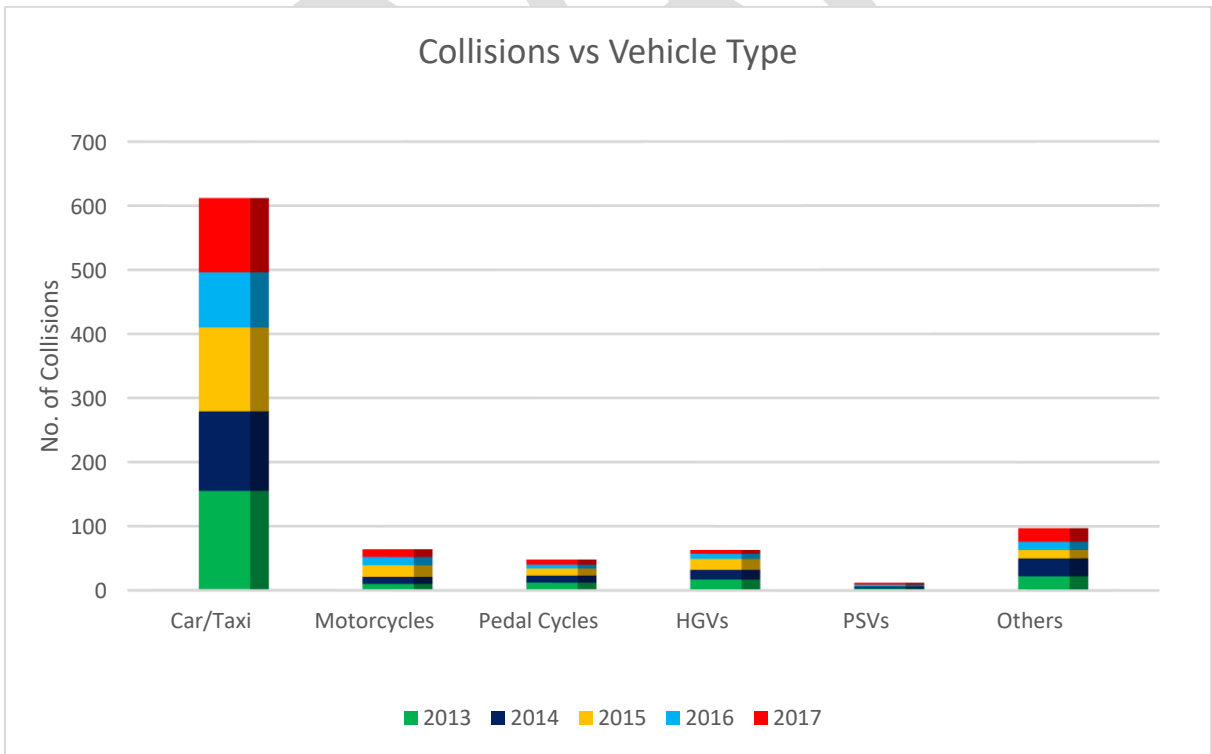
3.0 Angus Performance against Targets for Casualty Reduction

Scotland’s Road Safety Framework to year 2020 details targets we are working towards in Angus and the table below shows that there are still too many people being killed or seriously injured on our roads across Angus.

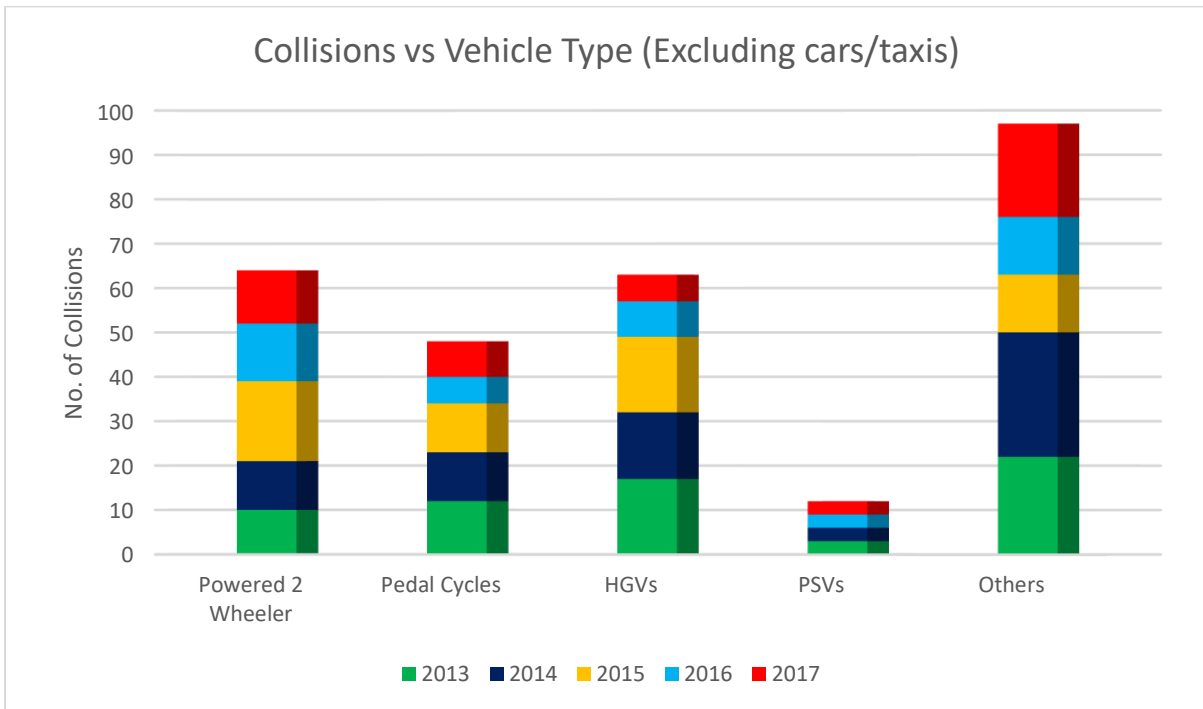
Target	Baseline Average Angus 2004-08	2015 Milestone (% reduction)	2017 Angus Milestone (No. of casualties)	Actual Angus 2017	2020 Target (% reduction 2020)	Angus Target (No. of casualties)
People killed	12	30%	8	10	40%	7
People seriously injured	81	43%	42.28	43	55%	36
Children (aged<16) killed	0.4	35%	0.24	0	50%	0.2
Children (aged<16) seriously injured	7	50%	3.08	3	65%	2
Slight Casualty Rate (per 100 million kms travelled)	29	No Milestone	26.97	No figures available	10%	26.1

There has been a steady increase in fatal collisions since 2013 and a steady increase in serious collisions since 2014. 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.



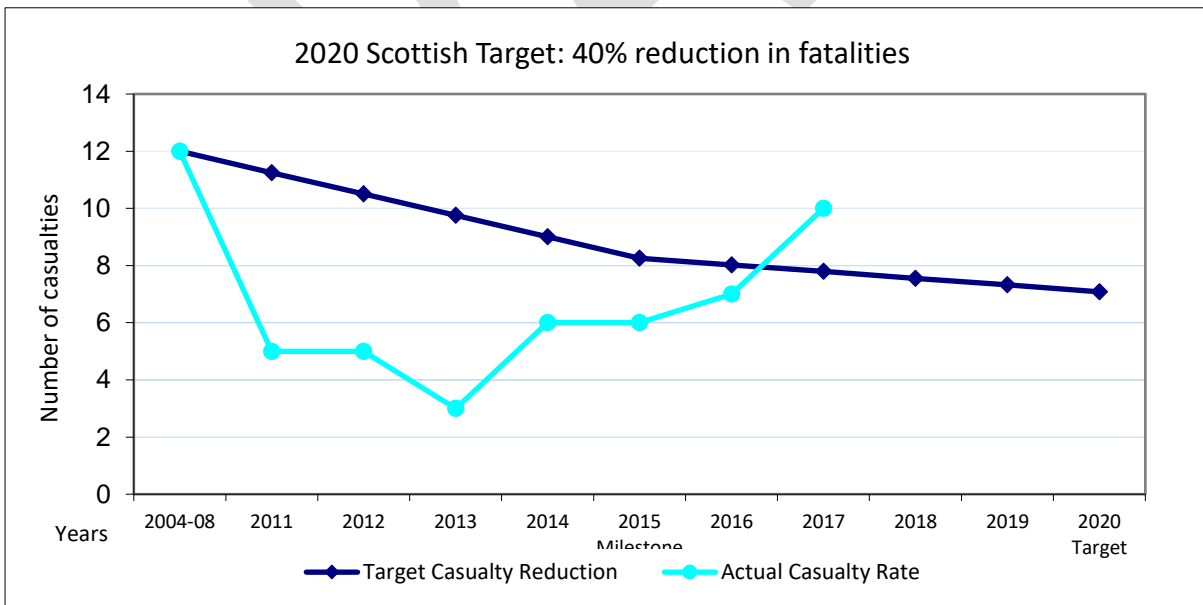


As expected, due to the high proportion of cars and taxis on the network, they have more collisions than any other vehicle type.



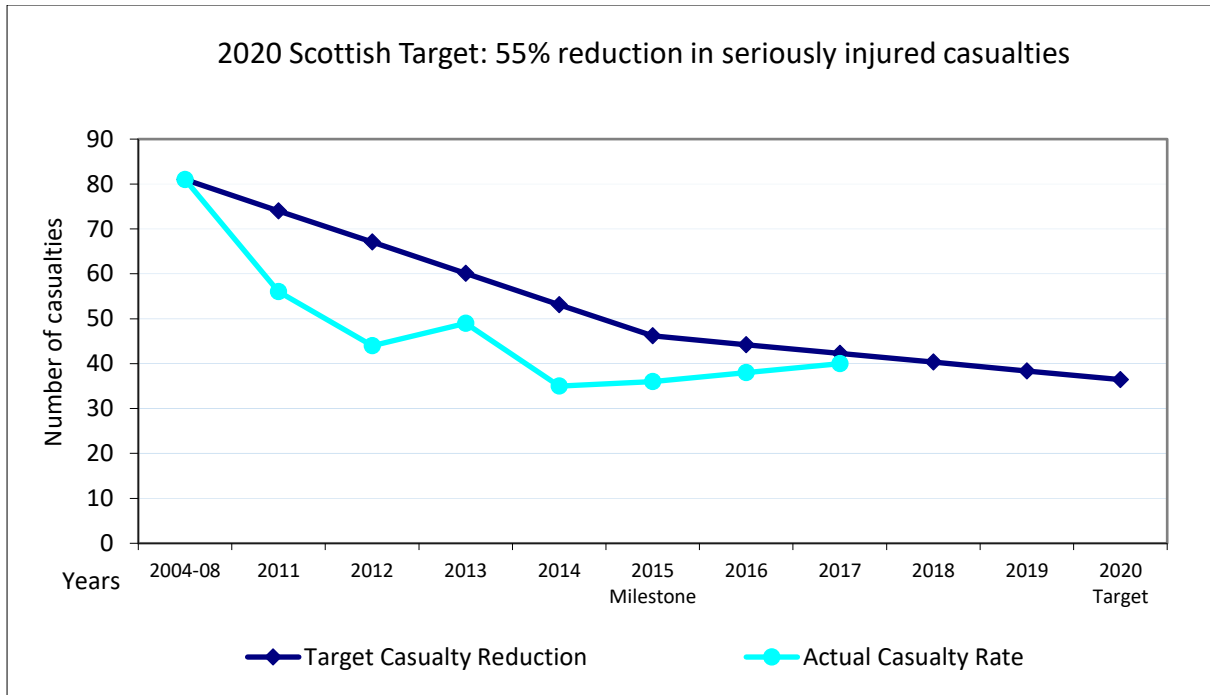
By removing Cars and Taxis from the graph it is clear to see that Public Service Vehicles are involved in fewer collisions than any other vehicle type. It is not known what the proportion of vehicle types are.

A. All Fatalities



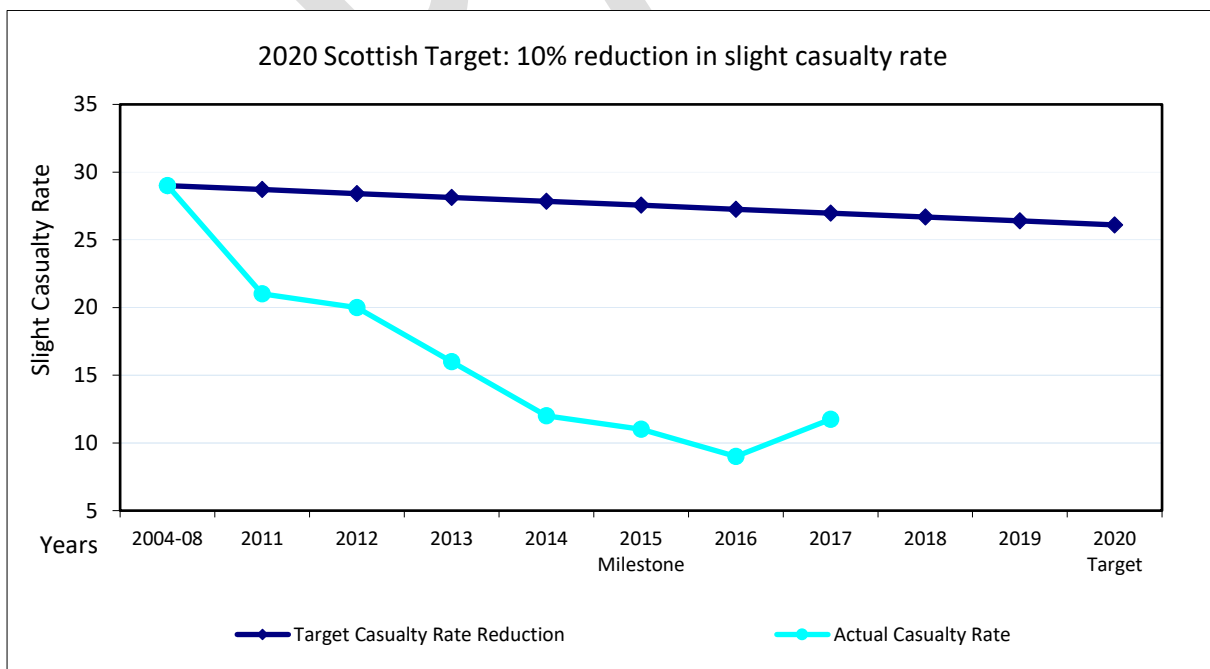
Whilst it is evident that there had been a steady reduction in fatalities from the 2004-08 average there has been a gradual increase since 2013. It is therefore possible that we will not meet our 2020 fatality reduction target set.

B. All Serious



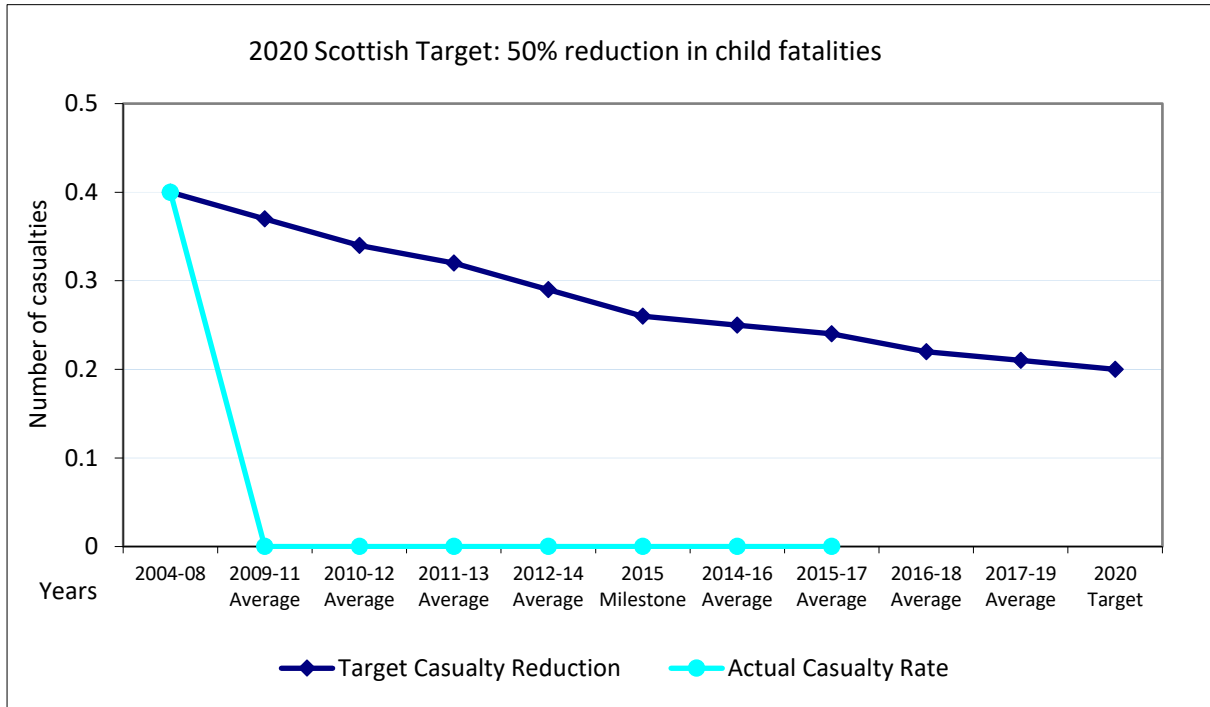
Significant reductions in those being seriously injured on Angus roads have been made from the 2004-08 average to 2014. Since then, however, there has been a steady increase and as a result we may not achieve the 2020 target set.

C. All Slight



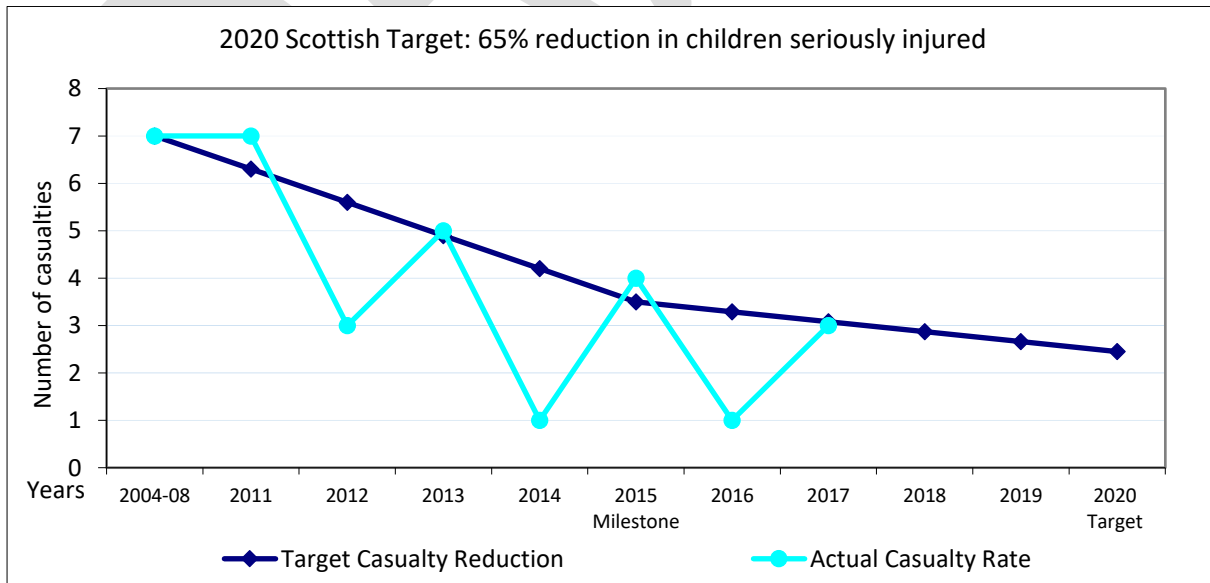
The slight casualty rate chart above shows that it is still considered likely that we will achieve our 2020 target, despite a slight increase in 2017.

D. Child Fatalities



Angus have consistently returned an average less than 1 in the child fatality rate since 2004-08 having sat at zero since the 2009-11 average.

E. Child Serious



Whilst overall the casualty reduction target is being met, the low numbers of children being seriously injured to date and fluctuations seen above demonstrate that it is possible that Angus may not achieve the 2020 casualty reduction target for children being seriously injured on our roads.



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4.0 Priority Focus Areas

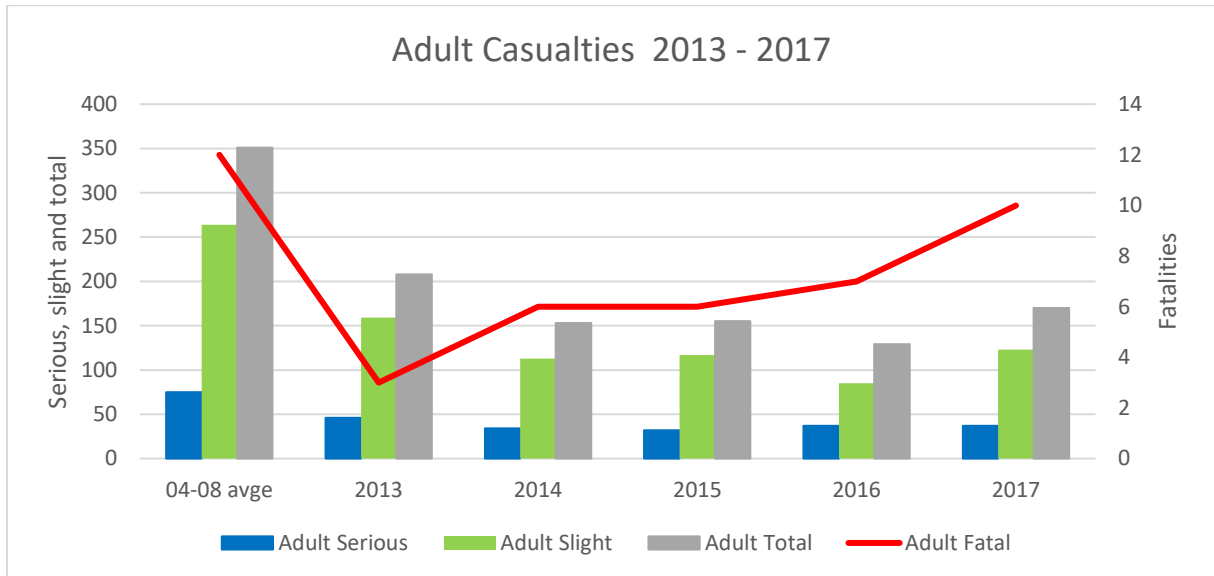
This Road Safety Plan has been developed in line with the strategic objectives of both national and local government. Our detailed Road Safety Action Plan can be found in 'Appendix A' setting out our actions to address concerns over the following areas:

- Children
- Drivers Aged 17-25 Years
- Rural Roads
- Drink Driving
- Seatbelts
- Speed
- Pedestrians
- Motor Cyclists
- Pedal Cyclists



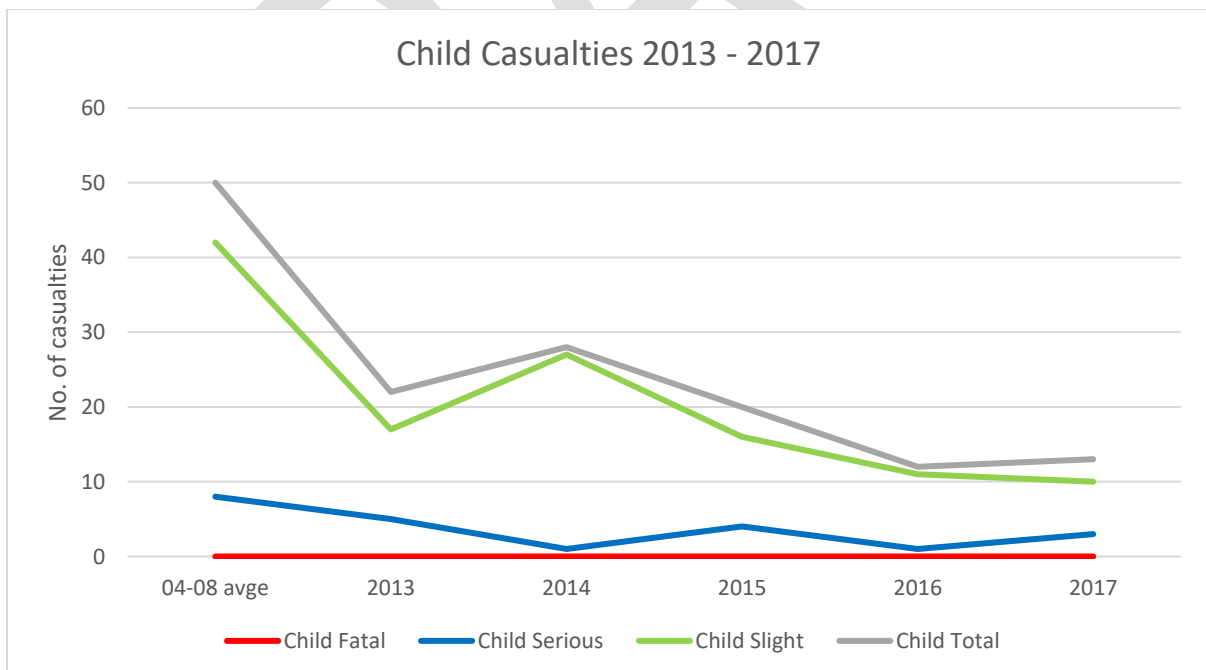
5.0 Angus Casualty and Collision Statistics 2013 – 2017

A. Adult Casualty Reduction Statistics



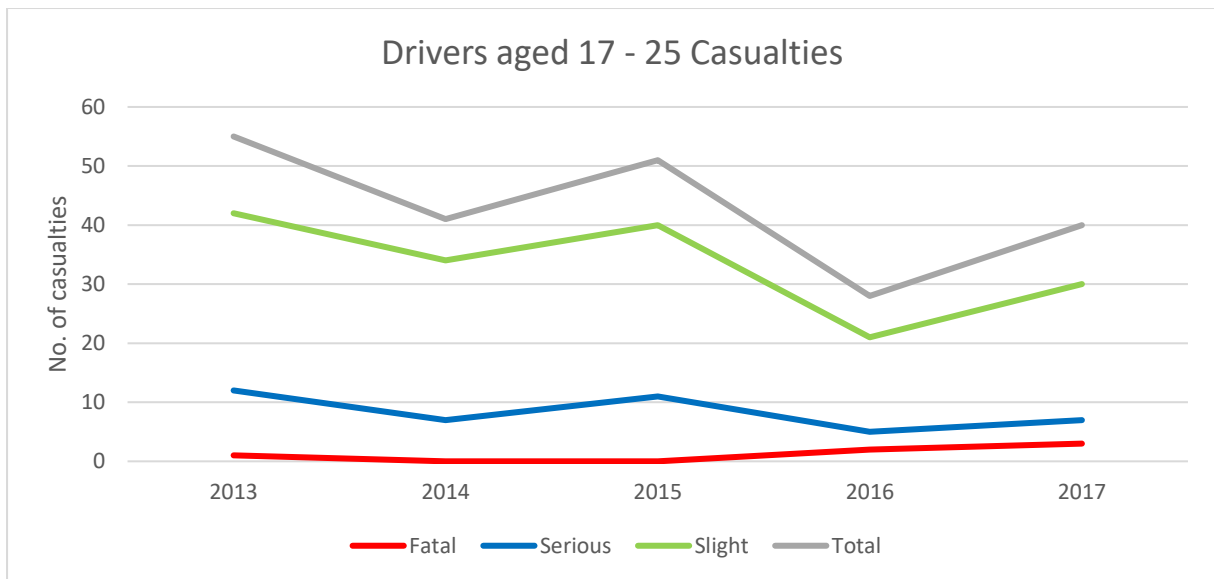
Whilst there has been an overall reduction since our 2004-08 average the trend shows that there is likely to be an increase in overall casualties towards 2020.

B. Child Casualty Reduction Statistics



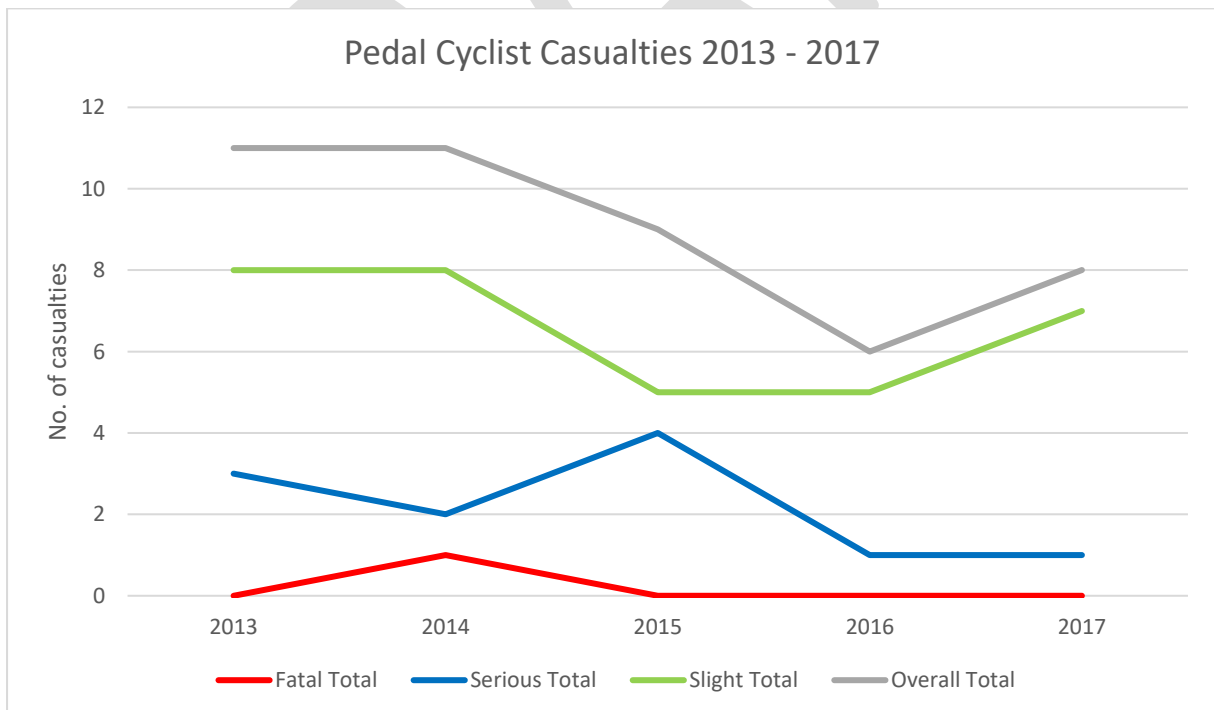
There has been a steady decrease in child casualties overall in all casualty categories other than fatalities that has remained at zero for several years. (See Appendix A - Section A for the Action Plan relating to children)

C. Driver Casualties aged 17 – 25 Statistics

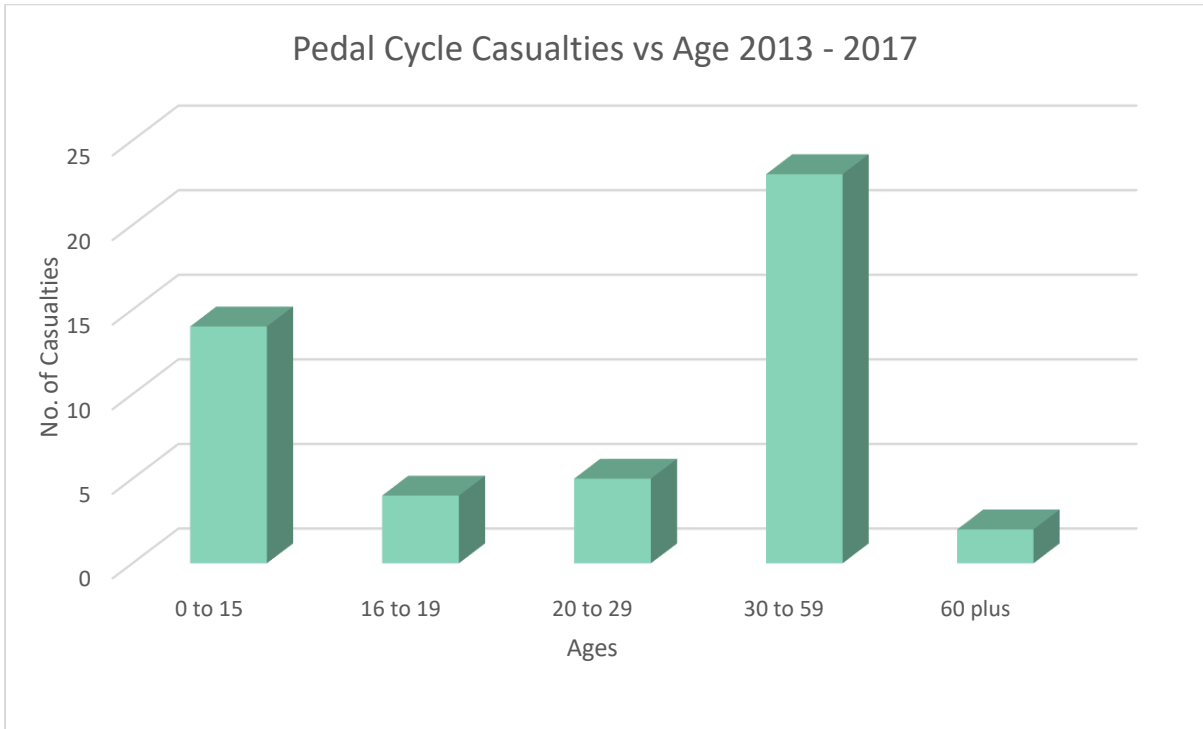


It is of great concern that casualties in the driver age group 17 – 25 appears to be on the increase. Unless this trend is curtailed it is likely that an increase in casualties will be evident by 2020. (See Appendix A - Section B for the Action Plan relating to Drivers Aged 17-25 years)

D. Pedal Cyclist Casualty Statistics



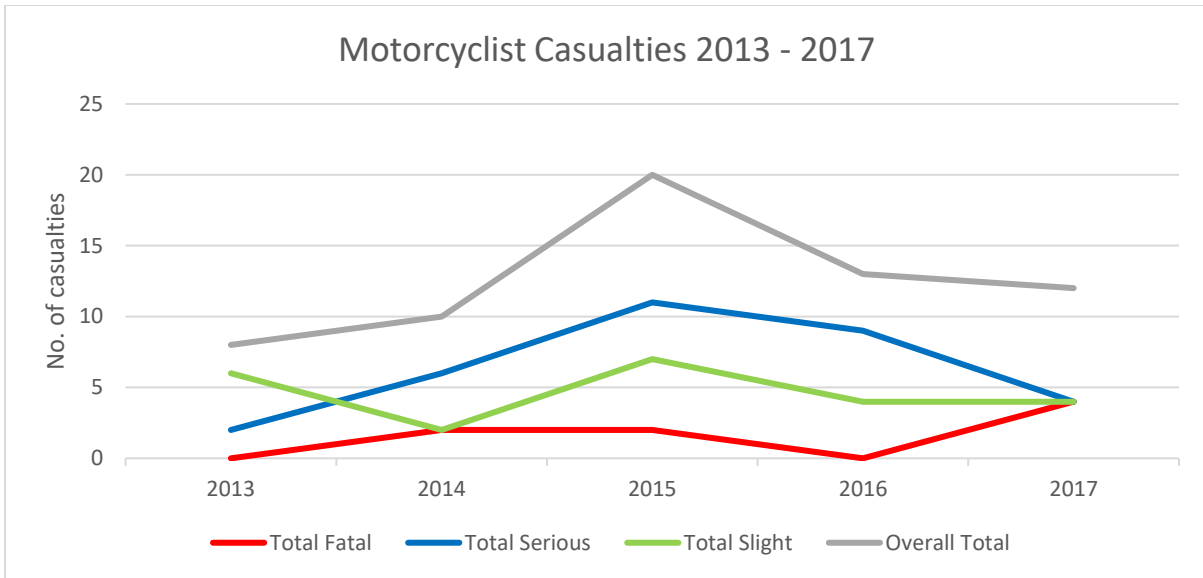
Until 2016 the cyclist casualty figures have shown a decrease, however, in 2017 we saw a 40% increase. The overall trend may indicate that if the 2017 figures are not a statistical anomaly then we will see further increases in cycling casualties leading to 2020.



Detailed actions to address these areas have been developed. (See Appendix A - Section I for the Action Plan relating to pedal cyclists)



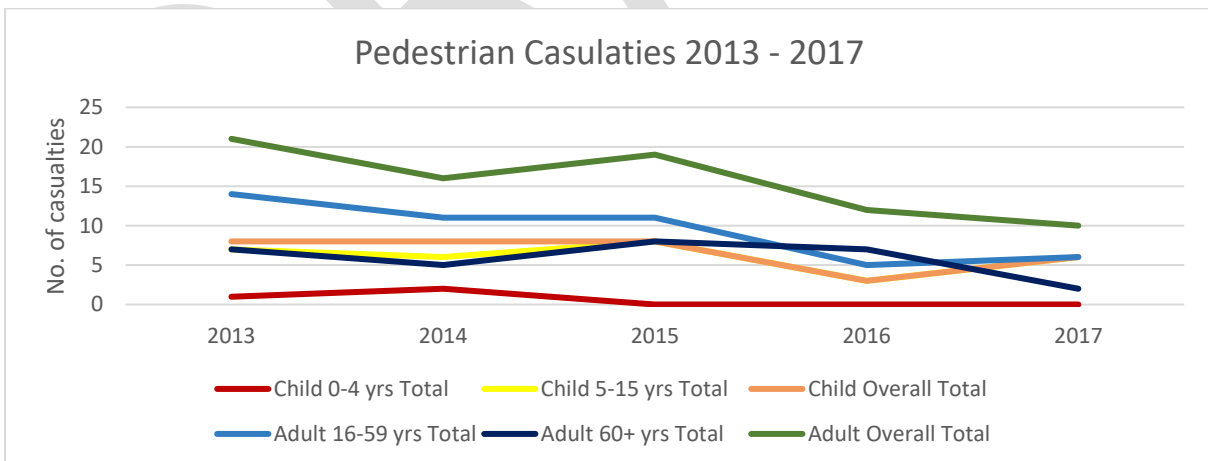
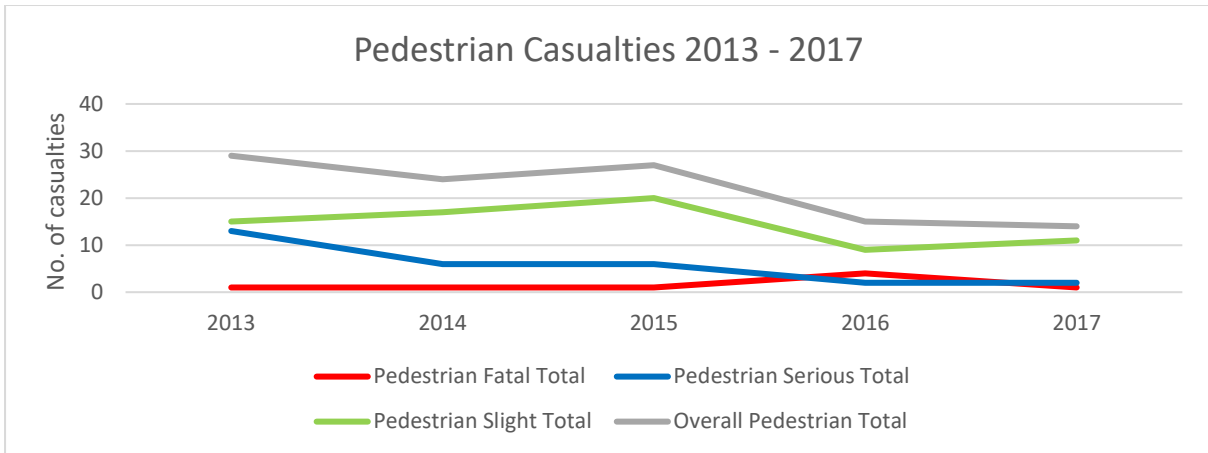
E. Motorcycle Casualties Statistics



There has been no improvement noted since 2013 with a 50% increase in overall casualties to 2017. The trend indicates further increases in casualties towards 2020. Most motorcycle collisions result in serious casualties in contrast to collisions involving other vehicle types. (See Appendix A - Section H for the Action Plan relating to Motor Cyclists)

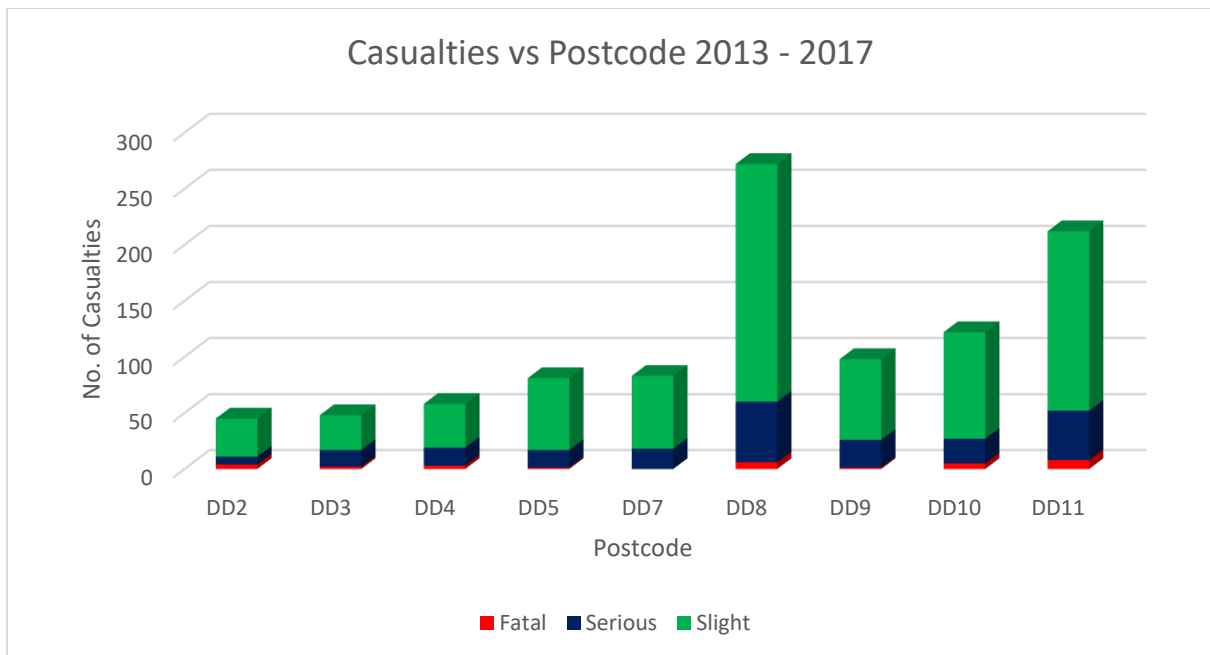


F. Pedestrian Casualties Statistics

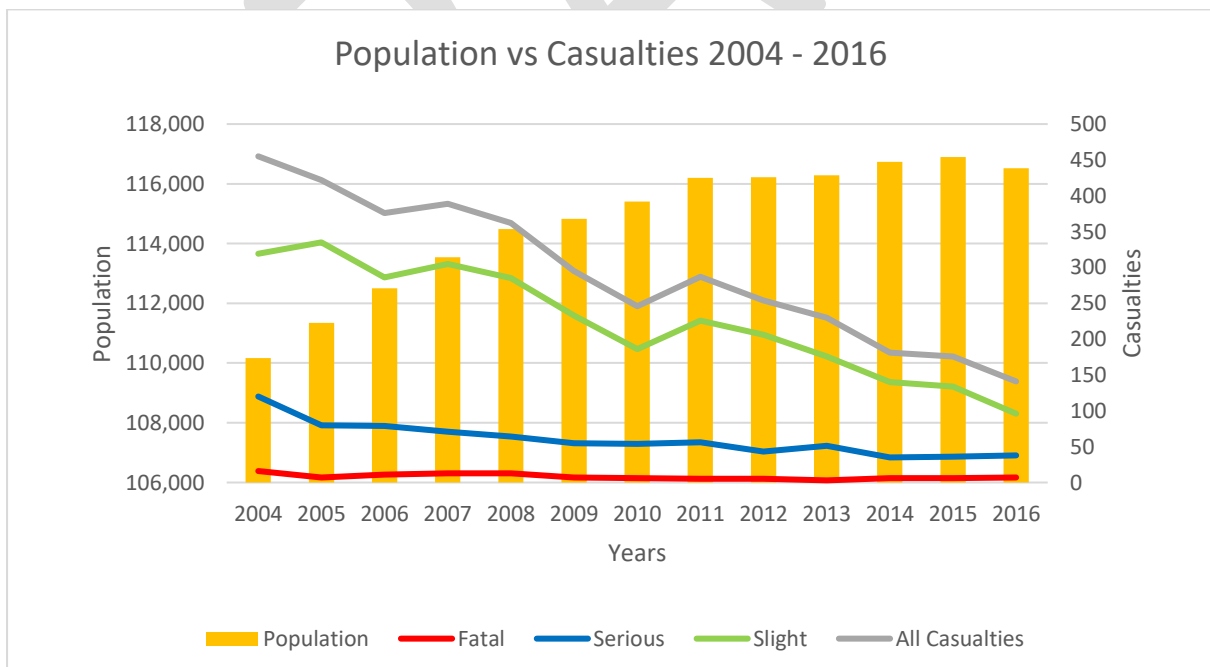


There has been a steady decline in pedestrian casualties noted since 2013 across all age groups. There have been no 'child under 4' casualties since 2014 and a significant reduction in adult casualties, however children aged 15 and under has remained relatively static. Pedestrian collisions must be a priority area for Angus to focus on looking to 2020 to ensure continued reduction across all age categories. (See Appendix A - Section G for the Action Plan relating to Pedestrians)

G. Angus Population Statistics

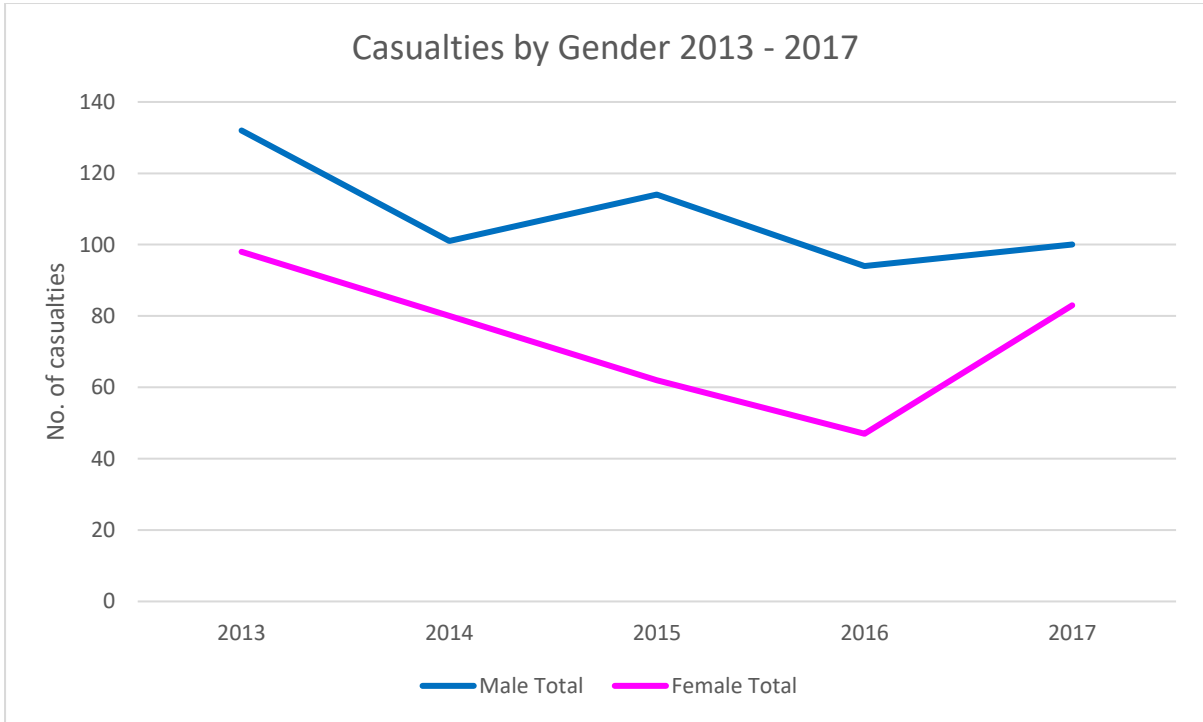


Where details have been recorded it can be seen in the chart above there are significantly more casualties overall from the DD8 postcode however there are more fatalities from the DD11. Both areas have similar levels of killed or seriously injured. With any available funding, educational campaigns should target these areas and address these concerns.



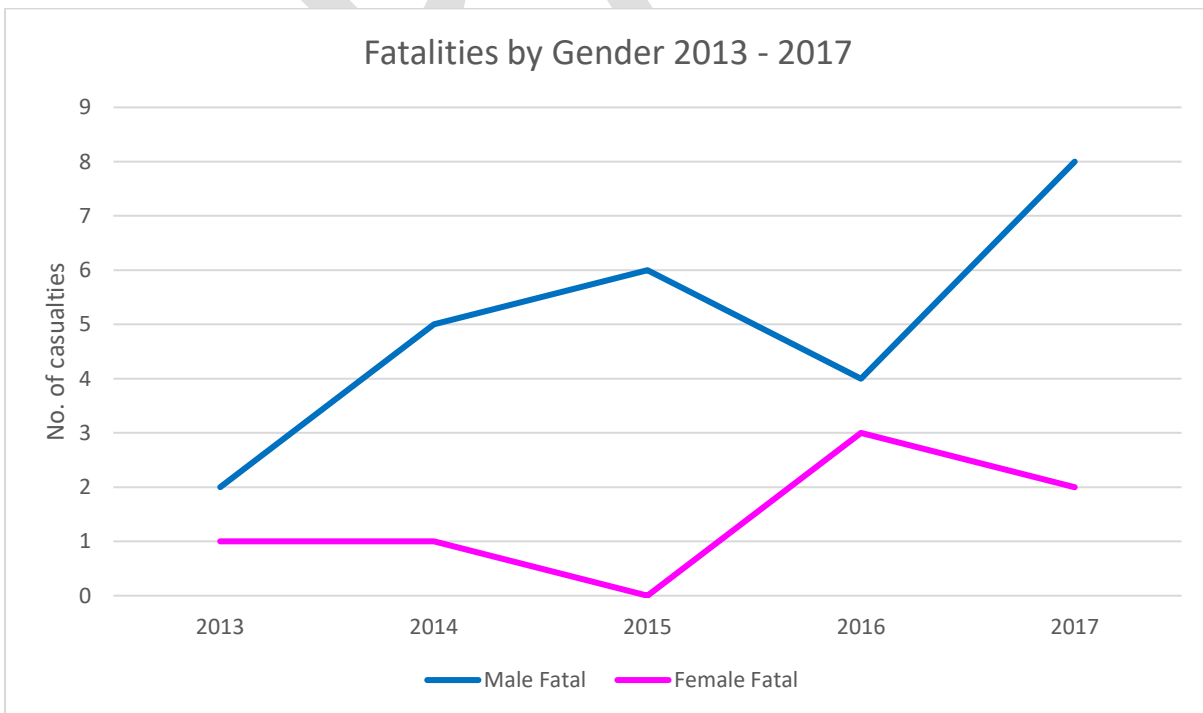
An overall decline in recorded casualties has occurred since 2004 against a rise in population. However, the trend over recent years considers a rise in people being killed or seriously injured may occur without the necessary investment to reverse this.

H. Casualties – Gender Comparison



Males are significantly more likely to be injured in a collision than females although female casualties have nearly doubled since 2016.

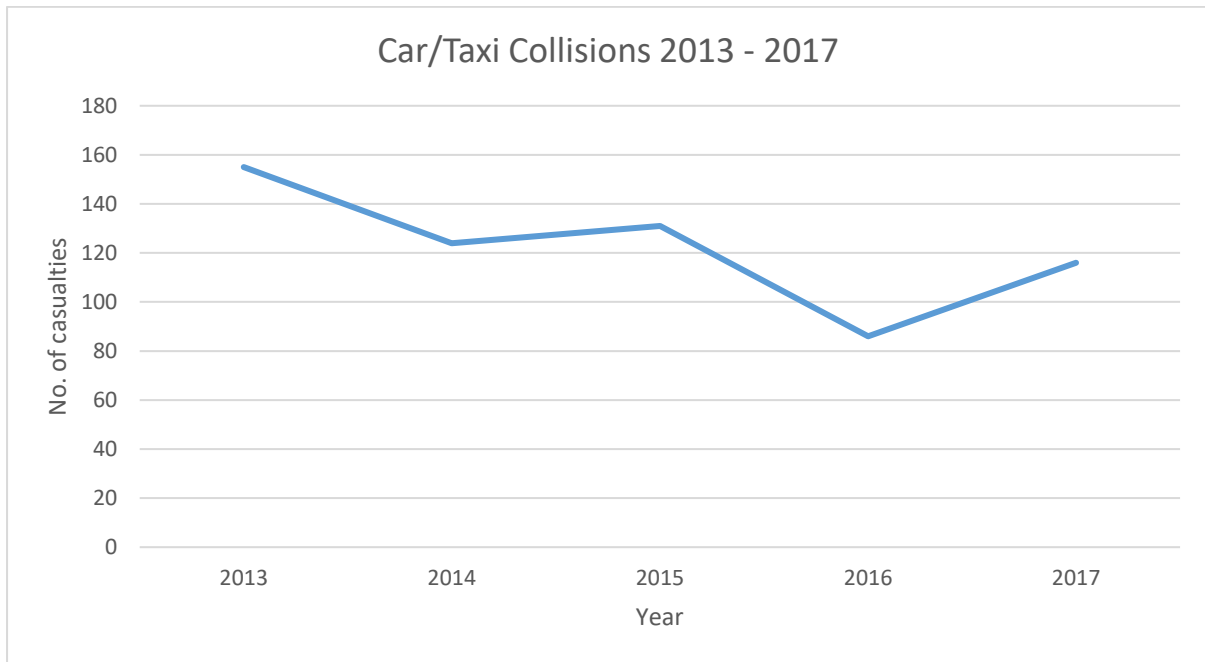
Further analysis is required to understand the source of this issue and to prepare suitable educational material designed to action and address this trend.



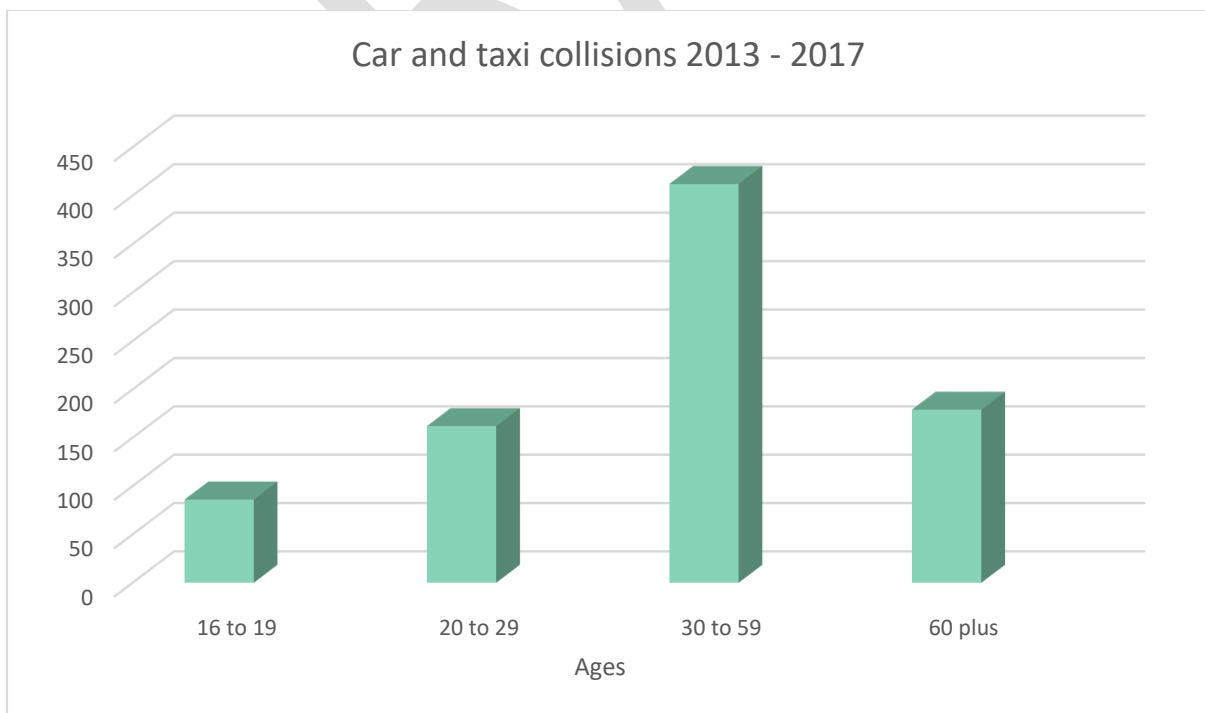
There is an increasing trend of fatalities across both genders however males are more likely to be killed than women. Note that male fatalities have quadrupled since 2013 and doubled since 2016.

I. Collisions per vehicle type

1. Car/Taxi

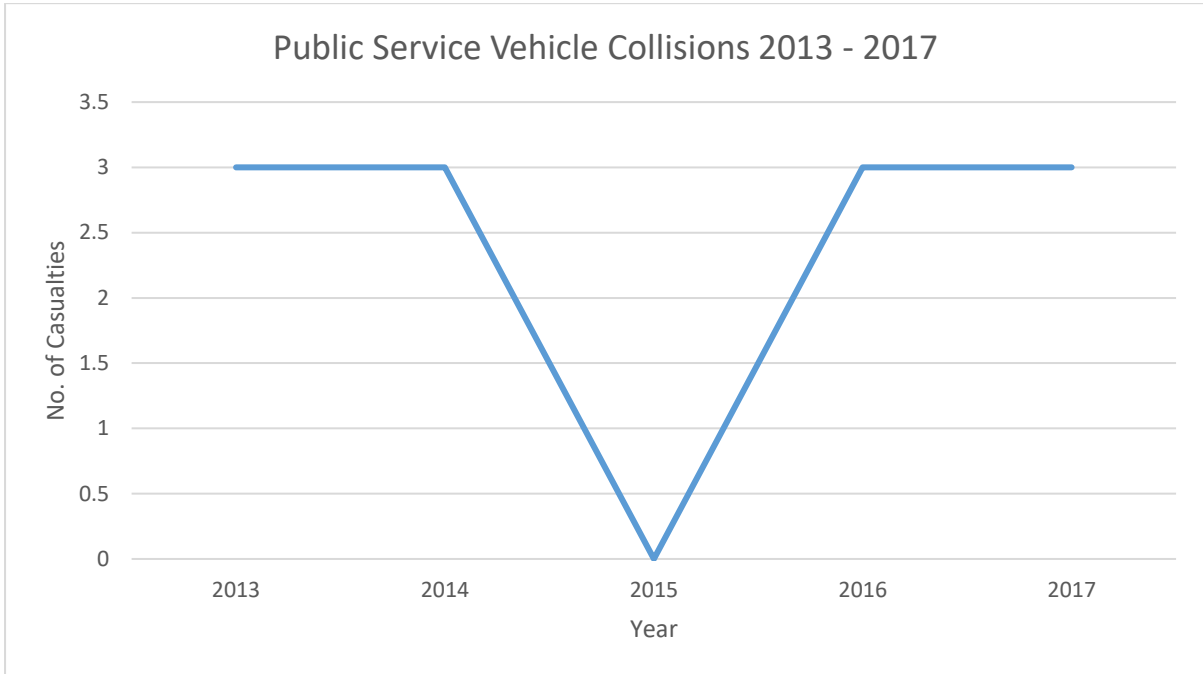


There has been some improvement in the levels of reduction in car and taxi collisions over the last five years with 2017 seeing an increase over 2016.

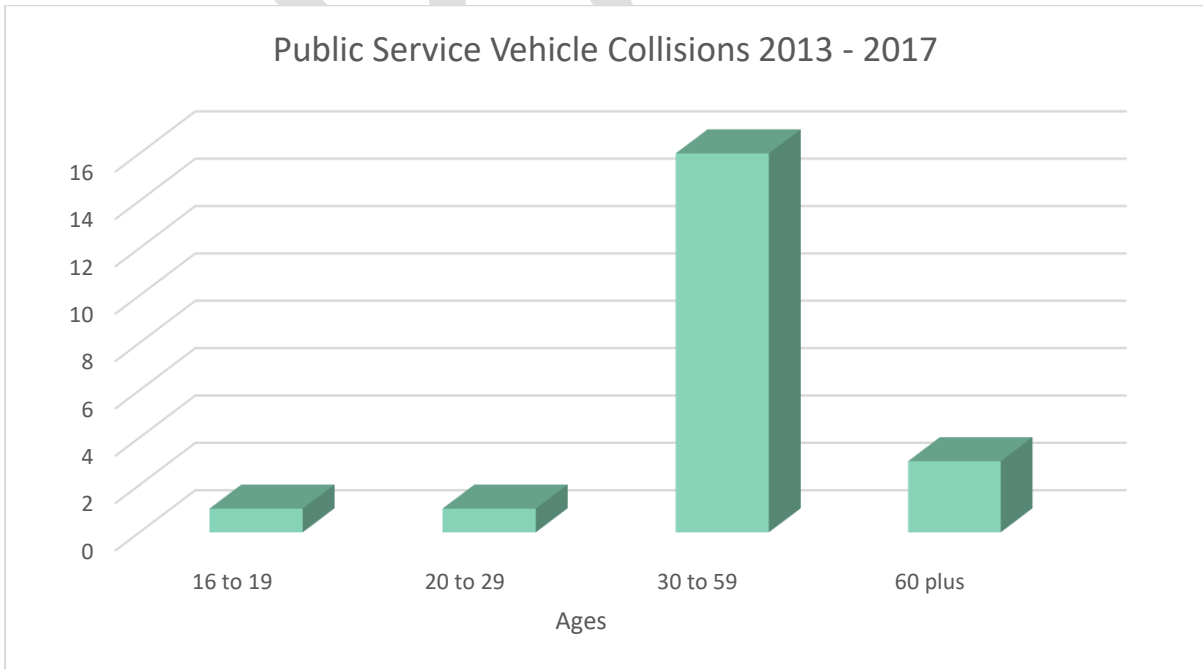


Most collisions involve those that fall within the 30 to 59-year-old category. Drivers aged over 60 years of age have been involved in more collisions than the 20 to 29-year-old group.

2. Public Service vehicles

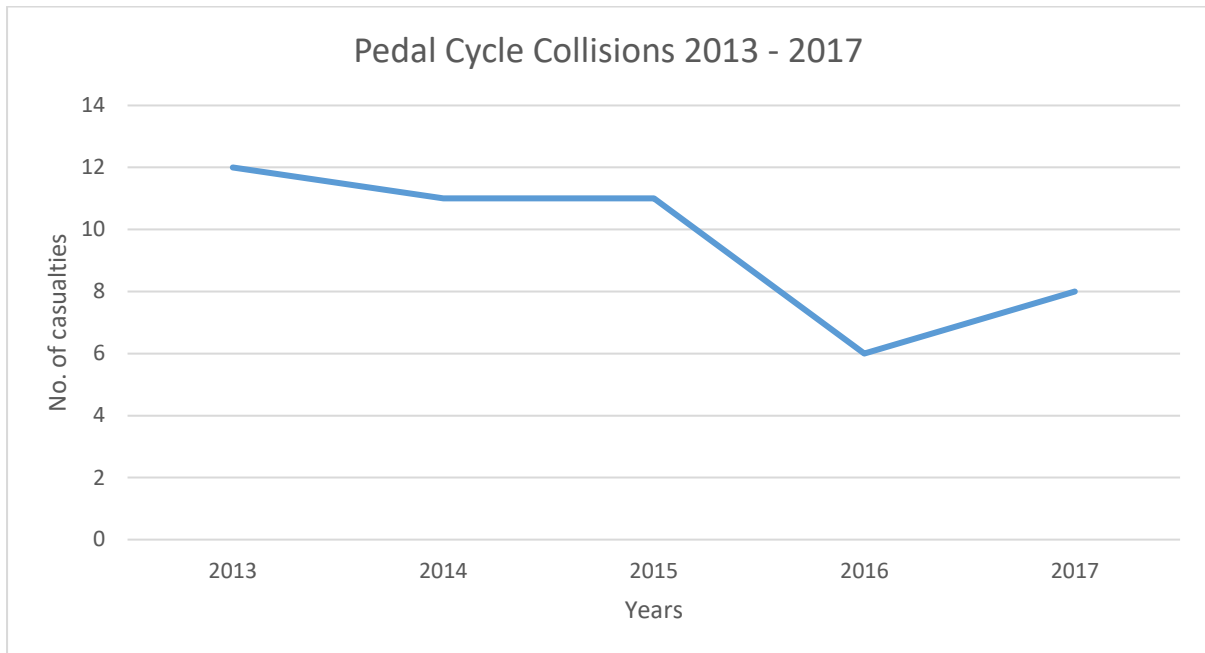


Public service vehicles are by far the safest mode of passenger transport on Angus roads reporting the fewest collisions and casualties.



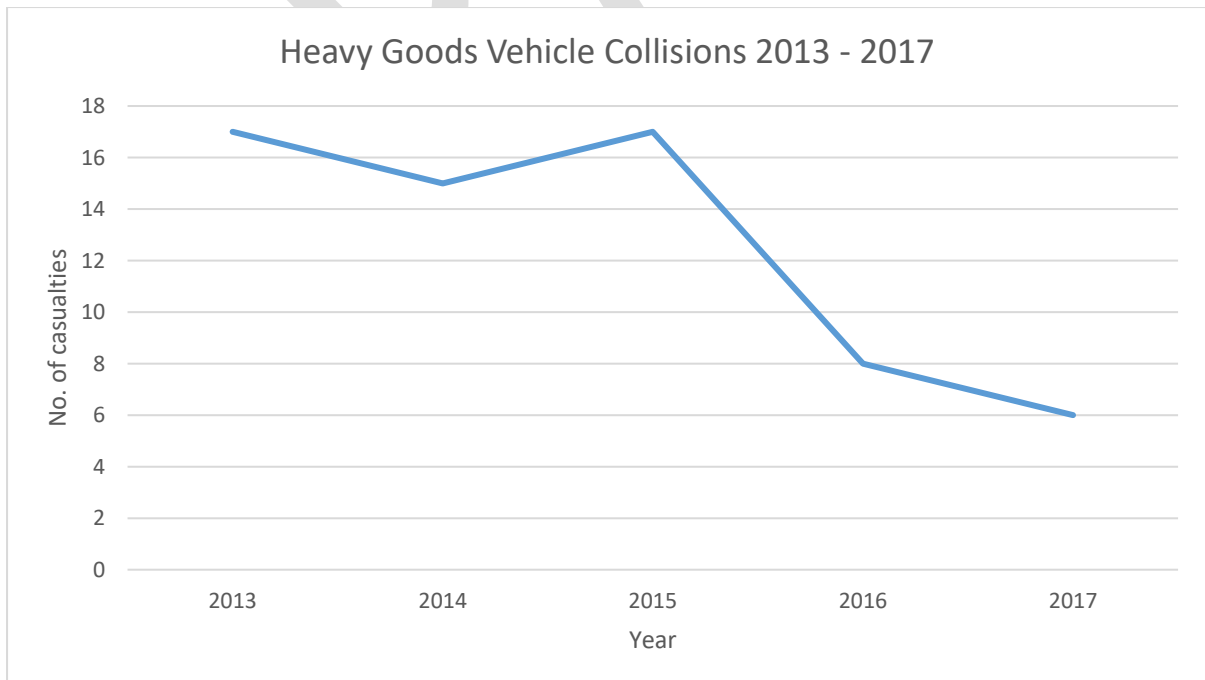
As may be expected the 30 – 59 age group report the most collisions as this age group is the predominant age group operating these vehicles.

3. Pedal Cyclists



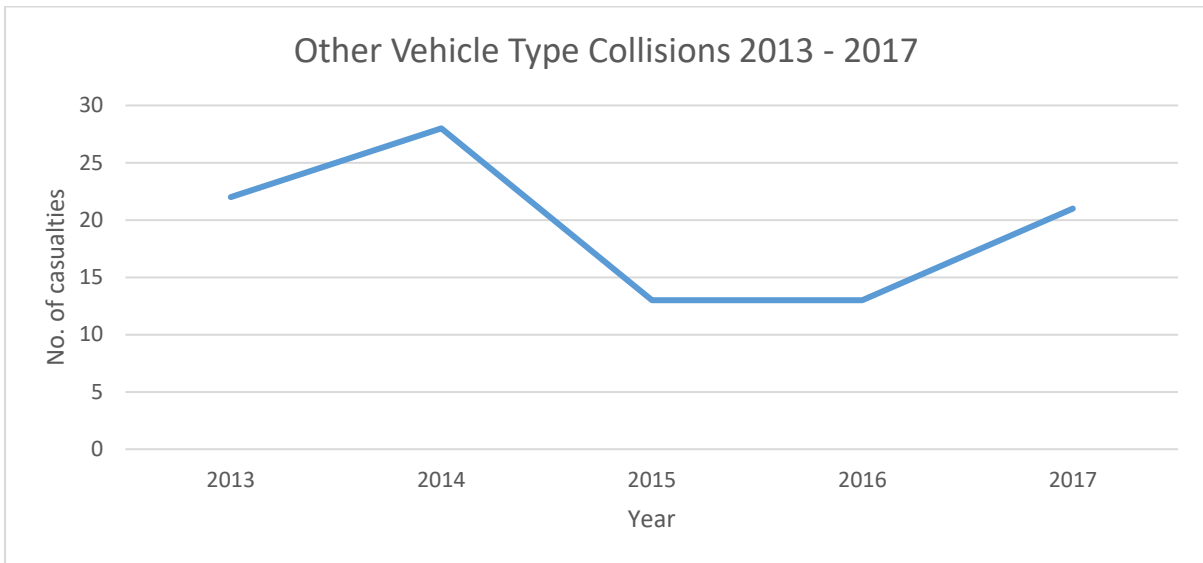
The number of casualties has risen in 2017, although it is still considered a relatively safe mode of travel. Working towards the Cycling Action Plan for Scotland 2017-2020 and a long-term vision for active travel in Scotland 2030, the reduction in casualties since 2013 represents a positive step towards achievement of these goals.

4. Heavy Goods Vehicle



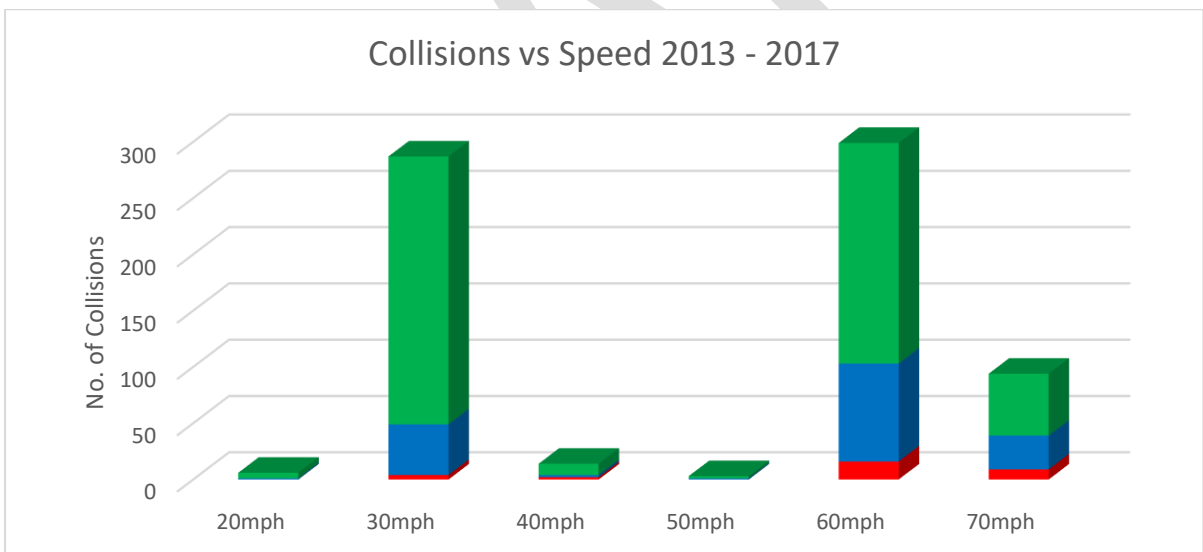
Casualties resulting from Heavy Goods Vehicle collisions have reduced by over 50% in five years.

5. Other vehicle types



There has been an increase of nearly 40% of other vehicle types include agricultural vehicles, heavy plant, mobility scooters etc. between 2016 and 2017.

J. Collisions in Speed Limit

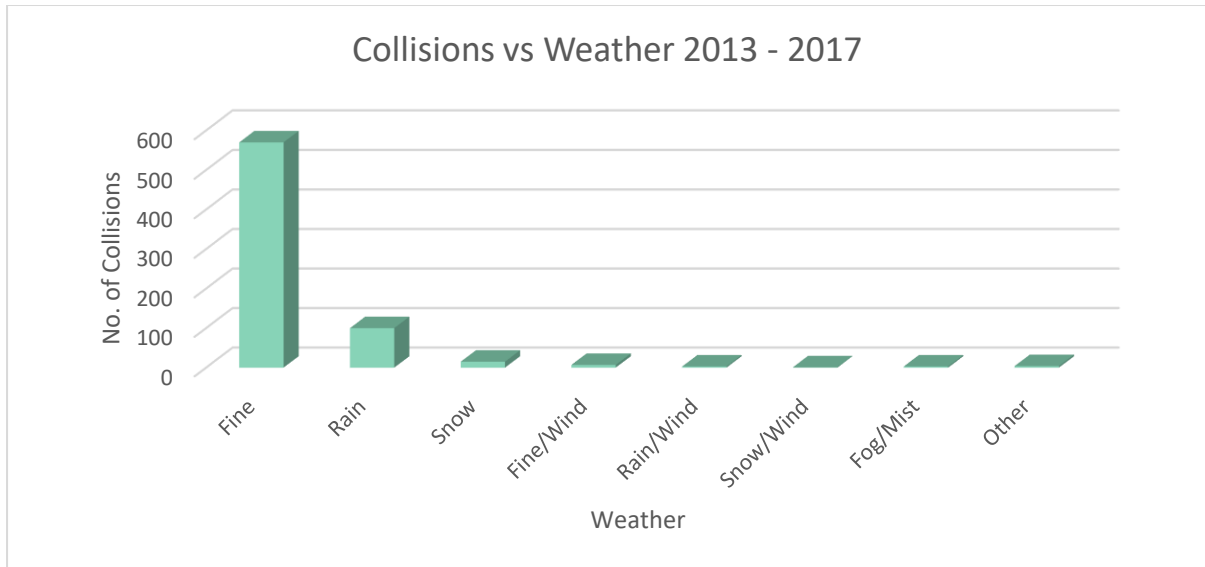


For all collisions on Angus roads there are nearly as many collisions on unclassified roads as there are across the A, B and C class roads. The highest incidence of collisions occurs on 60mph roads, marginally more than on 30mph routes however the proportion of fatal and serious collisions is significantly higher.

A	B	C	Unclassified	Total
193	255	489	876	1,812

(See Appendix A - Section F for the Action Plan relating to Speed)

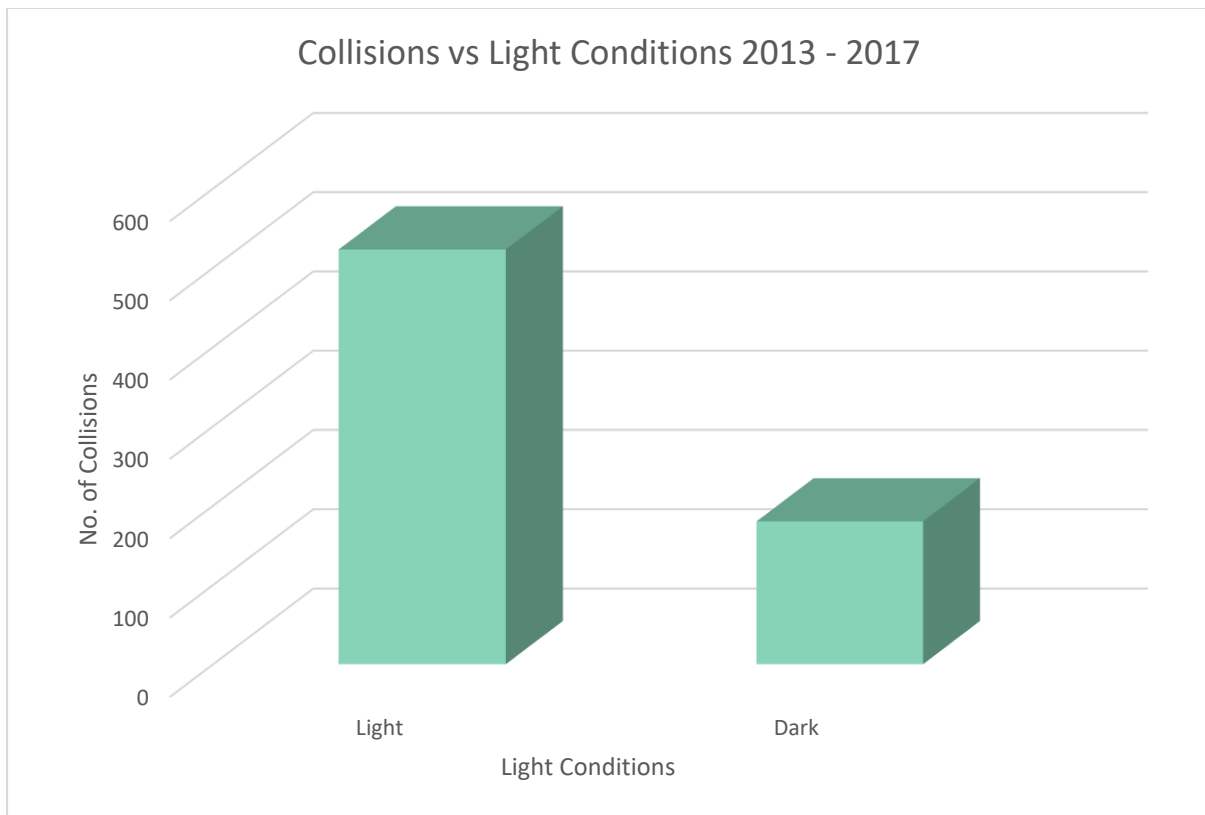
K. Collisions vs weather



Whilst drivers across Angus appear to be taking more care when the weather is poor, by contrast the greatest number of collisions occur when the weather is good.

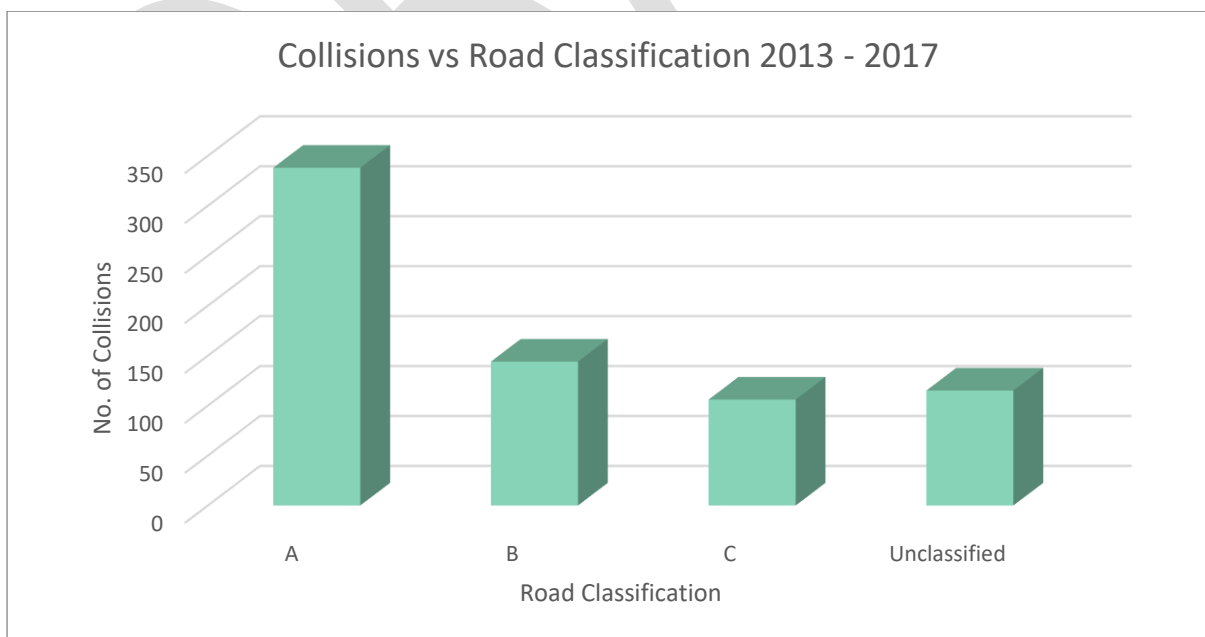


L. Collisions vs Light Conditions



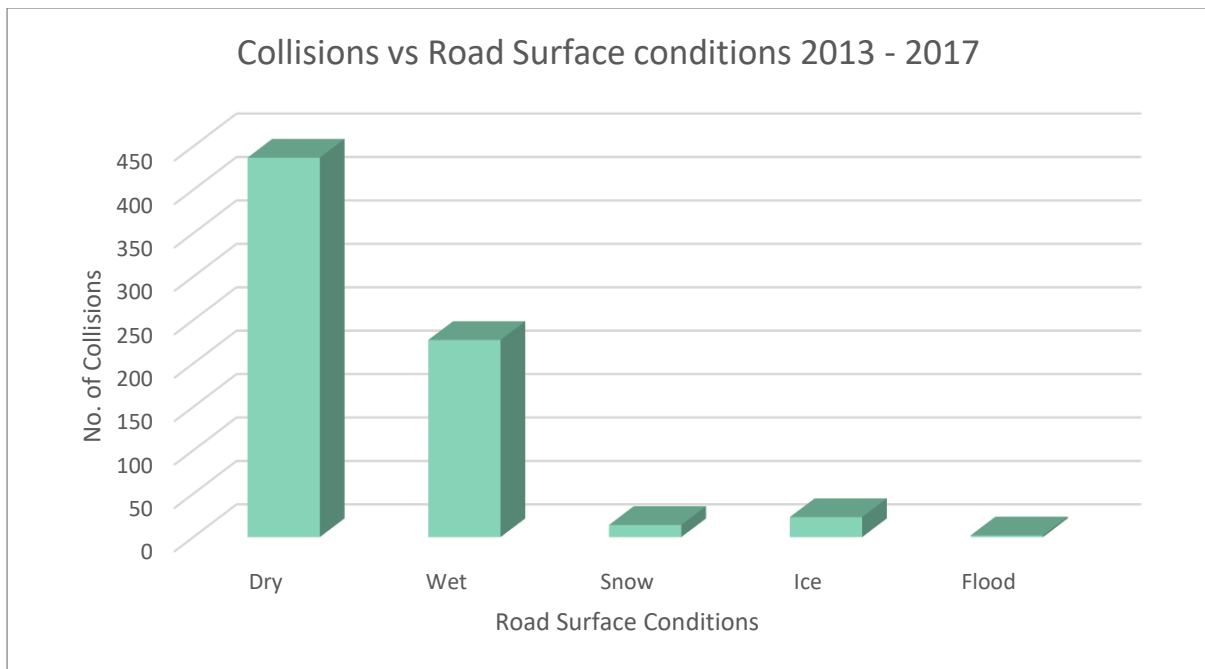
Around 30% of all collisions occur in the dark.

M. Collisions vs Road Classification



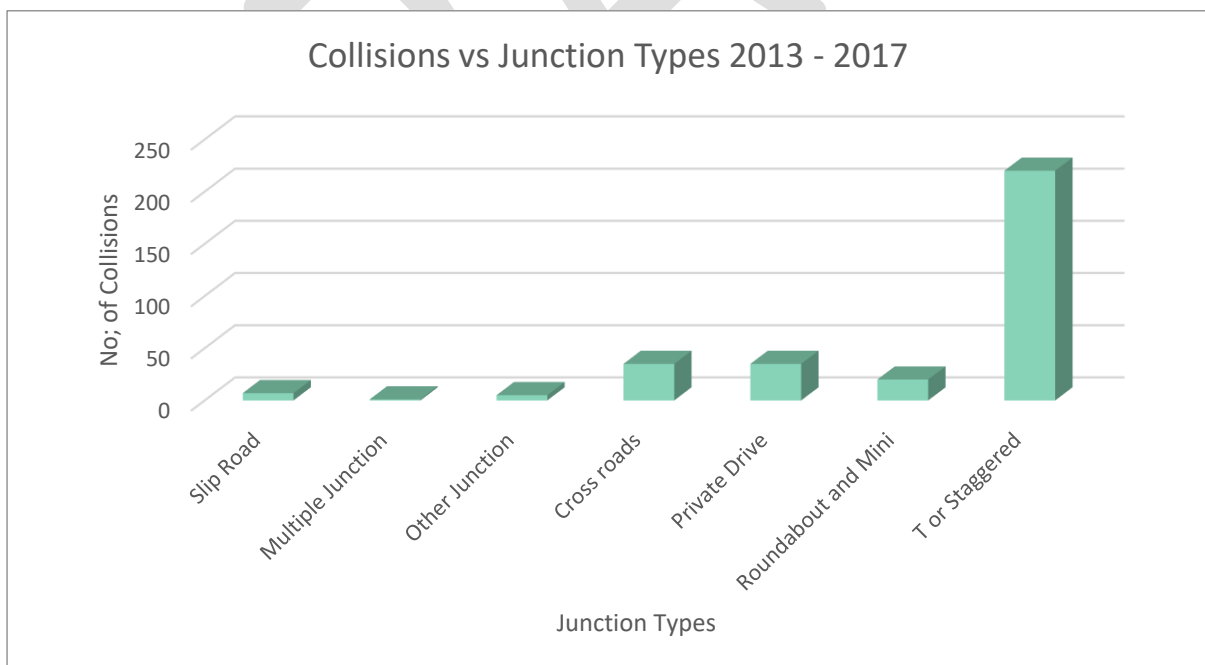
Collisions occurring on 'A roads' are around the same as the combined total of all other classes.

N. Collisions vs Road Surface Condition



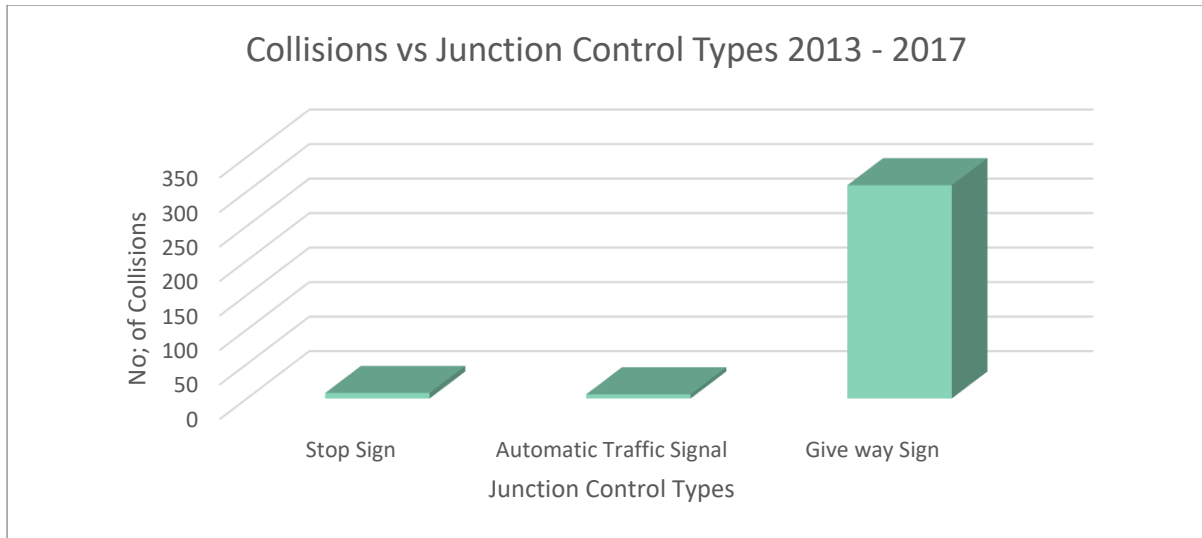
Despite the hazards associated with driving on road surfaces which are wet or affected by snow or ice, most Angus collisions occur when the road surface is dry.

O. Collisions vs Junction Types



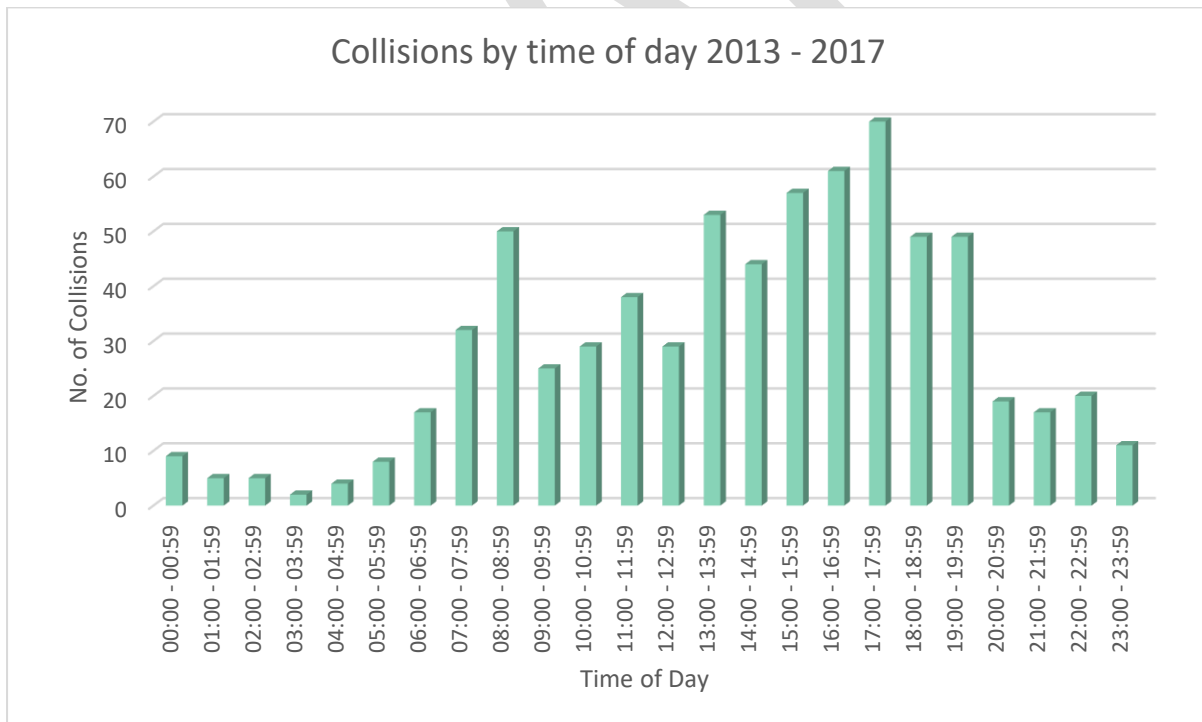
Junction related collisions predominately occur at T or staggered junctions. Research by TRL has shown that T-Junctions could account for around 75% of all junction types across the UK however collisions at T-junctions account for around 70% of all collisions on Angus roads.

P. Collisions vs Junction Types



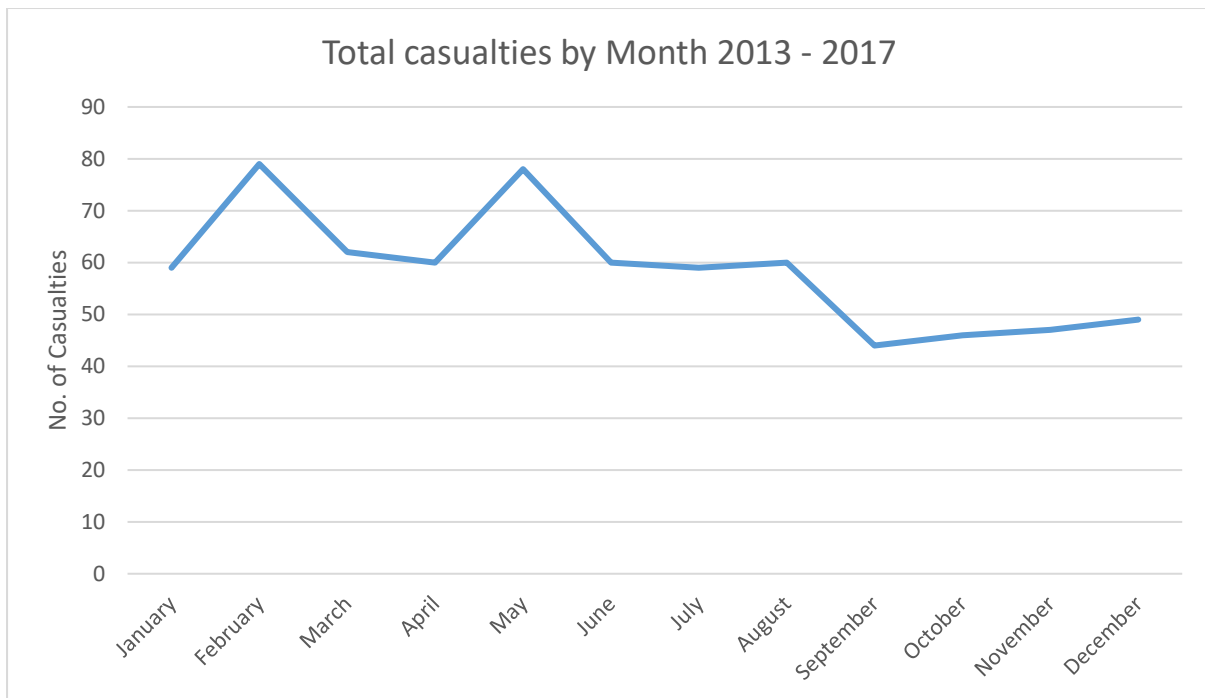
Where collisions occur at junctions. The Give Way category shows the highest percentage of collisions at around 95%. This is as expected as Give way junctions are the most common type of junction throughout Angus.

Q. Collisions vs Time of Day



Analysis of car insurance claims received by Admiral insurance, which has over 11% market share, shows that over 42% of collisions occurred at peak rush hour times. It was also found that Fridays are the most common for collisions, with over 17% occurring on this day.

R. Casualties vs Month



6.0 Education and Engagement

Various levels of cycling and road safety training is delivered within schools across Angus including cycle training skills workshops delivered by Cycling Scotland. Angus Bike Chain in Arbroath also carry out cycle training, lead bike rides and 'Dr Bike' sessions on behalf of Angus Council. There are several initiatives aimed at educating road users about the appropriate use of seatbelts in vehicles.

(See Appendix A - Section E for the Action Plan relating to Seatbelts)



A. Walking Bus

Initiating a walking bus involves:

- developing a designated route for pupils to walk to school
- agreeing a timetable for pick up/drop off points
- appointing a "driver" and "conductor" to each bus
- carrying out PVG checks on all volunteers
- volunteers and pupils to wear high visibility waistcoats

The benefits of such an approach include:

- the exercise can help to improve children's health

- the environment around schools can be improved because of less traffic
- for many children it is their first opportunity to travel independently and an important part of personal and social development
- children learn efficient travel habits
- there are opportunities for parents to save money

B. Active Travel Workshops & On-Bus Safety Workshops

We have been running these workshops in selected primary schools since 2015. We have had schools in Arbroath, Brechin, Forfar, Letham and Montrose taking part. The workshops promote active and sustainable travel choices to pupils and their broader family groups. During the delivery period P5 - P7 pupils are engaged in classroom workshop activities, each workshop has a duration of around 70 minutes.

The topics included:

- the benefits of active and sustainable travel on our health and wellbeing
- the impact individual motor vehicle travel can have on our streets and local environment
- a comparison of the cost of travelling by public transport and private car
- how to locate and use online journey planning tools such as google maps, Travelline Scotland and Walkit-it.com among others

The workshop programme delivery included our innovative 'on-bus' sessions in which pupils are taken aboard a local service bus brought to the schools, pupils go aboard the bus and meet bus staff, discuss safe and sensible behaviour while on public transport and learn what to do in the event of an incident.

C. Annual Hands-Up Survey

This survey was established in 2008 and continues to go from strength to strength. Following the passing of a Parliamentary Order on 1 June 2012, Hands-Up Scotland Survey has been published as official statistics in Scotland.

The council is committed to promoting healthy, safe and sustainable travel to and from school. The development of school travel plans is a key initiative in this area.

The outcomes of this survey are reported nationally by the Scottish Government with SUSTRANS, the UK's leading sustainable transport charity, using the data to collate a report on school travel across Scotland. This report will look at travel by local authority, and individual schools will not be named.

Tackling the environmental, health and social impacts of transport is a key matter for Angus Council.

D. Angus Council – Park Smarter

The objective is to ensure that everyone that parks/waits near the school understands that they should do so in a safe and responsible manner (not on the zig-zags, on corners, blocking footways or driveways, in the bus bay, etc), and that they also understand the implications if they choose not to do so. The campaign can also encourage not to drive unless it's absolutely necessary.

At the heart of the work is a set of classroom-based activities (presentations and discussions) to get pupils to understand the messages, and the implications of parking inappropriately, in order to equip them to relay the message to whoever may be taking them to or collecting them from school. A set of homework tasks helps to get the message home, as does a parental leaflet and text for school newsletters/social media, conventional press releases, etc.

The content of the pack can be used by schools on a regular basis (as messages do get forgotten over time, and a little-but-often approach is ideal to keep them in people's minds).

E. Safe Drive Stay Alive – S5 Pupils

'Safe Drive Stay Alive' is a hard-hitting theatre education project which explores the circumstances that can lead to a road traffic collision and the consequences that follow. Young drivers are much more likely to be involved in a crash, often due to inexperience and a lack of understanding of the risks. 'Safe Drive Stay Alive' is, therefore, aimed at young people across Tayside, aged between 16 and 18, who may be new drivers or about to learn.

The 'Safe Drive Stay Alive' production aims to reduce the number of casualties among young people by providing them with opportunities to question their attitudes and risk-taking behaviour on the roads in a hard-hitting way. The production includes a filmed scenario of a fatal road crash. As the onscreen drama unfolds the faces of emergency workers from the film literally step onto the stage and talk to the audience about their real-life experiences, the reactions of the driver and passengers, the medical implications and how the trauma of a traffic collision affects them personally. The event concludes with moving testimonies from victims of real car crashes.

F. School Travel Plans

A school travel plan is a tool which addresses a school's particular travel needs, as well as road safety and health issues. Every plan is unique to the local area's circumstances. It aims to move the school community away from private car trips to and from school, towards more sustainable modes of travel such as walking, cycling and public transport.

As it involves the whole school community - pupils, teachers, parent council and parents - it can become an exciting project that is integrated into the life and ethos of the school.

G. WOW – Walk Once a Week

We want children to be energised and empowered.

We want children and parents to make walking to school their natural choice.

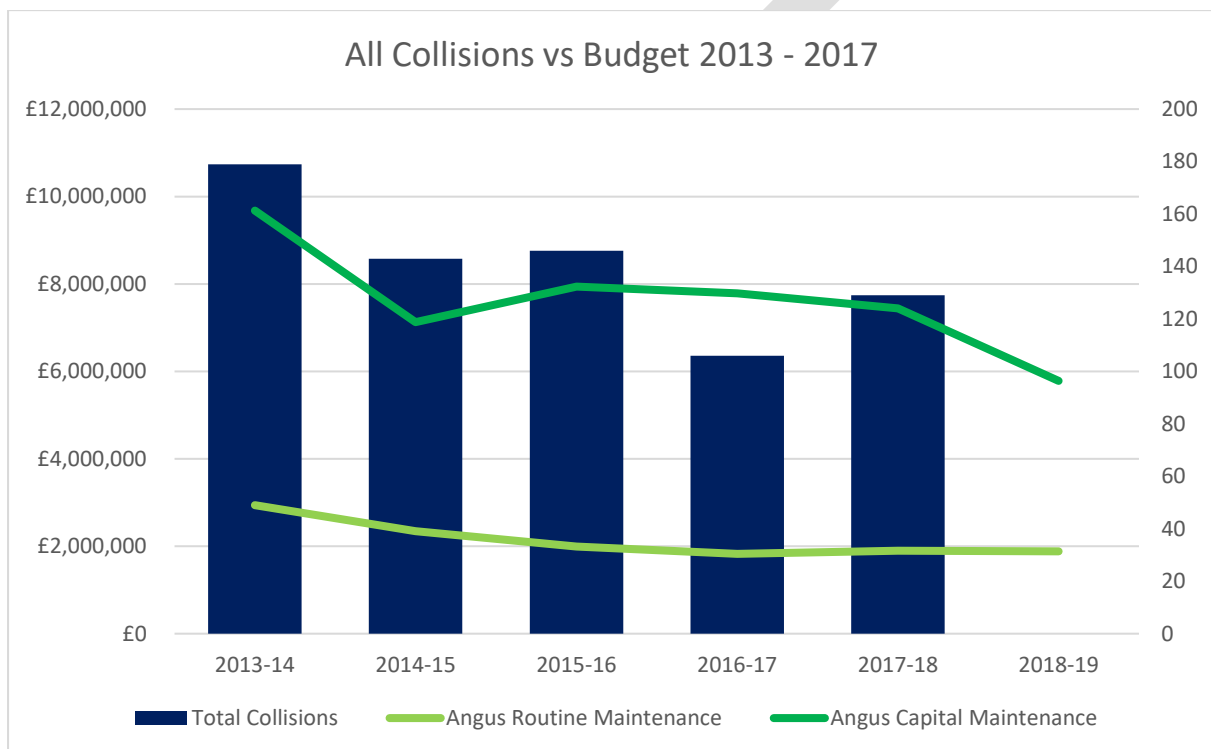
Pupils record how they get to school on the WOW Travel Tracker and those pupils who walk once per week for a month are rewarded with a themed badge. Badges are designed by pupils from all over Scotland in the Badge Competition.

WOW is simple to run, fun and easy to take part. It takes just a few minutes to record a journey.

7.0 Budgets

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Angus Routine Maintenance	£2,940,000	£2,342,000	£1,991,000	£1,826,000	£1,901,000	£1,884,000
Angus Capital Maintenance	£9,678,000	£7,126,000	£7,936,000	£7,784,000	£7,439,000	£5,783,000
Total	£12,618,000	£9,468,000	£9,927,000	£9,610,000	£9,340,000	£7,667,000

It is likely that the impact of a continuing reduction in routine and capital maintenance across Angus may result in an increase in collisions occurring.



8.0 Summary

Achieving our targets is dependent on several factors and the mechanism for improvement is through the well-respected road safety improvement model of the 5 E's. Some of these are carried out in collaboration with our partners in the Police, NHS, Education, Fire and Rescue, TACTRAN, NSCU and many others. With the formation of a Member Officer Group, active participation in the newly re-formed Tayside Road Safety Forum and liaison with other partner organisations we will produce a new plan for 2020 to 2030. With significant pressure on our limited resources it is however becoming increasingly difficult to deliver the improvements required.

A. Evaluation

Angus Councils road safety improvement strategies are developed from past collision data from information stored within our collision databases. This information is used to identify collision clusters and trends and determine why collisions may have occurred and determine what mitigation measures and remedial works measures, if any, can be undertaken to reduce the likelihood of their re-occurrence. Evaluation of these then determine if the aims of the strategies are being met and ensures that the investment is returning the required results.

B. 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 several 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. Local campaigns are run with Police Scotland's annual Winter Road Safety and Drink Driving campaigns, 'Operation Close Pass' for driver cyclist awareness and the 'Rider Refinement North' one day courses, which are part funded by Transport Scotland's Road Safety Framework Fund to help reduce the number of collisions involving motorcyclists. There is also North Safety Camera Unit's '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 these 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. Many more campaigns are hoped to be undertaken by Angus Council and their partners going forward.

C. 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 in the event a collision occurs.



- 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.

D. Enforcement

Enforcement of the road traffic laws across Angus is the responsibility of Police Scotland and the Vehicles and Operatives Services Agency (VOSA); however, some areas (such as parking enforcement) have been decriminalised and are now the responsibility of Angus Council. Enforcement can be linked to education as it has the potential to modify road users' behaviour.



E. 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.



It is disappointing that based upon recent collision levels and projected trends, Angus is unlikely to meet the national 2020 casualty reduction milestones for the number of people killed and seriously injured.

The figures do show that significant progress has been made towards the 2020 targets in terms of children being killed or seriously injured with no recorded child fatalities for several years. Whilst seriously injured falls just below the target level it is only marginally better and more improvement in this area is also sought to ensure that the 2020 targets are met.

We will continue to look to make improvements to our roads network across Angus to assist with the reduction of road traffic collisions. This will be achieved through 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. However, with a reduction in available funding and resources issues will require to be prioritised.

The Angus Traffic Co-ordination Group, which consists of representatives from Roads Maintenance, Roads Traffic, Transport, Schools & Learning, Planning and Police Scotland, continues to meet 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 the appropriate council committee on traffic calming, speed limits, pedestrian crossings and parking restrictions.

Safety improvements are historically based on evidence such as collision records, causation factors and speed data, and are prioritised and subject to funding availability. More pro-active and preventative measures will be sought in the future to ensure that travel is as safe as possible.



Appendix 1

Action Plan

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Tayside Safety Camera Partnership (TSCP) ceased to operate as of 31 March 2015. Safety Cameras Scotland now operates three Safety Camera Units across Scotland. The three Units, which manage the administration for speed and red-light cameras, operate within Police Scotland and are funded via a grant from the Scottish Safety Camera Programme.

A. Children

Actions	Lead Agency	Progress to Date
Encourage all adults to set children a good example in all road safety matters and remind them of their responsibility and role.	Angus Council	On-going through the School Travel Planning process.
Continue to promote and support road safety education as part of the curriculum in all schools.	Angus Council	On-going.
Encourage safe and sustainable routes to travel to and from school.	Angus Council	On-going as part of each School Travel Plan.
Encourage more walking buses to/from schools where appropriate.	Angus Council	On-going.
Support school cycling groups where requested.	Angus Council	On-going.

B. Drivers Aged 17-25 Years

Actions	Lead Agency	Progress to Date
Review marketing methods to ensure all recently qualified 17 to 25-year olds are aware of the benefits of further training in improving driving skills.	Police Scotland	Police Scotland participates in national campaigns and utilises appropriate media to support key road safety messages. This includes Facebook & Twitter to deliver appropriate road safety messages targeted at this group.
Continue to offer and/or provide road safety education to all Angus secondary and tertiary educational establishments.	TBC	Police Scotland are not the lead agency for delivery of road safety education within schools. Police Scotland will continue to provide appropriate support to the lead agency and any relevant activity.
Continue to take direct action on those who insist on using vehicles in an anti-social manner.	Police Scotland	Police Scotland is committed to making the roads of Angus Safer. This includes effective patrolling of identified problem areas taking into account any community concerns or complaints. Police Scotland will utilise Anti-Social Behaviour Orders in administering warning and seizing vehicles where appropriate.

C. Rural Roads

Actions	Lead Agency	Progress to Date
Continue to liaise with road safety groups on trunk road safety issues.	Angus Council	Roads Traffic continues to liaise with Transport Scotland and Bear regarding road safety issues on the trunk road network.
Increase awareness of road safety issues.	Police Scotland	Work in this area is an ongoing process and has direct links to a number of local and national initiatives. This has included Operation Zenith (Motorcycle Road Safety), Rider Refinement North, Festive Drink Drug Drive Initiative & Vulnerable Road User Campaign.
Shared knowledge amongst stakeholders.	All	Angus Area Traffic Co-ordination Group meets on a monthly basis to discuss local road safety & traffic management issues.
Continue to undertake an annual programme of remedial measures at accident cluster locations identified through the AIP programme.	Angus Council	Roads Traffic continues to implement remedial measures at accident cluster sites identified through the AIP programme. AIP update & monitoring reports are sent to Communities Committee on an annual basis.
Support Road Safety Scotland's publicity campaign strategy and local police enforcement campaigns.	Angus Council	Angus Council will look at further ways to support Road Safety Scotland's publicity campaigns and local police enforcement campaigns i.e. by adding links to campaigns on Angus Council's website.

C. Rural Roads (Continued)

Actions	Lead Agency	Progress to Date
<p>Support speed enforcement undertaken by the former (TSCP) Tayside Safety Camera Partnership (now North Safety Camera Unit) and continue to be an active partner in the partnership with the joint aim of reducing casualties and vehicle speeds and identified accident hot spots.</p>	<p>TSCP</p>	<p>Angus Council was an active partner on both the Executive Board and Steering Group of TSCP and fully supported the casualty reduction work through the provision of speed data and signage where necessary to enable Safety Camera deployment to take place. Angus Council had the highest level of speed limit compliance at SCP sites within the TSCP area with a positive effect on collision and casualty figures. TSCP ceased to operate as of 31 March 2015 as a consequence of the review into the Scottish Safety Camera Programme where it was determined that control of the Safety Camera Operations would pass to Police Scotland. Engagement in relation to Safety Camera activity is now undertaken with the Police through Community Planning Partnership meetings and associated Road Safety Forums and operational meetings.</p>

D. Drink Drive

Actions	Lead Agency	Progress to Date
Continue Designated Driver schemes in Angus.	TBC	This scheme was previously delivered by Road Safety Officers. Police Scotland are no longer the lead agency for this work.
Media awareness of the dangers and consequences of drink/drug driving.	Police Scotland	This work is on-going on both a national and local basis making maximum use of appropriate media outlets. Particular focus during summer and Festive Drink/Drug Drive campaigns.
Programme of school talks.	TBC	Police Scotland are no longer the lead agency for delivery of road safety education within schools. Police Scotland will continue to provide appropriate support to the lead agency and any relevant activity.
Continued enforcement.	Police Scotland	Although Police activity in this area receives significant attention during specific campaigns, enforcement of this legislation is a priority activity for Police Scotland, with legislative breath tests and/or Drug Impairment Tests being carried out routinely.
Alcohol awareness week.	Focus on Alcohol Angus	Although there is no longer a national 'Alcohol awareness week', local campaigns over the festive period were undertaken across Angus towns.

E. Seatbelts

Actions	Lead Agency	Progress to Date
Continue to support locally targeted seatbelt campaigns.	Police Scotland	Police Scotland continues to support local and national seatbelt campaigns. This is in addition to what is the routine business of detection of seatbelt offences.
Continue to educate and encourage drivers to ensure that children are properly restrained in vehicles.	Police Scotland	Every opportunity is taken to engage with drivers transporting children in order to ensure they are being carried as safely as possible. Roadside education and enforcement are daily activities for officers.
Continue to ensure that all buses provided under school transport contracts are fitted with seatbelts.	Angus Council	Part of the Conditions of Contract when tendering for School Transport.

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F. Speeds

Actions	Lead Agency	Progress to Date
<p>Continue to support speed enforcement work undertaken by the Tayside Safety Camera Partnership.</p>	<p>TSCP</p>	<p>Angus Council continues to be an active partner on both the Executive Board and Steering Group of TSCP and fully supports the casualty reduction work through the provision of speed data and signage where necessary to enable Safety Camera deployment to take place. Angus Council area continues to have the highest level of speed limit compliance at SCP sites within the TSCP area with a positive effect on collision and casualty figures. TSCP ceased to operate as of 31 March 2015 as a consequence of the recent review into the Scottish Safety Camera Programme where it was determined that control of the Safety Camera Operations would pass to Police Scotland. Engagement in relation to Safety Camera activity is now undertaken with the Police through Community Planning Partnership meetings and associated Road safety Forums and operational meetings.</p>
<p>Roads in partnership with Tayside Safety Camera Partnership to undertake a review of accident locations in Angus and test these against national guidance to prioritised list of sites for the provision of fixed and mobile safety cameras and conventional police enforcement.</p>	<p>TSCP</p>	<p>TSCP have undertaken, as required by the programme handbook, a full review of existing identified sites on a 3 yearly basis and Angus Council Roads staff are actively involved in this work. During this last year any existing or emerging cluster sites are considered at Steering Group meetings which take place every 4 months. As a consequence of this work a new route strategy was introduced on the A94 Perth to Forfar road within the Angus Council area and is having a positive influence on driver behaviour. As a consequence of the review into the Scottish Safety Camera Programme new site criteria has been issued and requires a full review of the entire road network in Angus Council to assess the current site requirements against the new criteria and this will be carried out in conjunction with Angus Council Roads staff.</p>

F. Speeds (continued)

Actions	Lead Agency	Progress to Date
Continue the use of vehicle activated signs at known locations where speeding is a concern, in liaison with Tayside Police and Tayside Safety Camera Partnership.	TSCP	Angus Council continue to deploy TSCP supplied vehicle activated signs at identified agreed sites in support of the casualty and collision reduction objectives.
Continue to support safe driver education through the Tayside Safety Camera Partnership and work in partnership to promote campaigns and raise awareness of the dangers of driving at excessive and inappropriate speeds.	TSCP	<p>TSCP Communications Officer and Camera Technicians currently have attended events at Commercial Companies, Public Events and schools & colleges within the Angus Council area to promote speed awareness and casualty reduction initiatives.</p> <p>As a consequence of the aforementioned review, this work will be limited in the future to the decision to reduce the staff that perform this role.</p>
Undertake a review of speed limits on C class roads and unclassified roads in Angus.	Angus Council	The C Class & Unclassified Roads Speed Limit Reviews have been completed and the recommendations have all been implemented.
Consider the introduction of speed reducing measures where appropriate on existing residential roads.	Angus Council	The introduction of speed reducing measures on existing residential roads will be considered for areas where pedestrian accidents and speeding have been identified.
Design new lightly trafficked roads to 20mph design speed standards in accordance with "Designing Streets" policy.	Angus Council	All new lightly trafficked roads in Angus are designed in accordance with Angus Council Road Standards and "Designing Streets".

G. Pedestrians

Actions	Lead Agency	Progress to Date
Identify accident locations which involve pedestrian casualties and analyse details to assess the possible benefit from engineering measures.	Angus Council	The locations of accidents involving pedestrians are analysed as part of the AIP programme and appropriate remedial measures are undertaken as necessary.
To continue to reinforce road safety messages to pedestrians and encourage the proper use of crossing facilities.	Angus Council	Information leaflets are distributed throughout the local community when a new signalised pedestrian crossing is installed.
To promote pedestrian safety on rural routes by wearing appropriate clothing to increase the chances of being seen by drivers.	Police Scotland	<p>Police Scotland undertake enforcement activity on routes or roads identified from road casualty pedestrian statistics to support local and national campaigns which focus on this particular aspect. Police Scotland ensure priority attendance at reports of persons walking on the carriageway, particularly during the hours of darkness and at known hazardous locations.</p> <p>Police Scotland will support Angus Council with planned schemes to afford safe pedestrian routes and consider road safety and improvement issues with them.</p>
Continue to provide improved crossing facilities including for those with disabilities.	Angus Council	Roads Traffic continues to install dropped kerbs throughout Angus under an annual programme of works.
Continue to support the provision of school crossing patrollers.	Angus Council	On-going

G. Pedestrians (continued)

Actions	Lead Agency	Progress to Date
Continue the programme of town centre traffic management reviews.	Angus Council	Town centre traffic management reviews have been completed for Arbroath, Brechin, Carnoustie, Forfar, Kirriemuir and Montrose and appropriate remedial measures have been implemented where necessary
Continue to support town centre enhancement schemes where appropriate.	Angus Council	Roads Traffic will continue to support town centre enhancement schemes where appropriate.

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H. Motor Cyclists

Actions	Lead Agency	Progress to Date
Encourage motor cyclists to be more easily seen by wearing high visibility/reflective clothing and using dipped headlights when appropriate.	Police Scotland	Police Scotland directs resources to priority locations used by motor cyclists. Operation Zenith was a national campaign that ran through the summer months and ensured focus on this particular activity. This has now been replaced by Rider Refinement North. Both enforcement and education is used to inform the behaviour of motorcyclists. Police Scotland engage with motorcycle groups at identified meeting or rest areas. Maximum use is made of marketing materials.
Continue to ensure roads are maintained to minimise the risk of encountering poor road surface conditions.	Angus Council	Roads Maintenance continues to undertake an annual road surface condition review and implements an annual resurfacing programme.
Encourage participation in BikeSafe education.	Police Scotland	Police Scotland no longer participates in the BikeSafe scheme. Every effort is now made to promote Motorcycle safety by reference to: http://www.aroundthecorner.org.uk/ Support of national Operation Zenith, which promotes safe and responsible motorcycling throughout the road network utilising a Scottish Govt led media campaign. Police patrols will support this with maximum engagement with motorcyclists and robust enforcement of relevant legislation.
Continue to monitor the locations of motor cycle accidents and undertake AIP investigation as necessary.	Angus Council	The locations of motor cycle accidents are analysed as part of the AIP programme and appropriate remedial measures are undertaken as necessary.

I. Pedal Cyclists

Actions	Lead Agency	Progress to Date
Encourage cyclists to be more easily seen by wearing high visibility/reflective clothing and to wear cycle helmets.	Police Scotland	<p>Police Scotland continues to routinely respond to concerns and challenge all vulnerable road users, including pedal cyclists, where there is concern that they are placing themselves or others in harm's way or breaking the rules of the road.</p> <p>Police Scotland will engage in partnership work with key stakeholders to support road safety events, initiatives and general activities in an attempt to reduce the number of collisions involving pedal cyclists.</p>
Continue to ensure roads are maintained to minimise the risk of encountering poor road surface conditions.	Angus Council	Roads Maintenance continues to annually undertake road surface condition reviews and implements an annual resurfacing programme.
Encourage children to participate in child cycle training at schools.	Angus Council	On-going in conjunction with Active School Co-ordinators in each cluster.
Continue to monitor the locations of cycle accidents and undertake AIP investigation as necessary.	Angus Council	The locations of pedal cycle accidents are analysed as part of the AIP programme and appropriate remedial measures are undertaken as necessary.
Actively promote cycling as a healthy sustainable travel option.	All	Angus Council operates a Cycle to Work Scheme, operates a Bike at Work Scheme, has provided showers & cycle storage facilities at some of its buildings and has provided a range of local projects to improve access and safety for pedestrians and cyclists funded from the Cycling, Walking & Safer Streets allocation.

J. Actions Moving Forward

Actions	Lead Agency	Progress to Date
Produce a new Road Safety Plan following the publication of the new national road casualty reduction targets to 2030.	Angus Council	Initial discussions have taken place between councillors and officers within Angus Council.
Create a Member Officer Group (MOG) to identify problem areas and to develop a new Road Safety Plan for 2020 – 2030.	Angus Council	Initial discussions have taken place between councillors and officers within Angus Council.
Actively engage with the newly re-formed Tayside Road Safety Forum.	Angus Council	Regular communications are taking place. Formal meetings will be scheduled with all interested parties.
Continue to engage with partner organisations to identify problem areas and to develop a new Road Safety Plan for 2020 – 2030.	Angus Council	Discussions with partner organisations will commence upon issue of the update to the 2015 Road Safety Plan to ensure.