

ANGUS COUNCIL

INFORMATION REPORT - ACCIDENT INVESTIGATION & PREVENTION (AIP) PROGRAMME AND ROAD SAFETY UPDATE

REPORT BY THE DIRECTOR OF INFRASTRUCTURE & ENVIROMENT

ABSTRACT

This report outlines the current road traffic accident situation in Angus and the progress made towards the Scottish Government's 2020 road safety casualty reduction targets as highlighted in our Road Safety Plan to 2020, the introduction of new national road safety casualty reduction targets to 2030, the development of a new Road Safety Plan to 2030 and highlights the accident cluster sites identified from the most recent three-year recording, 2019-21.

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 Police Scotland, Angus Council's Children and Learning, Safety Camera Units and the Scottish Fire & Rescue Service are acknowledged in this context.
- 1.4 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 evidence indicates the efforts of all involved in road safety do contribute to reductions in casualties and the severity of injury, despite increases in traffic.

2. CASUALTY REDUCTION TARGETS TO 2020 - UPDATE

- 2.1 The Framework has delivered its vision for "a steady reduction in the numbers of those killed and those seriously injured".
- 2.2 141 people in Scotland were killed in 2020, 52% (151) below the 2004-08 average of 292. The decrease seen in 2020 has exceeded the framework target for 2020 (a reduction of 40% from the 2004-08 baseline average).
- 2.3 In Angus, 3 people were killed in 2020, 64% (7) below the 2004-08 average of 9. The decrease seen in 2020 has exceeded the framework target for 2020 (a reduction of 40% from the 2004-08 baseline average).
- 2.4 Due to changes in severity reporting, progress against the seriously injured target is measured on the basis of adjusted figures provided by the Department for Transport. On the basis of the adjusted figures, in Scotland 1,547 people were reported as seriously injured in 2020, 68% (3,318) below the 2004-08 baseline average of 4,865. Prior to the casualty reductions in 2020, Scotland had seen significant reductions but was not on track to meet this target. The reduction achieved in 2020 compared to previous years should be seen in the wider context of lower levels of road traffic in Scotland in 2020 due to the Covid-19 pandemic.
- 2.5 On the basis of the adjusted figures, 49 people in Angus were reported as seriously injured in 2020, 41% (40) below the 2004-08 baseline average of 81.

- 2.6 Due to the small numbers and year-to-year fluctuations the children (aged <16 years) killed target is measured using a three-year average. 6 children in Scotland were reported as killed in 2020, meaning the average for the 2018-20 period was 4 a year, this is 76% (11) below the 2004-08 baseline average of 15.
- 2.7 In Angus, no children (aged <16 years) were killed in 2020, meaning the average for the 2018-20 period was 0 a year, this is 100% (0.4) below the 2004-08 baseline average of 0.4.
- 2.8 Due to changes in severity reporting, progress against the children (aged <16years) seriously injured target is measured on the basis of adjusted figures provided by the Department for Transport. On the basis of the adjusted figures, 144 children in Scotland were reported as seriously injured in 2020, 77% (482) below the 2004-08 baseline average of 626. Prior to the casualty reductions in 2020, Scotland had seen significant reductions but was not on track to meet this target. The reduction achieved in 2020 compared to previous years should be seen in the wider context of lower levels of road traffic in Scotland in 2020 due to the Covid-19 pandemic.
- 2.9 In Angus, 3 children (aged <16 years) were seriously injured in 2020, 62% (4) below the 2004-08 baseline average of 7.
- 2.10 Due to changes in severity reporting, progress against the slight casualty rate target is measured on the basis of adjusted figures provided by the Department for Transport. On the basis of the adjusted figures, the slight casualty rate in Scotland of 8.85 casualties per 100 million vehicle kilometres in 2020 was 67% below the 2004-08 baseline average of 27.01.
- 2.11 In Angus, the slight casualty rate was 12 casualties per 100 million vehicle kilometres in 2020, 58% (17) below the 2004-08 baseline average of 29.
- 2.12 The framework's vision and its 5 targets have all been achieved. Out of the 97 framework commitments 87 were completed, 8 are still ongoing and 2 were not delivered by 2020. None of the 2 not delivered were considered as priority 1, 2 or 3 in the mid-term review of the framework. The governance structure was assessed as performing well and showing agility to address changes to road casualty trends during the mid-term review and the final years of the decade. Some improvements were found that will be taken into account in the new framework to 2030. Overall, the framework has been delivered successfully, particularly though effective partnership working.

3. SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030

- 3.1 Scotland's Road Safety Framework to 2030, which was published in February 2021, sets out an ambitious and compelling "Vision Zero" long-term target where there are no deaths or serious injuries on Scotland's roads by 2050 and that Scotland has the best road safety performance in the world by 2030.
- 3.2 The Framework sets out a "Safe System" approach to road safety delivery, where the explicit long-term goal is for a road traffic system which becomes free from death and injury through incremental, targeted improvements within a specified safety performance framework. The Safe System's five Key Outcomes are:
- Safe Road Use
 - Safe Vehicles
 - Safe Speeds
 - Safe Roads & Roadsides, and
 - Post-Crash Response
- 3.3 The Safe System is backed up with the following interim, quantitative targets to 2030 to reduce the number of deaths and serious injuries on Scotland's roads:
Interim Targets to 2030 (these are based on a 2014-18 baseline)
- 50% reduction in the number of people killed
 - 50% reduction in the number of people seriously injured
 - 60% reduction in the number of children (aged under 16 years) killed, and
 - 60% reduction in the number of children (aged under 16 years) seriously injured
- 3.4 Measuring progress towards meeting the Interim Targets to 2030 requires the use of indicators, the most important ones being the number of deaths and serious injuries. The Safe System approach relies on gaining a much clearer understanding of the different issues which

influence overall safety performance; therefore, the Framework highlights a number of other indicators that have been developed which are categorised as either Intermediate Measures or Key Performance Indicators. The Intermediate Outcome Targets for 2030, which are derived from both the Intermediate Measures and Key Performance Indicators, are as follows:

Intermediate Outcome Targets (these are mode or age-specific and track performance of casualty figures for specific user groups)

- 40% reduction in the number of pedestrians killed or seriously injured
- 20% reduction in the number of cyclists killed or seriously injured
- 30% reduction in the number of motorcyclists killed or seriously injured
- 20% reduction in the number of road users aged 70 years or over killed or seriously injured
- 70% reduction in the number of road users aged between 17 and 25 years killed and seriously injured
- Percentage of motorists driving/riding within the posted speed limit, and
- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.

4. SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030 – ANNUAL DELIVERY PLAN 2021-2022

- 4.1 Scotland's Annual Delivery Plan 2021-22, which sets out the actions that Transport Scotland will take alongside their delivery partners over the next two years to help achieve the vision set out in Scotland's Road Safety Framework to 2030.
- 4.2 This is the Framework's first Delivery Plan, which sets out 60 deliverables being undertaken by lead delivery partners and focuses on immediate actions to 2022 and builds the foundation for longer-term actions.

5. ROAD SAFETY PLAN FOR ANGUS TO 2030

- 5.1 A new Road Safety Action Plan for Angus to 2030 will be produced, by the Road Safety MOWG, taking into cognisance the new national road casualty reduction targets, which were highlighted in Scotland's Road Safety Framework to 2030 and will include identified and prioritised action points that will be taken forward to assist with achieving the said casualty reduction targets.
- 5.2 A Member Officer Working Group was formed to advise directly on the development of a new Road Safety Plan for Angus to 2030, which will take cognisance of the new national road casualty reduction targets and will identify and prioritise any action points that are to be taken forward to assist with achieving the road casualty reduction targets to 2030.
- 5.3 The development of a new Road Safety Plan for Angus to 2030 will also include active participation in the newly re-formed Tayside Road Safety Forum, the Local Partnership Forum – North and liaison with other partner organisations. It is envisaged that the new Road Safety Plan for Angus to 2030 will be developed over the next 12 months for publication in 2023.
- 5.4 A report, containing details of the new Road Safety Action Plan for Angus to 2030, will be brought to a future committee meeting.

6. ACCIDENT INVESTIGATION & PREVENTION (AIP) PROGRAMME – UPDATE

- 6.1 Infrastructure Services Committee Report No. 580/08 highlighted the need for implementing and maintaining a rolling programme of Accident Investigation & Prevention (AIP). The follow up report, No. 360/09, highlighted the initial accident cluster sites, 35 in total, having three or more injury accidents in the three-year period from 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.
- 6.2 8 accident cluster sites, with 3 or more injury accidents (4 previously identified and 4 new locations) have been identified from the 2019-21 accident data period. An additional 35 accident cluster sites with 2 injury accidents (10 previously identified and 25 new locations) have been identified from the 2019-21 accident data period. The Accident cluster sites with 3 or more injury accidents are listed in **Appendix 1**.

- 6.3 An analysis of the accident data is ongoing for each accident cluster site and locations are being considered for remedial measures to be implemented in 2022/23 and 2023/24.
- 6.4 Due to the success of recent road safety schemes and the low number of new cluster sites having three or more injury accidents being identified, locations having two injury accidents in a three-year recording period are also now being identified and considered for road safety works.
- 6.5 It is anticipated that the continuing programme of works at accident cluster sites, including the site assessment process from three to two injury accidents, will assist in reducing the number and severity of injury accidents and help towards the challenging Scottish road casualty reduction targets to 2030.
- 6.6 Future road safety schemes at identified accident cluster sites will continue to be prioritised based 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 accident will hopefully assist in meeting the demanding road casualty reduction targets for fatal and serious injury casualties.

7. FINANCIAL IMPLICATIONS

- 7.1 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 to 2030, which can be contained within the Roads Revenue Budget for 2022/23.
- 7.2 However, provision for any road safety improvement works associated with the accident cluster site analysis and the Road Safety Plan for Angus to 2030 will need to be identified in future budget settings.

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. 872/09 Scotland's Road Safety Targets to 2020, Infrastructure Services Committee 24 November 2009
- Report No. 48/22 Road safety Framework to 2030 Update, Communities Committee 22 February 2022

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List of Appendices:

- Appendix 1: Accident Cluster Sites with 3 or More Injury Accidents (2019-21 period)

APPENDIX 1

Accident Cluster Sites with 3 or more injury accidents (2019-21 period)

8 sites (4 previously identified and 4 new locations; of which 1 is urban and 7 are rural)

Urban Sites (3 or more injury accidents, 2019-21)

Route	Description	2019 Fatal Injury Accidents	2019 Serious Injury Accidents	2019 Slight Injury Accidents	2020 Fatal Injury Accidents	2020 Serious Injury Accidents	2020 Slight Injury Accidents	2021 Fatal Injury Accidents	2021 Serious Injury Accidents	2021 Slight Injury Accidents	Personal Injury Accidents Total	New / Existing Site	Comment / Proposals
A92	Fisheracre, Arbroath at its junction with Brechin Road	0	0	2	0	0	0	0	0	1	3	Ex (2 PIAs)	No common accident causation factor. Signalised junction due to be installed by Housing Developer in 2022/23. Continue to monitor.

PIA's - Personal Injury Accidents

Existing - A location previously identified with 3 or more PIA's

Ex (2 PIAs) - A location previously identified with 2 PIA's

Accident Cluster Sites with 3 or more injury accidents (2019-21 period) continued

8 sites (4 previously identified and 4 new locations; of which 1 is urban and 7 are rural)

Rural Sites (3 or more injury accidents, 2019-21)

Route	Description	2019 Fatal Injury Accidents	2019 Serious Injury Accidents	2019 Slight Injury Accidents	2020 Fatal Injury Accidents	2020 Serious Injury Accidents	2020 Slight Injury Accidents	2021 Fatal Injury Accidents	2021 Serious Injury Accidents	2021 Slight Injury Accidents	Personal Injury Accidents Total	New / Existing Site	Comment / Proposals
A937	Hillside to Marykirk road near junction with C8	0	0	0	0	2	1	0	1	0	4	Ex (4 PIAs)	Road restraint safety barrier installed 2016/17. Surface retextured. Signs and road markings upgraded 2021/22.
A933	Arbroath to Brechin road north of Colliston near Denmark Bridge	0	0	0	0	0	3	0	1	0	4	Ex (3 PIAs)	Carriageway resurfaced and road restraint safety barrier installed 2021/22.
A92	Arbroath to Montrose road near its junction with Main Road, Inverkeilor	0	0	0	0	1	1	0	1	0	3	Ex (2 PIAs)	New road markings installed 2021/22.
A934	Forfar to Montrose road near Fullerton Farm	0	1	0	0	0	1	0	1	0	3	NEW	Site still being assessed and remedial measures being considered.
A932	Forfar to Friockheim road near its junction with U349 Burnside road	0	0	1	0	0	0	0	1	1	3	NEW	Site still being assessed and remedial measures being considered.
A933	Arbroath to Brechin road near its junction with Kirkton Road, Arbroath	0	0	0	0	0	1	0	1	1	3	NEW	Site still being assessed and remedial measures being considered.
A935	Brechin to Montrose road near its junction with C35	0	0	1	0	0	2	0	0	0	3	NEW	Site still being assessed and remedial measures being considered.

PIA's - Personal Injury Accidents

Existing - A location previously identified with 3 or more PIA's

Ex (2 PIAs) - A location previously identified with 2 PIA's