

AGENDA ITEM NO 9

REPORT NO 193/25

ANGUS COUNCIL

GRANT SUB-COMMITTEE OF THE POLICY AND RESOURCES COMMITTEE – 17 JUNE 2025

ROAD SAFETY IMPROVEMENT FUND 2025/26

REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE AND ENVIRONMENT

ABSTRACT

This report seeks approval to accept funding from Transport Scotland under the Road Safety Improvement Fund for 2025/26.

1. RECOMMENDATION(S)

It is recommended that the Sub-Committee:

- (i) agrees to accept the funding offer from Transport Scotland as set out in this Report, delegating authority to the Director of Infrastructure & Environment to execute and deliver any necessary acceptance documents, following consultation with the Director of Finance and the Director of Legal, Governance and Change; and
- (ii) agrees to the use of the funding allocation as set out in Section 5 of this report.

2. ALIGNMENT TO THE COUNCIL PLAN

This report contributes to the following local outcomes contained within the Angus Council Plan 2023-28:

Caring for our place

- Maintain our roads, pavements, lighting and other infrastructure efficiently and focus our resources on our priority routes and infrastructure

Angus Council is efficient and effective

- Deliver our statutory obligations and core functions, tailored to suit our available resources and making best use of our data/performance information

3. BACKGROUND

- 3.1 The Road Safety Improvement Fund is a ring-fenced capital grant from Transport Scotland, established in 2023, with allocations provided on an annual basis. The allocation for 2025/26 is expected to be £311,796. For comparison the 2024/25 allocation was £251,343 and the 2023/24 allocation was £243,333.
- 3.2 The key objectives of the Road Safety Improvement Fund are to help local authorities meet the 2030 road casualty reduction targets and to implement the Safe System across their road networks through a targeted approach. This will deliver on the five outcomes and 12 Strategic Actions of the Road Safety Framework to 2030.
- 3.3 The design and delivery of projects should be focused on the five components of the Safe System (Safe Speeds, Safe Road Use, Safe Roads and Roadsides, Safe Vehicles, and Post-Crash Response). This includes safety aspects of the road, its surrounding environment and education of road users.

4. CURRENT POSITION

- 4.1 A programme of works was undertaken in 2023/24 to reduce the number and severity of road traffic accidents at 5 identified accident cluster sites, which were located at separate locations throughout Angus. The accident cluster sites were identified through our Accident Investigation and Prevention (AIP) Programme for the data period 2019 to 2021. A summary of the projects undertaken during 2023/24 is attached to this report (see **Appendix 1**).
- 4.2 An analysis of the accident cluster sites from 2020 to 2022 did not identify any locations where carriageway resurfacing works could be undertaken. It was, therefore, decided that the funding should be used to carry out a programme of works at locations where the wet skid resistance of the road surface falls below recommended levels. Locations where road traffic accidents occurred either on the approach to a junction or at a bend were prioritised. A summary of the projects undertaken during 2024/25 is attached to this report (see **Appendix 2**).

5. PROPOSALS

- 5.1 Accident cluster sites for 2021 to 2023 are currently being identified and analysed through our Accident Investigation and Prevention (AIP) Programme. It is proposed that the Road Safety Improvement Fund for 2025/26 is used to reduce the number and severity of accidents at these sites through a programme of carriageway resurfacing works.
- 5.2 It is also proposed that if the value of the carriageway resurfacing works identified through the AIP Programme does not utilise the full grant allocation, then the remaining funding will be used to carry out a programme of works at locations where the wet skid resistance of the road surface falls below recommended levels. Locations where road traffic accidents have occurred at bends and on the approach to junctions will again be prioritised.
- 5.3 One of the leading causes of serious accidents and injuries for road users is the risk of skidding. Ensuring adequate skid resistance on our road surfaces can ultimately reduce incidents of skid related accidents occurring and aid in keeping road users safe.
- 5.4 As the projects on the Road Safety Improvement Fund are developed, further details will be provided to members in the relevant ward(s), shared with community councils and publicised in advance of physical works commencing.
- 5.5 A grant offer towards these works of up to £311,796 is expected to be received from Transport Scotland for the period of 2025/2026 in the coming weeks. It is recommended that the grant offer with the finalised value, when received, is accepted to allow a contract for works to be completed by the end of March 2026.
- 5.6 It is likely that similar levels of funding with the same priorities and conditions will be awarded by Transport Scotland in subsequent years. Prioritisation of schemes will continue to be based on road safety data and engineering judgement to maximise road safety benefits.

6. FINANCIAL IMPLICATIONS

- 6.1 The ring-fenced capital grant allocation for 2025/26 is expected to be £311,796. The overall programme of projects will be contained within this allocation.
- 6.2 The grant offer by Transport Scotland is a maximum offer of funding available. Should the contract costs exceed the available budget, the project will be redesigned to reduce overall costs to the available budget.
- 6.3 Any additional on-going maintenance costs associated with these capital projects will require to be contained within future years revenue budgets of the Infrastructure & Environment directorate.

7. EQUALITY IMPACT ASSESSMENT, HUMAN RIGHTS AND FAIRER SCOTLAND DUTY

7.1 An Equality Impact Assessment has been completed for this report – see Appendix 3.

8. CONSULTATION

8.1 The Director of Finance and the Acting Director of Legal, Governance and Change 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. 259/24 Road Safety Improvement Fund 2024/25 (Agenda Item No.17), Policy & Resources Committee 3 September 2024

REPORT AUTHOR: Graeme Dailly – Director of Infrastructure & Environment.

EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices: **Appendix 1 – Road safety Improvement Fund 2023/24 Projects**
 Appendix 2 – Road Safety Improvement Fund 2024/25 Projects
 Appendix 3 – Equalities Impact Assessment

ROAD SAFETY IMPROVEMENT FUND 2023/24 PROJECTS - £241.333

PROJECT	COST £	DESCRIPTION
A933 Arbroath to Brechin road at junction with Kirkton Road, Arbroath	£32,937.76	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
A934 Forfar to Montrose road near Fullerton Farm	£46,958.15	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
B9113 Forfar to Montrose Road near junction with U367 Myreside Road	£48,918.10	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
B9127/B9128 junction	£51,943.98	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
B9128 Forfar to Carnoustie road just north of Craichie	£67,848.14	Replacement of existing carriageway surface with a surface that has a higher skid resistance
Overall Total	£248,606.13	

APPENDIX 2

ROAD SAFETY IMPROVEMENT FUND 2024/25 PROJECTS - £251,343

PROJECT	COST £	DESCRIPTION
A928 Glamis to Kirriemuir road at crossroads junction with C22	£70,187.15	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
A935 Brechin to Montrose road at Arrat Bridge	£96,842.79	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
A92 Arbroath to Montrose road at Tarriebank junction	£81,555.34	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
Overall Total	£248,585.28	