



Road Safety Plan to 2030

Plana Sàbhailteachd Rathaid gu 2030



Foreword

Facal-tòiseachaidh



It is an honour to introduce The Highland Council Road Safety Plan to 2030. The Council, as the Local Road's Authority, along with its partners, aims to play its part in delivering a **Safer, Healthier and Greener Road Network** for the Highlands. This involves setting clear targets and monitoring progress against a set of key performance indicators directly linked to preventing deaths and serious injuries for all road users.

Through the development of our Road Safety Plan and the authorities Active Travel Strategy, we aim to improve street design, embrace technology and welcome innovation, with a focus on behavioural change. Achieving our aims will require the coordinated action of all sectors and road users under an enhanced partnership governance structure, whereby through our core partnership approach of education, enforcement, engineering and encouragement, the plan aims to deliver an effective and safer local transport network that provides people with increased travel choices. This includes taking forward the new 20mph Speed Limit introduction.

We are all road users; as pedestrians, cyclists, riders, drivers or passengers, Road Safety issues affect us all. Collisions on our roads can have a devastating impact on the lives of individuals, friends, families, and communities. We are all too aware that behind every statistic there is pain, suffering and loss felt when someone is killed or seriously injured, these points simply cannot be measured.

This plan is aligned to Transport Scotland's **Road Safety Framework to 2030 – Together, making Scotland's roads safer**. It recognises and builds upon the progress made to date and seeks continued improvements to Road Safety in the Highlands. This will be by no means easy given the present financial pressures and the resultant impact on future work programmes; however, the Council cannot afford to be complacent, and it is imperative that its Road Safety successes of the past are sustained over forthcoming years.

Striving for the delivery of a safer road network and focusing on our more vulnerable road users is essential to providing Highland Council's residents and visitors with the opportunities to access the services and facilities they need to enjoy a good quality of life, and in realising our vision of a **Safer, Healthier and Greener Road Network**.

A handwritten signature in black ink, appearing to read 'Ken Gowans', with a long horizontal flourish extending to the right.

Ken Gowans
Councillor
Chair – Environment and Infrastructure Committee

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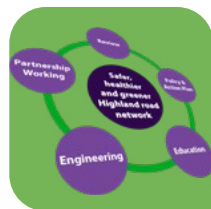
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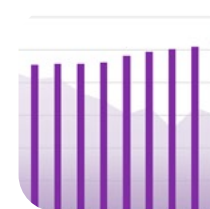
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Introduction

Ro-ràdh

This document lays out the Road Safety Plan for Highland Council to the year 2030.

The Plan seeks to review and set out an action plan to improve Road Safety activity in Highland, alongside creating and maintaining partnerships which will help develop prevention and interventions activities and initiatives.

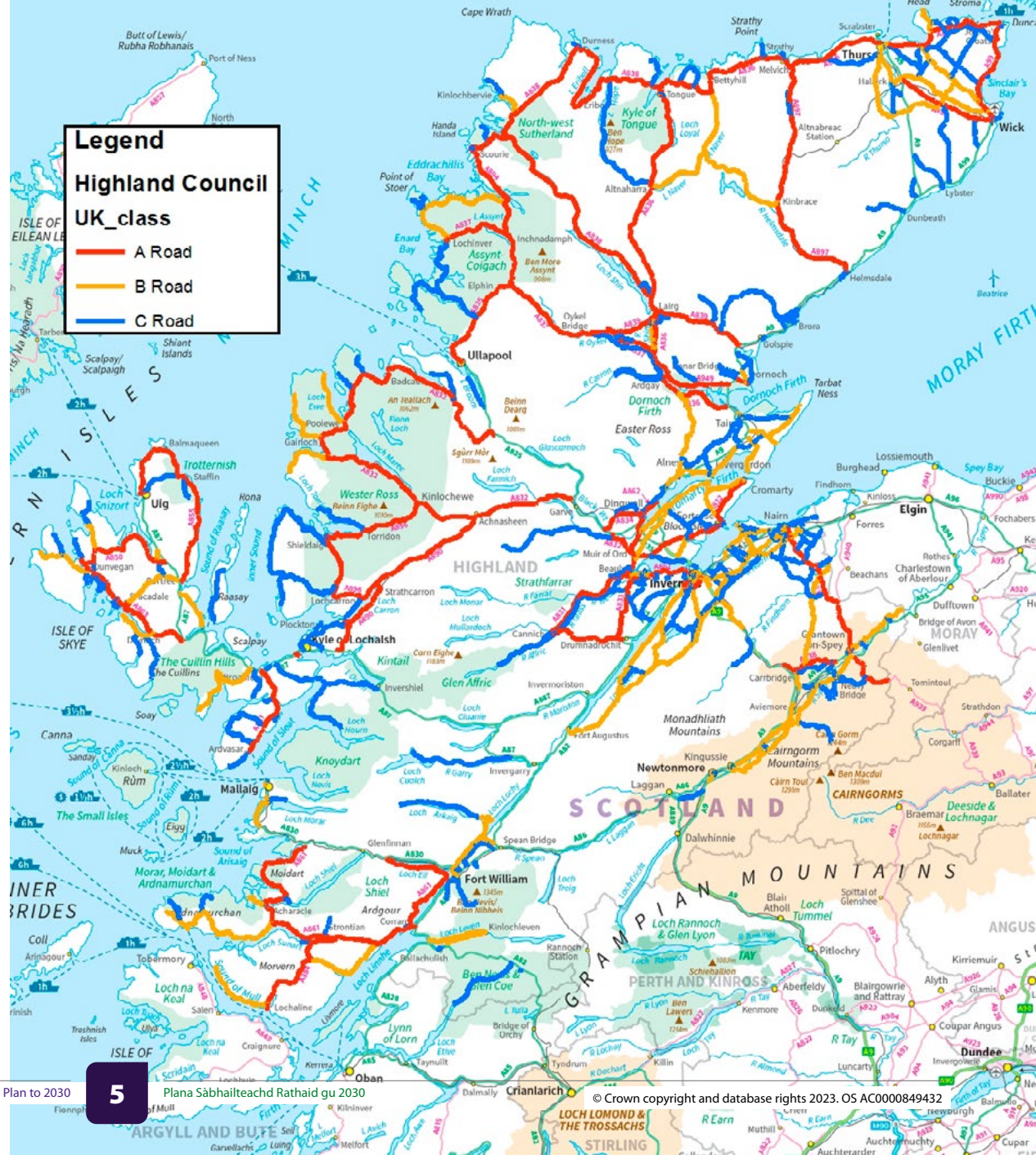
Key Facts

The Highland Council manage and maintain the following roads assets:

- 6,785.4km of road network;
- 1,700km of footways;
- 2,180 bridges and culverts;
- and associated road assets include non-illuminated signs, cycle ways, drainage, road markings, road restraint systems and street furniture.

The Highland road network is vast and varied and any approach to Road Safety has to be developed to meet the needs of a diverse group of communities. There has been considerable progress made in achieving road casualty reduction targets, however there is still work to do.

Highland Council Road Network



“Vision Zero (no death and no serious injuries on Scotland’s roads by 2050)”

was introduced by the Scottish Government in 2016 and is reinforced with interim and intermediate targets in Transport Scotland’s document ‘**Road Safety Framework to 2030 – Together, making Scotland’s roads safer**’.

www.transport.gov.scot/media/49893/scotlands-road-safety-framework-to-2030.pdf

This Council plan will focus on the ‘Safe System’ approach and targets as introduced in the same document.

Meeting this National Vision will take considerable effort from all stakeholders, including the public as road users. We are committed to working with our partners to improve Road Safety and reduce casualty numbers. This iteration of the Plan will be a key tool in achieving this vision as it reviews our performance against earlier and current Road Safety targets. It also lists the activities being undertaken by our partners within the Highland area.



Our Vision and Statutory Duty

An Lèirsinn agus An Dleastanas Reachdail Againn

Our Vision is to create a safer, healthier and greener Highland road network.



Local Authority Statutory Duty

Section 39 of the Road Traffic Act 1988 states that each Local Authority must prepare and carry out a programme of measures designed to promote Road Safety.

The Act dictates that The Local Authority must undertake:

- Studies into road traffic collisions on Local Authority Roads.
- Measures, in light of those studies, to prevent future road traffic collisions including disseminating information and advice relating to the use of roads.
- Practical training to road users.
- Construction and improvement maintenance on public roads for controlling, protecting or assisting the movement of vehicles on said road.
- Construction of new roads taking cognisance of accident reports and including designing and implementing improvements within the construction.
- Other appropriate measures to support Road Safety and prevent future road traffic collisions.

Strategic Partnerships

Com-pàirteachasan Ro-innleachdail

A proactive, multi-agency partnership working approach, is key to achieving the ambitious road casualty reduction targets set out in Scotland's Road Safety Framework to 2030. The organisations actively involved in road casualty reduction in Highland are listed in the diagram below:



Casualty reduction is a shared responsibility.

Our Partnership Approach

An Dòigh-obrach Chom-pàirteach Againn

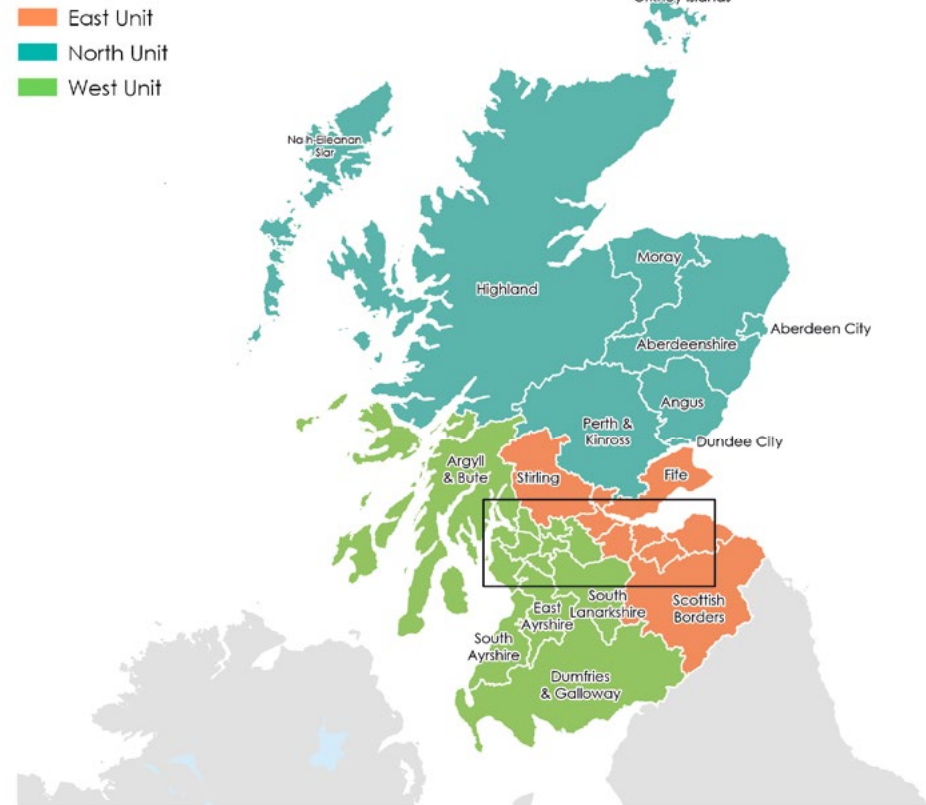
Local Partnership Forum North

To help achieve the shared casualty reduction vision, Transport Scotland's Road Safety Framework introduced Local Partnership Forums (LPFs). LPFs aim to improve communication and enhance partnership working between national and local level government and bring together key Road Safety partners to highlight challenges and what is working well. The North Local Partnership Forum comprises of **Transport Scotland**, **strategic partners** as required and the following Councils; **Aberdeen City**, **Aberdeenshire**, **Angus**, **Comhairle nan Eilean Siar**, **Dundee**, **Highland**, **Orkney Islands**, **Perth & Kinross**, **Moray** and **Shetland Islands**.

Highlands and Islands Road Casualty Reduction Partnership Group

Chaired by Police Scotland this group brings together representatives from Orkney Islands Council, Shetland Islands Council, Comhairle nan Eilean Siar, Police Scotland, Scottish Fire and Rescue Service, Safety Camera Scotland, NHS (local Health Boards etc) and Road Safety Scotland to exchange information and deliver on key Road Safety priority areas. The group when looking at best practice is intending to expand to include the Trunk Road Operating Companies and National Travel Organisations such as Sustrans.

Local Partnership Forum Regions



Local, Regional and National Policies

Poileasaidhean Ionadail, Roinneil is Nàiseanta

This Road Safety Plan is consistent with the aims and objectives set out in several strategic policies and documents including:



National Policies related to Road Safety

- Scotland's Road Safety Framework to 2030 (Transport Scotland)
- National Transport Strategy 2 (Transport Scotland)
- Police Scotland Annual Police Plan
- Scottish Fire & Rescue Service Strategic Plan 2022-2025
- Scottish Safety Camera Programme Handbook of Rules and Guidance March 2022
- National Planning Framework 4 – what Scotland should look like by 2050
- Designing Streets – A Policy Statement for Scotland
- Cycling by Design 2021

Local Policies

- The Highland Council Administration Programme 2022–2027
 - The Highland Council Local Transport Strategy
 - The Highland Council Active Travel Strategy
 - Police Scotland Highland Local Policing Plan 2023–2026
 - Highland Local Fire and Rescue Plan 2021–2024
 - The Highland Council's Corporate Plan 2022–2027
- The Highland Council Corporate Plan Priority:
Continue to work with partners to develop and promote Road Safety and Water Safety. Deliver the Early Adoption of 20mph speed limits in 114 new settlements round the Highland Council area by August 2023. Deliver permanent Road Traffic Regulation Orders for all appropriate 20mph speed limits, implemented as part of the early adoption project - implemented by December 2025.
- Infrastructure, Environment and Economy Service Plan 2023-24

Regional

- Hi-trans Regional Transport Strategy Refresh 2018
- Highland Community Planning Partnership Outcome Improvement Plan 2017 - 2027



National Road Safety Framework

Frèam-obrach Sàbhailteachd Rathaid Nàiseanta

The Scottish Government's 'Scotland's Road Safety Framework to 2030 - Together, making Scotland's roads safer' sets out a vision for Scotland to have the best Road Safety performance in the world by 2030. It identifies the part every one of us has to play in ensuring the ambitious long-term aspiration of Vision Zero, where no one is seriously injured or killed on our roads by 2050, becomes a reality.



Figure 1: Road Safety context



National Casualty Road Traffic Collision Data and Financial Impact

Dàta agus Buaidh Ionmhasail Leòintich Bhualaidhean Trafaig Rathaid Nàiseanta

Casualty Data for Scotland

This showed that in 2022 there were **153** fatal, **1,527** serious injury collisions and **2,454** slight injury collisions. These collisions resulted in **173** people being killed, **1,776** people being seriously injured and **3,672** people sustaining slight injuries.

This is an increase from the COVID-19 years of 2020 and 2021, however, it is lower than pre-pandemic levels.

Cost of Road Collisions

The cost in suffering and economic terms caused by road traffic collisions is enormous and the human cost of a life simply cannot be valued. The UK Government produces figures annually which outlines the average cost of a road collision to society.

For Scotland, in 2022, average costs according to injury severity are detailed below:



The Safe System

An Siostam Sàbhailte

The Framework uses a Safe Systems approach to Road Safety and Casualty reduction in Scotland.

“A Safe System involves those who manage and design the roads as well as those who use them; each is responsible for, and must contribute to, eradicating fatal and serious injuries. Ultimately, all road users are expected to use the roads safely and comply with the rules.”

– Scotland’s Road Safety Framework to 2030 p.14

The Safe System approach centres around the principles that our life and health should not be compromised by our need to travel. It puts the human being at the centre of 5 pillars, acknowledging human fallibility, thus placing the safe system around them with the goal that a crash should not occur, or if it does occur, it is controlled to the extent that it does not result in death or life-changing injury.

The Highland Council’s vision to create a safer, healthier, and greener road network can be achieved by working with Transport Scotland’s Framework and aligning our own outcomes with the five pillars of the Safe System it sets out:

- Safe Road Use
- Safe Vehicles
- Safe Speeds
- Safe Roads and Roadsides
- Post-Crash Response

Safe Road Use
Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable.

Safe Vehicles
Well-maintained vehicles, reduce the risk of collisions and, in the event of a collision, reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.



Safe Speeds
Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

Safe Roads and Roadsides
They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.

Post-Crash Response
Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon. Families of those killed or seriously injured are appropriately supported.

Five Pillars of the Safe System - Scotland’s Road Safety Framework to 2030 p.14

Road Casualties in Highland

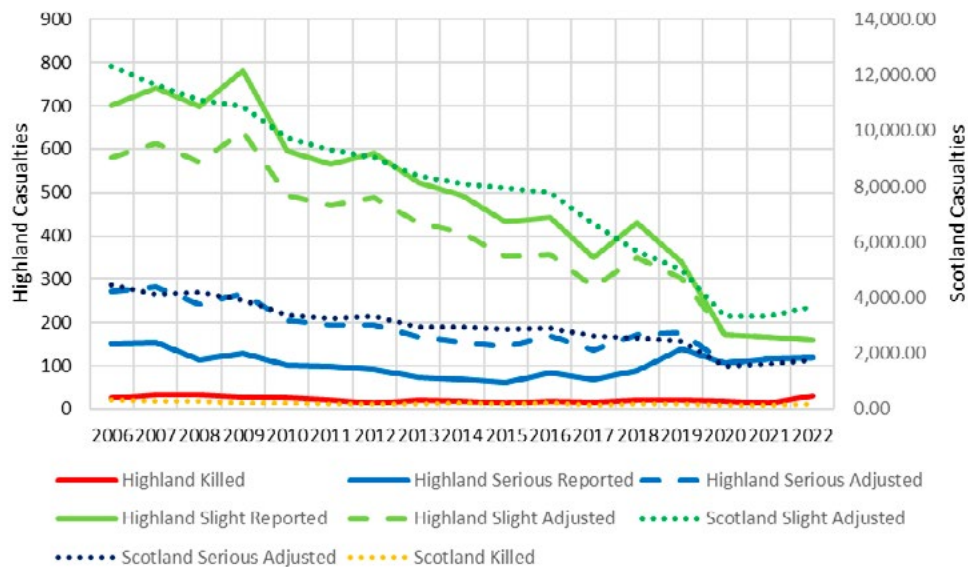
Leòintich Rathaid sa Ghàidhealtachd

Longer Term Performance

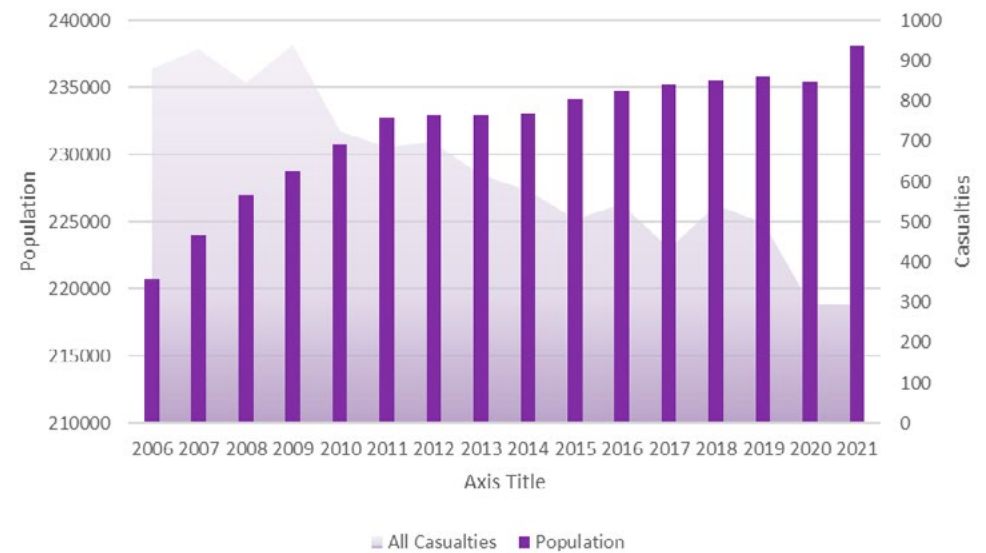
When analysing collision statistics, it is important to recognise the long-term reduction realised in injury collisions in Highland. Significant progress was made over the lifetime of the previous Scottish Government Framework which ran from 2010 to 2020.

The graph below highlights this steady reduction in all injury severities in Highland which is in line with the Scottish trend:

All Highland Casualties by Severity



All Highland Casualties Against Population Growth



It is encouraging to see evidence in the above graph that as the population has increased in the Highlands there has still been a clear reduction in the recorded injury collisions.

Scotland's Road Safety 2030 Framework Targets

On route to the 2050 vision where no one is killed or seriously injured on Scotland's Roads, the Scottish Road Safety Framework to 2030 sets out the following targets to act as checkpoints in achieving this goal:

Interim Targets to 2030 (based on the 2014-18 baseline):

- 50% reduction in people killed
- 50% reduction in people seriously injured
- 60% reduction in children
- 60% reduction in children (aged <16) seriously injured (aged <16) killed

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

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

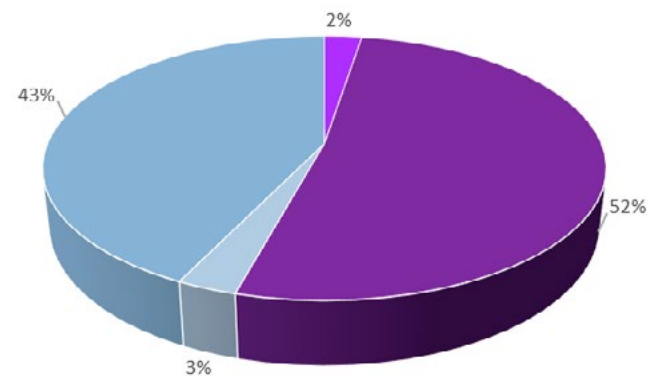
Intermediate Measures:

- Casualty rate per 100 million vehicle kilometres for cyclists killed and seriously injured
- Casualty rate per thousand population for pedestrians killed and seriously injured
- Number of people killed and seriously injured in collisions where at least one driver/rider was driving for work, not commuting.

Progress to date towards 2030 Targets

It is important to note that we are very early into the current cycle, and also acknowledge that the 2020 and 2021 casualty and collision numbers were significantly affected by the COVID-19 pandemic as this had a profound impact on traffic volumes during this period and subsequent associated changes in travel habits e.g. the shift to home working. The following graphs outline progress to date towards achieving the 2030 targets. Whilst the Trunk roads throughout Highland are the responsibility of Transport Scotland and are managed and maintained on their behalf by BEAR Scotland and Amey, all the statistics quoted in this plan are for both trunk and local roads and the targets displayed are regional (including Trunk Roads). There are approximately 1000km of Trunk Road and 6,800km of Local Authority Road in The Highland Council Area, however significantly, data shows that approximately 50% of all collision injuries occur on Trunk Roads despite them only accounting for 15% of the road network. Trunk roads carry more traffic, and at higher speeds which means the likelihood and the severity of a collision is greater. Highland Council works closely with Transport Scotland, which has a targeted casualty reduction programme progressing improvements on a prioritised basis at locations across the trunk road network.

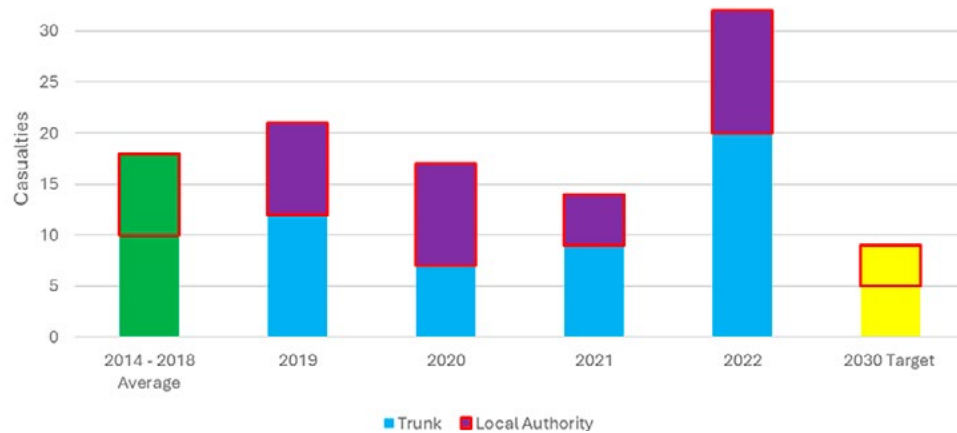
2018 to 2022 Casualties - Roads Authority Split



■ Local Authority Fatal ■ Local Authority Serious & Slight ■ Trunk Road Fatal ■ Trunk Road Serious & Slight

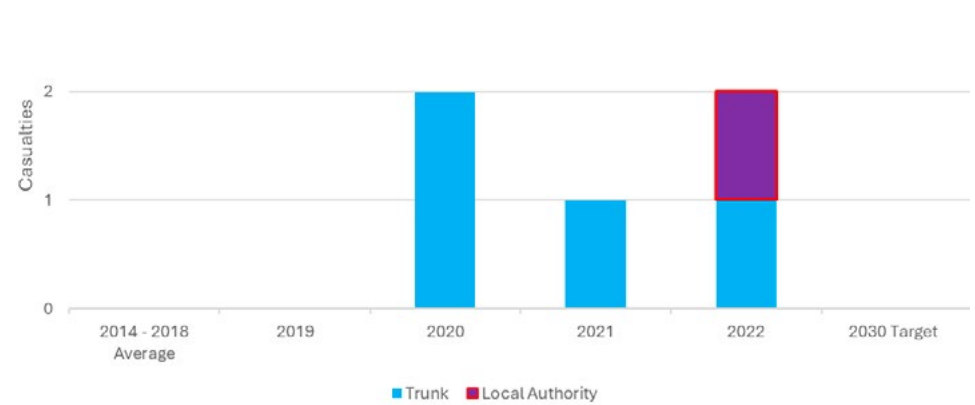
All killed and seriously injured

People killed (all ages) - Trunk and Local Authority

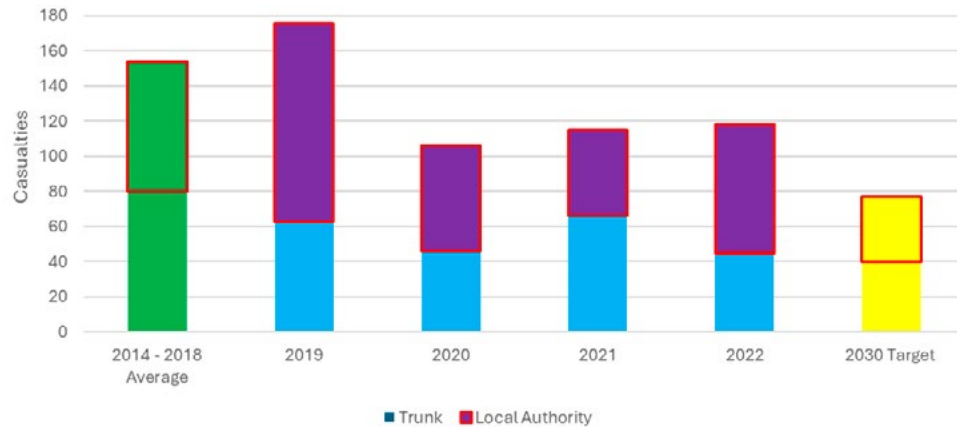


Children killed and seriously injured

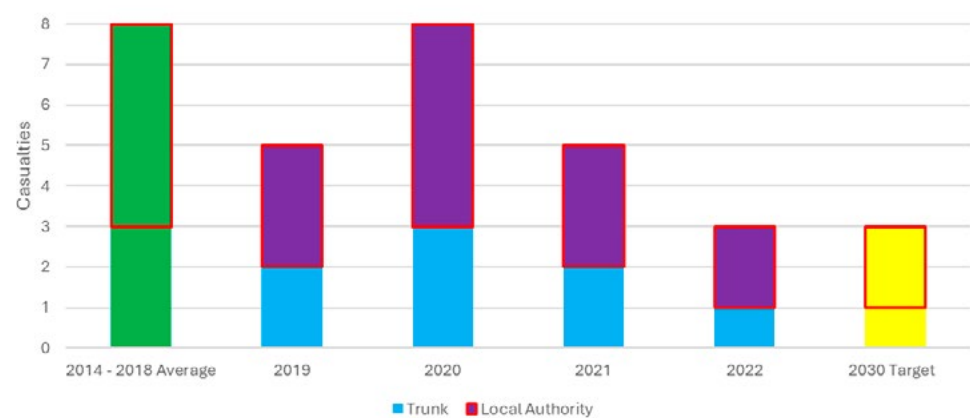
Children under 16 killed - Trunk and Local Authority



People seriously injured (all ages) - Trunk and Local Authority



Children under 16 seriously injured - Trunk and Local Authority



It is encouraging to note the general downward trend in our Killed and Seriously Injured Casualty numbers at the start of this new target cycle. Although, it is important to acknowledge that work is required to reduce the number of fatalities on the network where 2022 in particular was a challenging year.

Note: Targets are baseline targets, set using the average over a set period (2014-18)

The baseline, and as a result the 2030 target, for child fatalities are both zero as there were no fatal child casualties for the 2014-18 period on the Highland Council's road network. The numbers in both the under 16 killed and seriously injured are very low, meaning it is easy for them to fluctuate significantly, we therefore continually work to ensure that the realisation of zero fatalities is met.

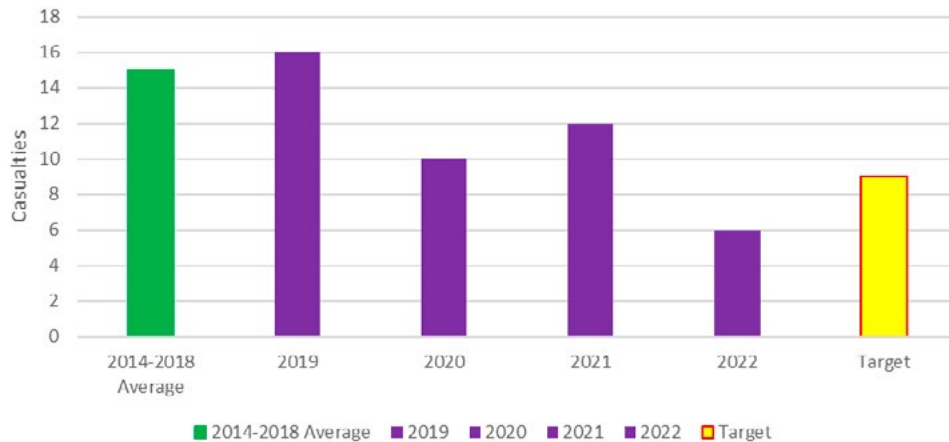
Vulnerable Road Users (VRU)

The following data contains combined figures for Highland and include casualties for both the local authority and Trunk Road networks.

The vulnerable groups represented are those with intermediate outcome targets within Scotland Road Safety Framework. Below each graph the percentage each group accounts for of the 4-year total of those killed and seriously injured is highlighted.

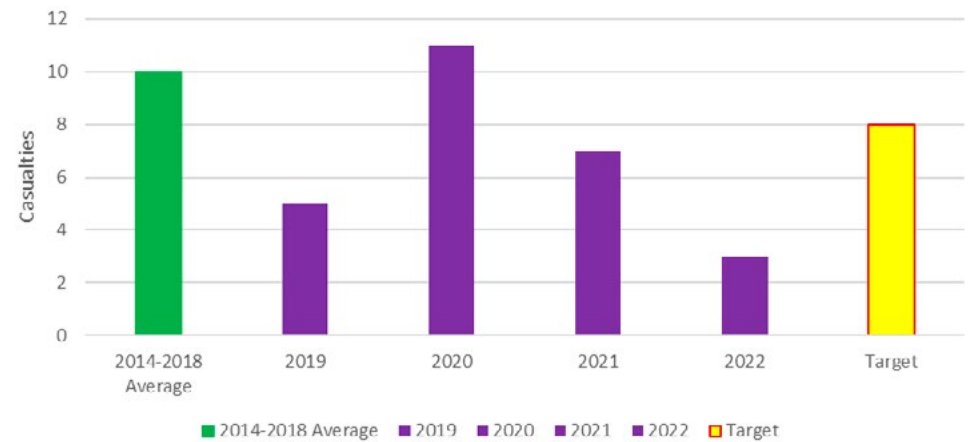
It is encouraging to note that when looking at the 2022 data, a substantial number of the 2030 targets have already been met and therefore the plan commits to continuing this downward trend.

Pedestrians killed and serious



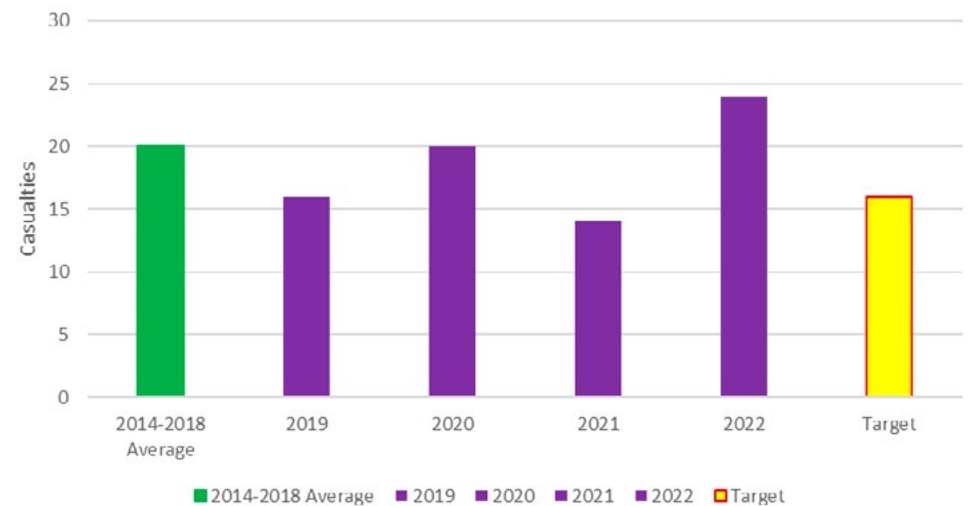
Pedestrians accounted for 9% of the total people killed or seriously injured.

Cyclists killed and serious



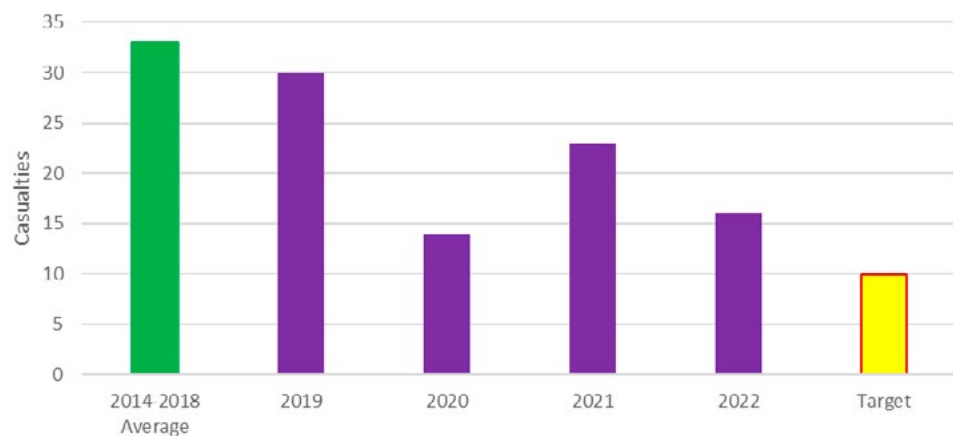
Cyclists accounted for 5% of the total people killed or seriously injured.

Road users aged 70 and over killed and serious



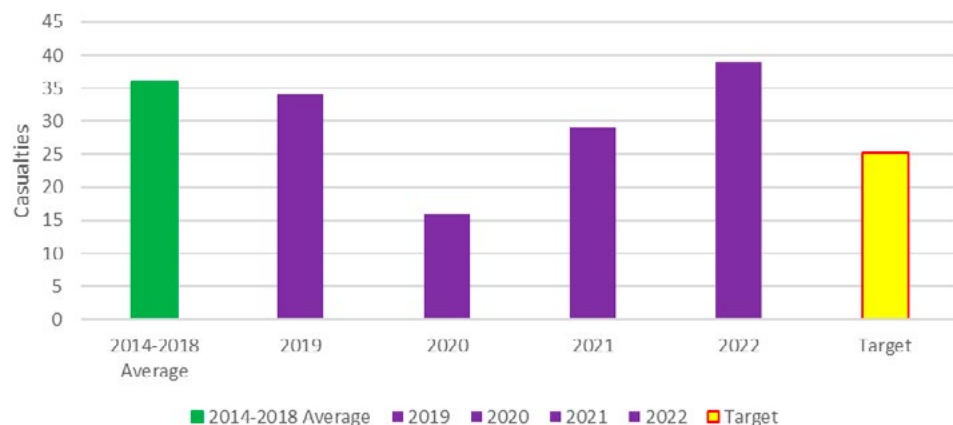
Road users aged 70 and over accounted for 14% of the total people killed or seriously injured.

Road users aged between 17 and 25 killed and serious



Road users aged 17-25 accounted for 16% of the total people killed or seriously injured.

Motorcyclists killed and serious

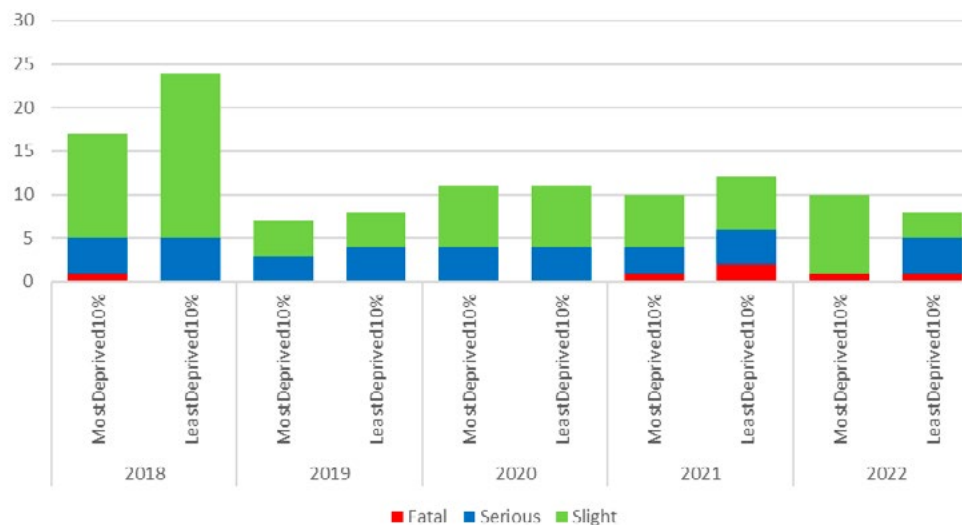


Motorcyclists accounted for 23% of the total people killed or seriously injured.

Areas of deprivation

At a national level those who live in areas of deprivation are more likely to be involved in collisions than those in the least deprived areas. The evidence suggests this is not borne out in Highland with the split of collisions involving people from the 10% most and 10% least deprived areas being very similar.

Casualties reported by severity and Index of Multiple Deprivation



Visitors to the Highlands

Luchd-tadhail chun na Gàidhealtachd

With increased tourism throughout Scotland and particularly within the Highland area, the Highland Council have seen a continual rise in road users.

The Highlands of Scotland attracts visitors due to it being an area of outstanding natural beauty, these visitors travel from all over the world but include a significant amount of UK based tourists. There have been several promoted road trips supported by VisitScotland and other bodies, in Highland these include The North Coast 500 which takes in a mix of trunk roads, single carriageway and single track roads around the north coast of the Highlands and The Snow Roads which is a 90 mile journey from Blairgowrie to Grantown-on-Spey traversing the highest public road in Britain and travelling through the outstanding landscapes of the eastern Cairngorms. These routes along with scenic must-see locations such as Loch Ness, the Isle of Skye, Cairngorm National Park, and the Flow Country are growing in popularity and are likely to continue to do so. Visitors to the area contribute to collisions in several ways be it an unfamiliarity of driving on the left to the increased number of motorcyclists that choose to enjoy the roads and scenery.

Inexperience at driving on the left has been identified as a contributory factor through collation of data from road traffic collisions. The table to the right shows the recorded casualties where inexperience of driving on the left was a factor for the years 2019 to 2022. As can be seen the COVID-19 pandemic saw a significant reduction due to the restrictions in travel but further monitoring will continue to ensure levels do not continue to rise again. It is encouraging that 2022 casualties are less than half that of 2019.

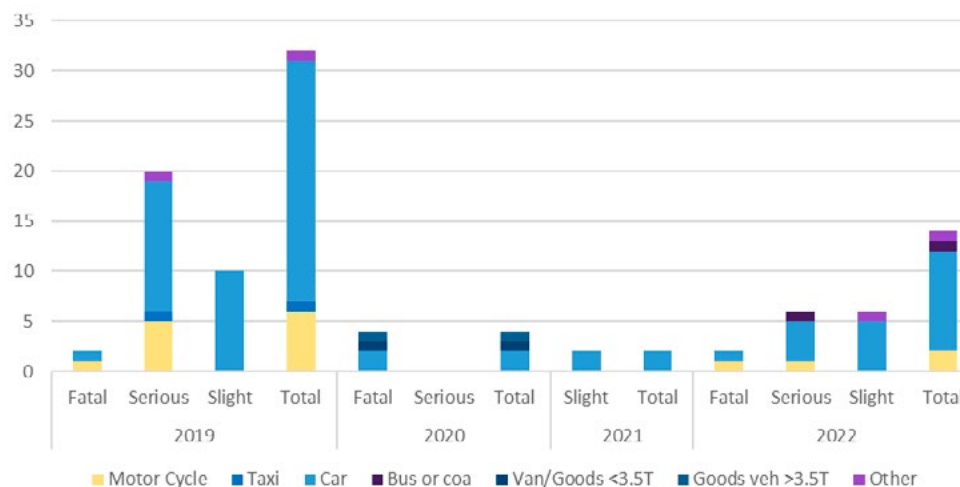
The Highland road network infrastructure, which is a combination of trunk roads, local dual carriageway routes, single carriageway routes and single tracks with passing places, is being challenged via the

increased usage of vehicles which are unsuitable for the local roads. This is resulting in more frequent damage and significant increase in maintenance and repair costs.

Partnership approaches at National, Regional and Local level through working with car hire companies, local motorbike shops and tourism networks aims to educate and provide guidance to visitors on road rules and the uniqueness of the Highland area. This approach is designed to welcome visitors whilst aiming to keep them safe, keep local communities safe and improve the whole visitor experience.

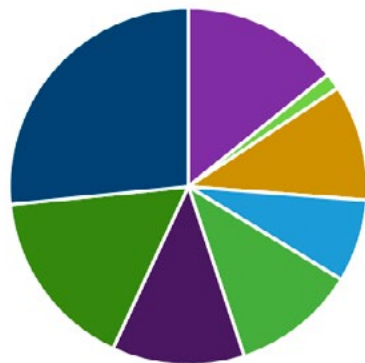
Non Resident Road Traffic Collision Data

Collisions with inexperienced driving on the left



The following graph provides information on the estimated distance between the home of the reported casualty and the location of the collisions split by road user type.

Casualties by distance from residence - All road users

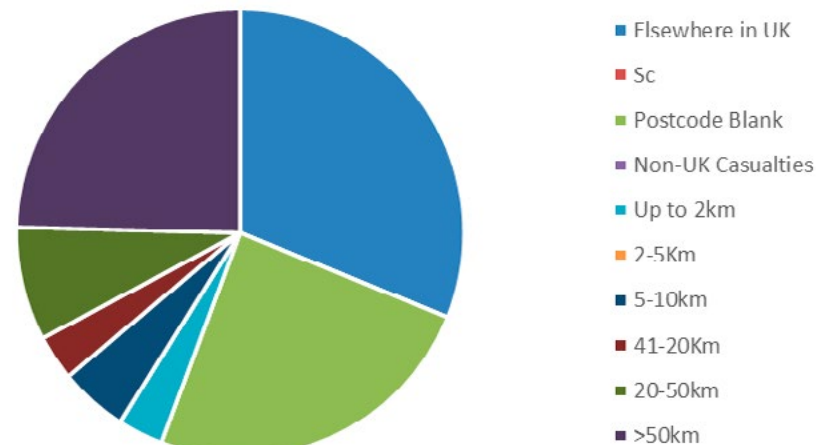


■ Elsewhere in UK ■ Sc ■ Up to 2km ■ 2-5km ■ 5-10km ■ 41-20km ■ 20-50km ■ >50km

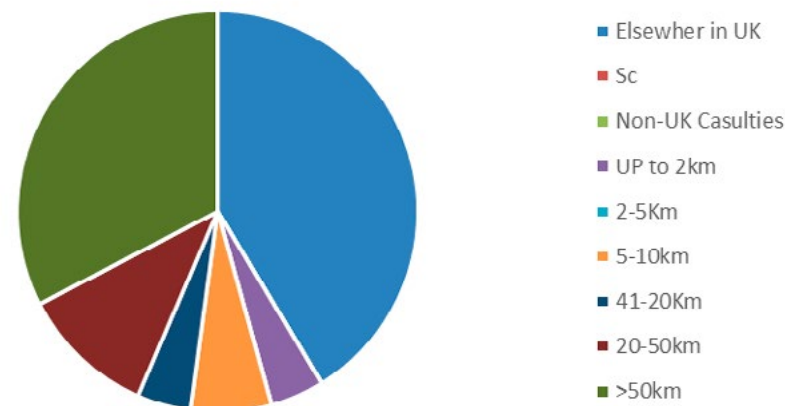
Motorcycle Casualties

Notably for Highland Council this shows a significant trend when the Motorcycle casualties in 2022 are investigated. Where the postcode of the casualty is known, 41% of our motorcyclist casualties are people who reside outside of Scotland. When compared to all road user types, only 14% live outside of Scotland. If we consider that another 33% of the motorcyclist casualties are people who live over 50km from the location of the crash, the likelihood is that they reside in other parts of Scotland. This suggests there is a disproportionately high number of Motorcyclists from outside the Highland area involved in injury collisions.

Motorcycle casualties distance from residence



Motorcycle casualties distance from residence - Unknown Post Code removed

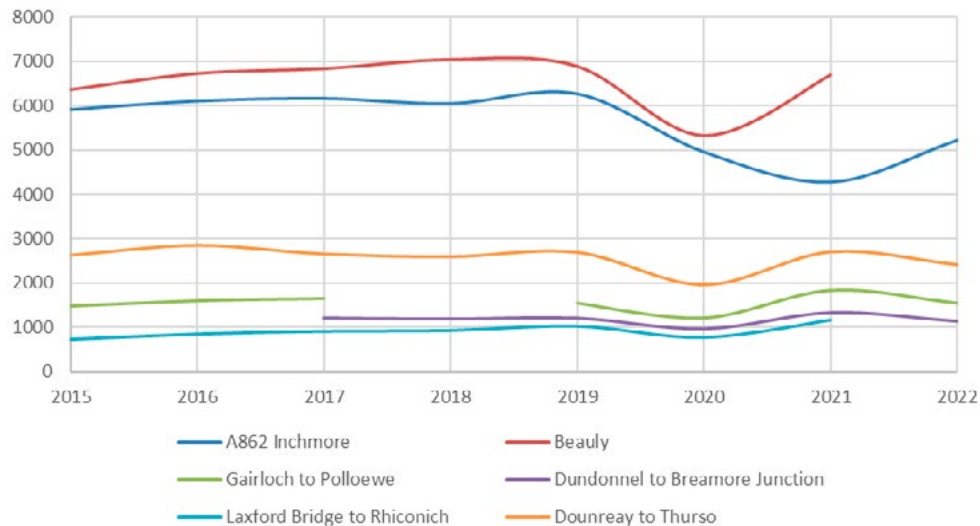


Data sourced from Reported Road Casualties Scotland 2022

With regards to promoted tourism and must travel routes the North Coast 500 attracts the most amount of vehicular traffic and unlike the other routes it is wholly driven on roads within the Highland Council area.

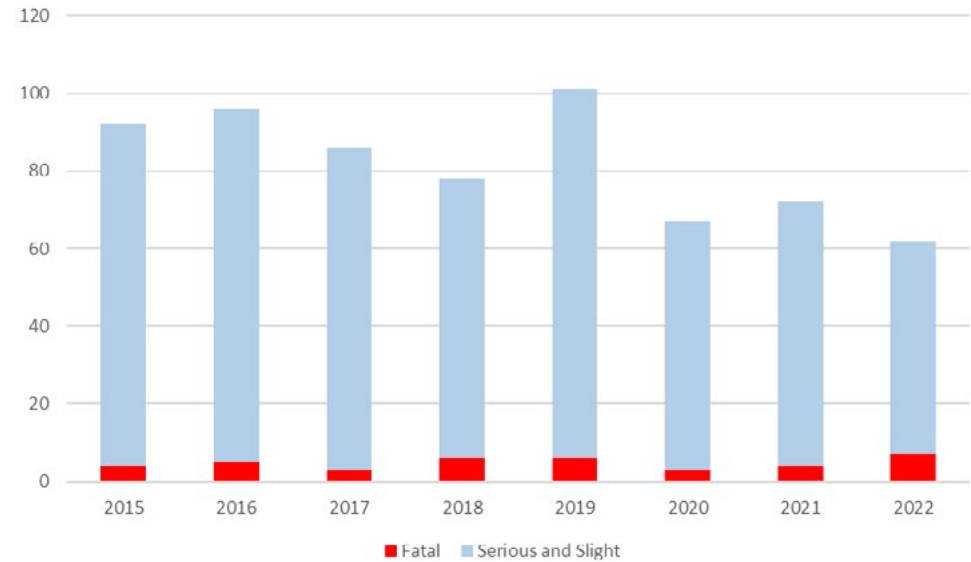
Traffic volume on the NC500 increased slightly after its creation in 2015 and peaked around 2019, it had reduced during the COVID-19 pandemic but has increased back to similar levels in 2015.

7 Day Average vehicle flow from June to September - Highland Council Counts

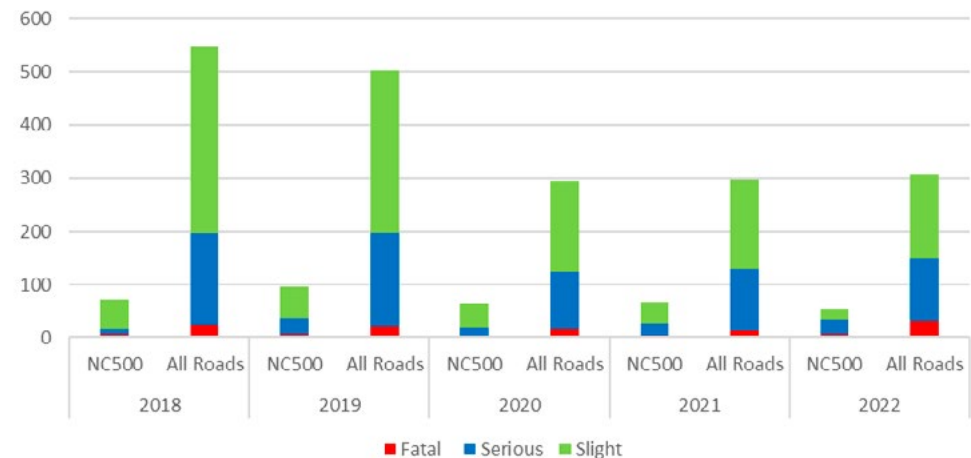


On a positive note, the casualty trend on the NC500 route has not followed the traffic volume pattern and over the 2015-2022 period there has been a general reduction in traffic collisions on the route.

NC500 Casualties



NC500 Casualties and all road casualties



Emerging Challenges and Trends

Dùbhlain is Gluasadan a Tha a' Tighinn am Bàrr

The main issues identified from the data are:

● **Prevalence of Collisions on the Trunk Road Network**

● **Increase in Motorcycle Collisions**

● **Driver Behaviour**

● **Speed Management**

● **Collisions involving non Highland Residents**

● **Fitness to Drive**

● **Ongoing Education of Road Users**

● **Rural Roads**

● **Barriers to active travel including low perception of Road Safety**

The Safe Systems Action Plan details the response to these emerging trends and challenges and references the various partnership initiatives for tackling these.

The partnership approach is key as several of the factors such as Trunk Roads are the responsibility of Transport Scotland and through jointly working on Road Safety through the Safe Systems approach, we aim to provide a Highland wide joint response to provide safer roads for local communities and those who visit and work in our area.



Road Safety Action Plan – Safe Systems Approach

Plana-gnìomha Sàbhailteachd Rathaid – Dòigh-obrach an t-Siostaim Shàbhailte

The actions have been identified based on the collision analysis, Road Safety Framework to 2030 outcomes and by Road Safety Partners. Promoting driver education and improving driver standards to protect all road users and specifically Vulnerable Road Users are at the heart of the action plan for realising casualty reduction on Highlands roads.

When designing Road Safety improvements, approving new settlements and communities, at the forefront we must work to create safe and accessible road infrastructure for our most vulnerable road users. The vulnerability of specific road user groups should be considered at all stages of the design process and our transport system should give priority to these vulnerable road users.

The Highway Code states:

“The road users most at risk from road traffic are pedestrians, in particular children, older adults and disabled people, cyclists, horse riders and motorcyclists. It is particularly important to be aware of children, older adults and disabled people, and learner and inexperienced drivers and riders. In any interaction between road users, those who can cause the greatest harm have the greatest responsibility to reduce the danger or threat they pose to others.”



The Highway Code - Rule 204

“Everyone has the right to travel on the road safely, whether by car, motorcycle, pedal cycle, horse or on foot.”

ROSPA - The Royal Society for the Prevention of Accidents



Actions - Safe road use

- Working with colleagues in Active Travel to reduce car usage in everyday journey's, therefore reducing risk and creating a healthier road network, will be key in the lifetime of this Plan. The Councils Active Travel Strategy pledges to contribute towards Highland's share of the Scottish Government's target of a 20% reduction in car km travelled in Scotland by 2030, bring Active Travel Masterplans up to date and to develop new ones for other settlements, and to increase walking, wheeling and cycling movements. The full Highland Council Active Travel Strategy can be found at: www.highland.gov.uk/active-travel-strategy
- Continue to support and promote the development of Sustainable Travel Planning and School Travel Plans to increase our healthy sustainable journeys.
- Road Safety Education is key to ensuring everyone stay's safe on the roads and the Council will continue to use both the Road Safety Scotland resources along with, where appropriate, developing our own resources for our Vulnerable Road Users groups along with our 3-18 pupils, e.g. the Council produced a Junior Road Safety Officer training video.
- It is important to recognise the benefits of Road Safety Education for all ages, but especially the teaching of Road Safety skills at an early age. Through the School Travel Plans we will work with all schools to ensure our education events are aligned with the curriculum for excellence and that the children and parents have an input to what they feel would make their journeys to school safer and ensure they are implemented to allow the next generation of safe, active travellers with positive Road Safety attitudes.
- Through working with partners including the car rental market we aim to support and promote Road Safety information campaigns for all drivers specifically detailing information in relation to rural roads, use of single track roads with passing places and information relating to 'cycle tourism' and protecting vulnerable road users.

- Recognising the number of Fatal and Serious injury collisions on the trunk road network and also the number of collisions involving non Highland residents we will work closely with partners such as Transport Scotland and Police Scotland on jointly planning and delivering Road Safety improvements and awareness for driving on Highland roads campaigns through to engineering and enforcement.
- The Council will continue to work closely with its partners on Road Safety at both a strategic and local level. In particular, Police Scotland, as enforcement is an important element of the Safe System as can be seen in the collision causation factors shown in the table below namely fatigue, alcohol/drug driving, mobile phones, speeding, driving too fast for the road conditions, non wearing of seatbelts, dangerous driving all continuing to be seen on **our** roads as examples of unsafe behaviours. Via Local Partnership Forums we will continue to seek innovative ways of tackling this behaviour.

Driving Behaviours Contributory Factor Collision Count
– All injuries Highland area

	Fatigue	Alcohol/ Drugs	Mobile phone	Speeding	Too fast for the road conditions	No seat belt
2014	16	4	0	16	45	11
2015	13	16	0	12	42	8
2016	13	12	1	12	26	6
2017	11	11	0	11	16	7
2018	9	20	2	6	10	0
2019	15	17	1	10	17	2
2020	4	13	0	8	12	2
2021	2	8	1	8	13	4
2022	9	11	1	5	10	0

Actions - Safe road use

Fleet driving

- The Council will engage with the Scottish Occupational Road Safety Alliance (ScORSA) with regards to those driving for work whether it be council fleet drivers and other professional drivers on our roads and utilise their resources as required.

Motorcyclists

- Motorcyclists have disproportionately high risks of involvement in road collisions, when compared to the numbers using motorcycles as their main mode of transport. In Scotland, motorcyclists account for less than 1% of all traffic, but represent 7% of casualties in road collisions.
- Continue to support Police Scotland, in their delivery of Rider Refinement North. These are training courses for motorcyclists to help them ride responsibly and reduce the number of collisions. Led by Police motorcyclists and accompanied by an observer from the IAM RoadSmart this is the only course of its kind in Scotland and aims to raise awareness of the importance of Road Safety, make riders think of the personal consequences of taking risks, look at key risk factors and provide riders with the knowledge and skills to be safer.
- To work with the Scottish Fire and Rescue Service on their 'Rider Down' initiatives educating and supporting motorcyclists on safe use and safe riding.

Pedestrians

- Work in partnership with strategic organisations to deliver and promote safety programmes for vulnerable road users including provision of safer infrastructure, speed limit reviews and driver behaviour campaigns. The campaigns will include the benefits of hi-visibility and reflective clothing when out at night or dull days, working with local schools on Junior Road Safety Officer / Living Streets / School Street Closures programmes promoting pedestrian safety and supporting new legislation regarding parking on pavements.
- Through our work with JRSO's, we aim to work with schools to educate children from a young age and offer all primary schools support in introducing Road Safety Education to young children. This aims to also educate their parents / guardians and others within their communities. We continue to engage with schoolchildren, parents, guardians and school staff / communities to identify the barriers to walking, cycling and wheeling to school through the School Travel Plans to enable new infrastructure to be introduced to ensure children, parents and guardians have a safe, accessible network to enable them to walk, scoot, wheel and use park and ride to and from school.
www.jrso.com
- A review of villages and towns in Highland has been commenced, with the aim of improving safety for vulnerable road users and will investigate the effectiveness of existing footpath / dropped kerb locations, with regard to improving usage and access for all users by all age and ability ranges. This has led to infrastructure improvements, and we will continue to apply for funding to roll this out across Highland. Regular analysis will be undertaken to ensure any collision clusters are investigated and any emerging trends resulting in increased pedestrian casualties can be addressed.

Actions - Safe road use

17–25 year old drivers

- Work in partnership with Police Scotland and the Scottish Fire and Rescue Service to deliver targeted 'New Driver Intervention Scheme' with Highland Secondary schools delivering to small groups of selected pupils in S5/S6.
- Support Police Scotland work in delivering this scheme with local employers and their young workforce and linking in further education institutions to their target audience in regards driver awareness and education.

Cyclists

- Continue to work with Cycling Scotland and other Active Travel organisations to promote Bikeability in schools and local communities. This approach includes providing courses for instructors and delivering within school groups and supporting those that volunteer to deliver increasing Road Safety and cycling numbers within Highlands.
- Develop new delivery models with a target of having Bikeability within 80% of Highland schools within the next 5 years.

Fitness to drive

- Continue to support Police Scotland as they deliver driver engagement sessions in the Highlands for older drivers and their families. The project makes use of an interactive driving simulator to assess and highlight a participant's reactions, hazard awareness and any potential vulnerabilities.
- Identify Road Safety campaigns and awareness raising to deliver the message that drivers are legally responsible for ensuring that they are fit to drive and informing the DVLA if they develop a condition that affects their fitness to drive, conditions that must be reported to the DVLA.

Actions - Safe roads and roadsides

Engineering

- Our road system in Highland is under increasing pressure from increased vehicle numbers and further investment required for infrastructure improvements. As such the network improvements will be designed and managed in order to support the prevention of collisions resulting in injuries.
- The Road Safety Team will work with colleagues in Area Road Teams on a regular basis to set out an ambitious range of measures which we will strive to deliver improvements. This will be reviewed throughout the year and new initiatives added where needed when highlighted by partners and analysis and when funding opportunities arise.
- Liaise with Transport Scotland with a view to installing PRIME road markings and associated signing at specific locations on the Local Authority Network as an aid for Motorcyclists to adapt their road position and speed when approaching bends. This year (2024) will also trial right hand bends.
- Work with partners to improve road infrastructure signage when issues arise with construction or visibility, such implementing a programme of replacing road level signage with reboundable poles on the road network.
- The Road Safety Team will continue to carry out Accident Investigation and Prevention (AIP) work, annual road accident analysis along with: Collision cluster site analysis, route and area studies, site specific analysis of each fatal road collision in conjunction with Police Scotland and to use this information to carry out effective and appropriate AIP engineering measures.

Actions - Safe speeds

Highland-wide 20mph speed limit

- Delivery of Highland-wide 20mph Speed Limit Temporary Traffic Regulation Order by end of 2023.
- Undertake Highland-wide statutory consultation process engaging with key stakeholders.
- Implementation of permanent Highland-wide 20mph speed limits by start of 2025.

Highland-wide – Speed reviews

- Work in partnership with Area Roads Teams to undertake reviews of local speed limits as requested in response to community concerns.

Safety Cameras Scotland/ Police Scotland

- Engage with the Scottish Safety Camera Programme on an evidence led basis re Safety Camera site selection in Highland.
- Support partnership analysis work to ensure safety camera deployment is in the most effective locations including identifying flexible and short-term enforcement locations in response to Road Safety concerns and increases in active travel.
- Support the work of partners to raise awareness of speeding.

Actions - Safe vehicles

Safe vehicles

- Highland Council will ensure our fleet has suitable driver policy rules, procedures, and training processes and we will look to promote safer driving technologies such as Telematics to the council fleet to support the safe systems approach within Highland.
- Continue to work in partnership with Transport Scotland, Police Scotland, DVLA and Trading Standards to undertake checks on various sizes and types of vehicles to reinforce Road Safety and ensure vehicles are being driven on public roads whilst subject to correct driving licences / insurance and meet MOT standards.

Post crash response

- The work of the Highland and Islands Casualty Reduction Group is vital for this pillar of the Safe Systems Approach. Through this group and the Local Partnership Forum, we will work with all strategic partners to ensure delivery of improvements in a timely manner and we will work closely with colleagues in Police Scotland and attend the locations of fatal and serious collisions when required to address issues raised through collision investigations.
- Continue to develop a system of data collection to identify high tariff non injury collision locations to allow the early implementation of improvements with the aim of preventing future injury collisions.

Governance, Evaluation and Review

Riaghlachas, Luachadh is Ath-sgrùdadh

To deliver the Highland Road Safety Plan 2023-2030 and subsequent Safe Systems Action Plan 2023-2030, all stakeholders will need to work in the spirit of effective collaboration. This requires each stakeholder to adopt a proactive, transparent and 'one partnership' approach where all partners fully understand their role, responsibilities, and accountabilities, whether operating locally, regionally or at a national level.

Reporting on outputs, outcomes and benefits from projects, programmes, and formal requests that require high-level decisions to be made requires a governance structure.

The governance structure for Highland Road Safety Plan and subsequent Action Plan is outlined below:



These groups will be informed using quantitative and qualitative data, evaluation of targeted initiatives, external technical support (where required), funding and engagement with road users and local communities.

An annual progress report focussing on performance against the framework targets and KPIs and contributions to the achievement of broader sustainable and active travel policies transport policies will be produced at the Committee Levels.

Significant changes to the Road Safety landscape, such as new regulation, the development on a new action plan, or changes to the national and / or regional Road Safety delivery approach may need approval at the Committee Level. Relevant reports and briefing notes outlining the impact of issues/changes will be initiated at the Road Safety Team under the leadership of the Road Safety Manager. These will then be passed through the governance structure to the appropriate level.



RIVER
NAIRN



www.highland.gov.uk/roadsafety