

Highland Council

Community Safety, Public Engagement and Equalities Committee – 5 December 2013

Agenda Item	7ii
Report No	CPE 48/13

Highland Local Police Area – Road Policing

Report by the Highland Local Policing Commander - Chief Superintendent Julian Innes

Summary

Purpose of report is to provide the Community Safety, Public Engagement and Equalities Committee with information on the results of the road policing enforcement activities taking place within Highland; a breakdown of who is committing what offences; a specific analysis of motorcycle accidents and general statistics on road casualties.

1. Introduction

1.1 Road safety is outlined as one of the key priorities within the Highland Local Policing Plan. Moreover, recent consultations have indicated that road safety will continue to be a priority for the communities of Highland. This paper provides some analysis of the current police enforcement activities and initiatives being conducted, with the aim of improving driver behaviour and reducing casualties.

2. Enforcement

2.1 Road Safety Enforcement detections between 1 April until 30 September 2013 are listed at Appendix A to this report. The aim of enforcement is to improve driver behaviour thereby reducing road casualties. Analysis from the data reveal that:

- 21-30 year olds are being detected for the most road traffic offences (812) this is followed by 31-40 year olds (685) and 41-50 year olds (633).
- Males are detected for nearly 5 times the number of road traffic offences - 3044 males against 632 females.
- Speeding (2127 offences) continues to be the most prolific detected road traffic offence followed by seat belt offences (404) and then failure to insure (365) and mobile phone (340) offences.

2.2 The current Highland Local Policing Plan outlines 3 main objectives: drink / drug driving, mobile phone offences and seatbelt offences. The performance against these objectives can be found in the Highland Local Policing Plan Performance Paper, submitted in parallel with this paper. As speeding is a contributory factor to a significant number of road traffic collisions, it may be appropriate to consider including objectives / activities to reduce speeding within the next iteration of the Highland Local Policing Plan.

3 Motorcycle Accidents

3.1 Motorcycle accidents continue to be a focus for the Divisional Road Policing unit and the National Trunk Roads Policing unit especially during the summer months. Between the 1 January 2011 and 15 2013 there were 14 fatal collisions involving motorcycles and a total of 16 fatalities. As can be seen from the tables below, Inverness and Lochaber, Skye and Lochalsh Area Commands have higher numbers of fatalities and serious injuries; furthermore they have significantly more accidents, with the number of accidents on the A82 being of particular concern. In over 75% of the fatal accidents, the motorcycle rider was found to be at fault.

3.2 A detailed analysis was conducted of all 198 motorcycle accidents between 2007-2011 in the Divisional Area. This indicated the following:

- Most accidents occurred between May and August (145).
- Most accidents occurred on 3 routes A82 (65), A9 (43) and A87 (37).
- Most accidents occurred at the weekend - Friday (35), Saturday (34) and Sunday (45).
- The vast majority of accidents involved those who reside in Scotland (127). 42 accidents involved riders from England, 23 non UK riders and 6 from Northern Ireland.
- 111 accidents were caused by riders of motorcycles of greater than 500cc.
- There was a higher incidence of accidents between the ages of 37 to 44.
- In respect to weather conditions most accidents occurred in fine weather without high winds (145), followed by raining without high winds (41).

Motorcycle Fatalities

Area Command	10/11	11/12	12/13	13 YTD	Total
Caithness Sutherland and East Ross	1	3	1	-	4
Lochaber, Skye and Lochalsh	1	1	3	3	8
Ross and Cromarty	-	-	-	-	0
Badenoch, Strathspey and Nairn	1	-	-	-	1
Inverness	5	1	2	2	10
Total	8	5	6	5	16

Motorcycle Seriously Injured Casualties

Area Command	10/11	11/12	12/13	Total
Caithness Sutherland and East Ross	1	3	2	6
Lochaber, Skye and Lochalsh	7	9	5	21
Ross and Cromarty	4	1	5	10
Badenoch, Strathspey and Nairn	3	1	4	8
Inverness	10	10	6	26
Total	25	24	22	71

4 Highland Road Casualty Figures

4.1 The table below outlines the legacy Northern Constabulary figures for road casualties in Highland over the past 4 years. Police Scotland now monitors the level of road casualties through 2 Key Performance Indicators on the SCOMIS performance system. The table indicates a decline in fatalities and those seriously injured on the roads in comparison to this time last year (31 October 2013) and an overall decline over the past 4 years; however, there has been an increase in fatalities from 13 to 23. The Highland Area Commands and the Division continue to be fully committed to supporting the Community Planning Partnership in reducing the number of fatalities and casualties on the roads in Highland.

	09/10	10/11	11/12	12/13	12/13 LYTD*	13/14 YTD*
Fatalities	30	26	22	11	81	68
Seriously Injured	117	111	95	86		
Slightly Injured	745	569	576	615	430	304

* Information from Police Scotland KPIs – LYTD = Last Year to Date

5 Road Safety Initiatives

5.1 An overview of the road safety initiatives which have taken place in Highland since 1 April 2013 are listed below.

- During May 2013 police in the Highlands ran a month long initiative to raise awareness to all road users of the increased risk of road traffic collisions involving motorcyclists over the spring and summer months. This initiative included a Facebook chat night on the subject of motorcycle safety which was seen by over 12,000 people, and dedicated police motorcyclists stopped and spoke to over 500 motorcyclists, talking to them about motorcycle safety, riding tips and handing out safety literature. This approach was well received by motorcyclists and was focused on having police resources in the right place at the right time to influence rider behaviour. As a result of this initiative there was a 60% reduction in motorcycle collisions in the area compared to the same month in 2012. This initiative coincided with Motorcycle Awareness weekend between 17 and 19 May 2013 and the area received additional support from the Motorcycle patrol group based in Glasgow who assisted in policing the A82.
- Between 15 and 18 April 2013, as part of a national initiative, officers in the Highlands targeted speeding motorists and those driving inappropriately and committing offences like dangerous or careless driving.
- During the month of June officers throughout the Highlands took part in the national Summer Drink Drug Drive Campaign targeting motorists driving under the influence of drink or drugs. Over 1000 motorists were breath tested during the month and 38 were detected driving under the influence of alcohol and 1 drug driving.
- During July officers in the Highlands stopped and spoke to foreign

- drivers and distributed educational material on 'Driving in Scotland'.
- A 2 week initiative targeting speeding motorists outside schools took place during August to coincide with the new school term. Officers throughout the area carried out dedicated speed checks outside schools to deter inappropriate driving and detect those committing offences. This well publicised initiative received strong public support.
- Between the 21 and 27 October 2013 officers took part in 'Get Ready for Winter Week' carrying out mobile and static stop checks of vehicles to check lights and tyres and distribute educational literature on winter driving.
- Further initiatives have included the targeting of unlicensed and uninsured drivers and motorists not wearing seatbelts. Speed enforcement has been carried out at a number of sites of concern identified through engagement with Wards and Community Councils.
- Since the 1st April officers in the Highlands have taken part in 4 Operation Mermaid days targeting the criminal use of large goods vehicles and have carried out joint checks with the Vehicle Operator and Services Agency on 18 occasions, which has included checks of school buses.

Recommendations:

The Committee is invited to:

- i. discuss the road policing enforcement activities taking place in Highland; the demographics of those being detected for road traffic offences and the current level of road casualties within Highland;
- ii. discuss the analysis of motorcycle accidents and the initiatives to reduce accidents within Highland; and
- iii. consider including objectives / activities to reduce speeding within the next iteration of the Highland Local Policing Plan.

**Chief Superintendant Julian Innes
Highland and Island Divisional Commander
8 November 2013**

Background Papers:

Appendix A: Highland Road Traffic Offences 1 April – 30 September 2013

Highland Road Traffic Offences
01st April 2013 - 30th September 2013

Age	Gender	DANGEROUS DRIVING OFFENCES	DRINK/DRUG DRIVING OFFENCES	DRIVING LICENCE - OTHER OFFENCES	DRIVING WHILST DISQUALIFIED	DRIVING WITHOUT A LICENCE, INCL UNDER AGE	FAIL TO INSURE AGAINST THIRD PARTY RISKS	INSURE AGAINST THIRD PARTY RISK - OTHER	MOBILE PHONE OFFENCES	SPEEDING OFFENCES	SEAT BELT OFFENCES	Grand Total
Under 16	F		1									1
Under 16	M					4	6	1				11
16 to 20	F		2			2	4		2	13	10	33
16 to 20	M	17	12		1	20	38	3	10	65	33	199
21 to 30	F	3	9			16	39		24	69	11	171
21 to 30	M	31	55	1	5	33	91	3	85	407	101	812
21 to 30	U									1		1
31 to 40	F	1	4		1	1	23		14	87	10	141
31 to 40	M	18	36		3	21	53	1	66	403	84	685
41 to 50	F	1	7			1	10		11	114	14	158
41 to 50	M	16	21		1	10	47	2	63	403	70	633
51 to 60	F		8			2	13		2	59	7	91
51 to 60	M	11	27		2	7	22		40	294	34	437
51 to 60	U									1		1
61 to 70	F		2			1	1		4	23	1	32
61 to 70	M	2	6		2	4	13		16	142	25	210
Over 70	F									5		5
Over 70	M		3			1	5		3	41	4	57
Grand Total		100	193	1	15	123	365	10	340	2127	404	3678

Highland Class 7 Offences - Age Group Totals

