

**The Highland Council**  
**Communities and Partnerships Committee**  
**8 December 2016**

Agenda Item	<b>8</b>
Report No	<b>CP 29/16</b>

## **Road Safety Update**

### **Report by Director of Development and Infrastructure**

#### **Summary**

This report updates members on the progress in achieving the road casualty reduction targets set out in Scotland's Road Safety Framework to 2020 entitled 'Go Safe on Scotland's Roads it's Everyone's Responsibility'.

It highlights the work of the Highland Road Safety Group (HRSG) in relation to the Scottish Government priority areas and details the work undertaken by Highland Council Road Safety Unit to ensure a lasting reduction in Road Casualties on Highlands Roads. A particular focus is placed on young drivers and motorcyclists in line with the Highland Single Outcome Agreement. All casualty figures are sourced through Transport Scotland's national statistics publication entitled 'Reported Road Casualties Scotland 2015'.

#### **1. Background**

- 1.1 The Highland Council has a statutory duty, under the Road Traffic Act 1991, to prepare and carry out a programme of measures designed to promote Road Safety. This involves Collision Investigation, Accident Analysis, scheme development and implementation.
- 1.2 The cost in suffering and economic terms caused by road accidents is enormous. Each Fatality in Great Britain costs on average £1,896,543 however the human cost of a life lost simply cannot be valued. A serious casualty costs on average £213,118 and a slight casualty typically costs £16,429.
- 1.3 The estimated total cost of all road accidents in Scotland (including damage only accidents) fell from £1,237.8 million in 2014 to £1,130.2 million in 2015 (at 2015 prices), this is partly attributed to a fall in the number of fatal casualties by 19% from 200 in 2014 to 168 in 2015, a decrease in the number of serious casualties by 6.5% from 1,699 in 2014 to 1,596 in 2015 and the cost of inflation. The overall number of casualties fell by 2.7% from 11,268 in 2014 to 10,968 in 2015.
- 1.4 This report details the progress in achieving the road casualty reduction targets set out in Scotland's Road Safety Framework to 2020 entitled 'Go Safe on Scotland's Roads it's Everyone's Responsibility'. It also highlights the road safety partnership working that exists in Highland along with the work of our individual partners towards achieving the ambitious targets. These targets cannot be realised without a proactive multi-agency approach.

## 2. Scottish Road Safety Targets to 2020

2.1 Highland Council is working towards achieving the road casualty reduction targets set out in Scotland's Road Safety Framework to 2020. The Council also agreed to share the Scottish Governments vision that there will be:

***“A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads and the injury rate is much reduced.”***

2.2 Highland's Road Safety Targets to 2020 and milestones to 2015 are represented in the table below. Their associated reduction percentage is based on targets to be achieved against the average casualty figures of 2004 to 2008.

2.3 The following table shows the Highland Council statistics for the first 5 years of the cycle:

Target/ Figures	2004 to 08 Average	Actual Figures					2015 Milestone	2020 Target
		2011	2012	2013	2014	2015		
Killed	28	21	16	20	19	14	20 (30%)	17 (40%)
Seriously injured	160	98	99	73	69	61	91 (43%)	72 (55%)
Children (aged <16) killed	2	0	0	2	0	0	1 (35%)	1 (50%)
Children (aged <16) seriously injured	12	2	4	2	3	4	6 (50%)	4 (65%)

2.4 As can be seen from the table in 2.3, there has been a downward trend and the first set of targets set out in Scottish Governments Framework to 2020, namely the 2015 Milestone Target, have been achieved.

2.4 Appendices A – D detail the casualty statistics for Highland, in relation to the 2004-2008 average casualty figures. These figures are from the Transport Scotland Publication detailed in 'Reported Road Casualties Scotland 2015'. Appendix E and F data comes from Highland Councils Accident Database.

2.5 The Scottish Road Safety Framework can be viewed at:  
[www.gov.scot/Publications/2009/10/01090036/0](http://www.gov.scot/Publications/2009/10/01090036/0)

### 3. Scottish Government Priority Areas to achieve the 2020 targets

3.1 These are challenging targets to meet therefore the Scottish Government set out priority areas as follows:-

<b>Priority</b>	<b>Action being undertaken</b>
Leadership, Sharing Intelligence and Good Practice	See item 4 for information on the Highland Road Safety Group
Rural Roads	Highland Council provides Engineering solutions where applicable and actively supports local and national campaigns as detailed at item 5.3.
Drink Drive	Police Scotland lead in this area see item 6.
Children	See Section 5.2 for the work undertaken in this area
Seatbelts	The HRSG participates in Child Car Seat Checking Clinics.
Drivers aged 17 - 25	This is a key area for both the Highland Council Administration and the HRSG, see item 9.
Speed	See item 8 for update from North Safety Camera Unit.

3.2 In recognition of the rise in fatalities seen nationally between 2013 and 2014 and acknowledging the 2015 milestone targets checkpoint, the Scottish Government published the 'Road Safety Framework Mid-term Review' in March 2016. This review identified 3 priority focus areas as follows:-

<b>Mid-Term Review Priority Area</b>	<b>Action being undertaken in Highland</b>
Speed and Motorcyclists	Implementation of Councils 20mph limit project see 5.5. Police Scotland lead on Motorcyclist safety, see HRSG Action Plan for information.
Pre-drivers, Drivers aged 17 – 25 and Older Drivers	See Section 9 for pre and young drivers and the HRSG Action Plan for older drivers.
Cyclists and Pedestrians	Section 5 details the Education Work being undertaken with these vulnerable road users.

### 4. Highland Road Safety Group

4.1 An integral part of achieving the 2020 targets in Highland is the work being carried out by the Highland Road Safety Group (HRSG). This group of like-minded organisations come together to co-ordinate resources to deliver sustainable solutions to reduce the number of casualties' on our roads. The lead agencies in the HRSG are Highland Council, Police Scotland, Scottish Fire and Rescue Service and Bear Scotland. Expertise is sought from other organisations e.g. North Safety Camera Unit, Scottish Ambulance Service, British Red Cross when required. Highland Council chairs this group and the minutes are passed to the

Safer Highland Strategic Group.

- 4.2 The HRSG continue to use the Road Safety Intervention method of Education, Engineering, Encouragement, Enforcement and Partnership Working in all their activities.
- 4.3 The group updated their Action Plan at the end of 2015 and is now working to their 2016 to 2018 action plan which details all road safety initiatives they are involved in. The Action Plan is mapped to the Scottish Road Safety Framework to ensure a co-ordinated approach to meeting the 2020 targets. A copy of the action plan is available on the web-site at [www.highland.gov.uk/roadsafety](http://www.highland.gov.uk/roadsafety).
- 4.4 Key HRSG joint initiatives over the past year to note are:

Junior Road Safety Officer Induction Days	Induction events for new JRSO's (P6 & 7 Pupils). 3 main training events were held in 2016 which were attended by nearly 300 JRSOs and 80 adults from 73 schools.
Driving Ambition	Key year round activity providing vital road safety input to our S5 & S6 pupils see section 9 for further details.
Safe Highlander	Annual multi agency safety event for P7 pupils held in, Inverness, Dingwall, Lochaber and Caithness & Sutherland.
Employer Open Days	Road Safety Input provided by Highland Council and Police Scotland.

## 5. Highland Council

- 5.1 The Road Safety Unit transferred from Community Services to Development and Infrastructure Services in 2015 as part of the Transport Planning Team within Highland Council. There have been some staffing changes resulting in a reduction of staff with the current Road Safety Team now consisting of 3.15 full time equivalent posts (4 x staff).

5.2 The Road Safety Unit, supports and co-ordinates access to all Road Safety Education Resources from birth onwards. The main involvement is with the following:

Education Resource	Age Range	Narrative
Go Safe with Ziggy	Nursery/ P1	In all English & Gaelic Medium nurseries in Highland.
Streetsense	P2 – 7	In all Primary Schools in Highland.
Bikeability (Cycle Training)	P6 & 7	HC Road Safety Unit delivered 4 CTA training courses in 2015 to around 30 volunteers who then undertook cycle training with pupils (we have a network of volunteers who have been trained by the Road Safety Unit across Highland). In 2016 resources for Bikeability were distributed to 65% of our schools equating to 1500 Level 1 pupils being trained and 2900 Level 2 pupils being trained. Note the smaller schools deliver training every 2 to 3 years.
Junior Road Safety Officer Scheme	P5, 6 & 7	Around 80% of Highland Schools are involved in the JRSO scheme.
Safe Highlander	P7	Multi agency annual safety event for P7 pupils held at Cameron Barracks, Inverness May '16 and Dingwall Leisure Centre in October '16.
Theatre in Education	P6, S1, S5, S6	Allocated on rotational basis to Highland schools; 27 Primary Schools and 5 Secondary Schools had performances in 2015.
Your Call	S1 – S3	In all Highland Schools see 9.1
Crash Magnets	S4 – S5	In all Highland Schools see 9.1
Safer Routes to School Programme	P1 – S6	The Road Safety Team work with schools to produce School Travel Plans. This programme is open to all Schools in Highland. 86% of Highland Schools have either completed or are working on a Safer Routes to School project.

5.3 The table in 5.2 highlights that the vast majority of Highland Schools are taking part in Road Safety Education. For further information on any of the road safety education resources detailed above go to [www.road-safety.org.uk](http://www.road-safety.org.uk).

5.4 The Road Safety Team maintains a road accident database, using data supplied by Police Scotland, which is analysed to identify accident locations and patterns. Any sites identified are analysed and treated, using engineering measures, to reduce the chances of similar accidents re-occurring. In the event of a fatal road

accident the team meet with Police Scotland to review any issues arising from their analysis of the collision and recommend any remedial measures where required.

- 5.5 A programme of 20mph schemes have been identified for implementation based on criteria approved by Committee. Funding to the value of £50,000 per annum has been allocated to this programme until 2022/23. An additional £100,000 of funding has been allocated to this project for 2016/17. The first set of identified locations in the programme have been completed and a further tranche of schemes over the next 2 years have been identified and approved at the Planning, Development & Infrastructure Committee on 2<sup>nd</sup> November '16 (PDI-73-16).

## **6. Police Scotland**

- 6.1 Police Scotland (Highland and Islands Division) are key partners in the Highland Road Safety Group. The HRSG Action Plan sets out the partnership approach to safer roads in the Highlands and is built into daily deployment and tasking plans for enforcement activity.
- 6.2 Road Safety continues to be a high priority within Police Scotland with its Road Safety and Road Crime Strategy 2015-2018 having the strategic intention "To influence road user behaviour and make Scotland's roads safer". Locally road safety continues to feature in Highland ward plans and Police Scotland, Highland and Islands Division will continue to work with partners to ensure that local issues are addressed and are underpinned by the action plan and partnership approach taken by the HRSG. Feedback continues to be obtained through the community engagement process and is actioned appropriately.
- 6.3 Since the 1st April 2016, Highland and Islands Division have taken part in a number of national road safety campaigns across the Division. These are enforcement and awareness raising initiatives and make full use of the media, intelligence, crime mapping, collision data and community engagement to ensure that officers are in the right place at the right time. Through this approach this activity is designed to influence road user behaviour and make the roads of the Highlands safer, whilst having a positive impact on casualty reduction.
- 6.4 Locally, enforcement and awareness initiatives are run which take cognisance of community concerns and local issues. These are supported by internal and external partners wherever possible to maximise opportunities, and are again linked to the HRSG Action Plan.
- 6.5 Through this approach positive interaction takes place with a broad spectrum of road users providing greater opportunity to influence their behaviour and make the roads safer.

6.6 This pro-active and partnership approach will continue and build on the previous work undertaken, with continued commitment to local initiatives like Driving Ambition and the Junior Road Safety Officer days, ensuring that the Scottish Government's 2020 targets become a reality.

## **7. Scottish Fire and Rescue Service**

7.1 In support of Government objectives as detailed in the Scottish Government's Road Safety Framework to 2020. The Scottish Fire and Rescue Service (SFRS) shall continue to improve road safety, casualty care and recovery by focussing on the key principles of engagement, education, response and evaluation.

7.2 The SFRS Strategic Plan 2013-2016 identified that the rate of casualties and deaths from road traffic collisions (RTCs) was decreasing in Scotland. However the SFRS remains committed to making a meaningful contribution towards reducing deaths and injuries caused by RTCs. Setting a priority to maintain this downward trend through joint, multi-agency campaigns and education with our focus remaining firmly on, 'Working Together for a Safer Scotland' as identified within our recently published Strategic Plan for 2016-2019.

7.3 In the Highland area, the SFRS attended 202 road traffic collisions in 2015-16 compared with 198 in 2014-15. From these 202 incidents, there were 17 fatalities and 104 casualties, of which 32 were classed as serious and 72 as slight injuries.

7.4 In order to reduce these numbers, the SFRS continues to work with partner agencies, co-ordinated through the Highland Road Safety Group, providing education and advice, to promote Road Safety, through locally delivered multi agency, partnership initiatives.

7.5 The SFRS remains committed to the multi-agency approach to address the wide variety of issues affecting the rate of casualties on Scotland's roads and within Highland area. Therefore with other key agencies, the SFRS will:

- Deliver Safer Driving Programmes to young people in school at S5–6 level and targeted initiatives aimed at further educational establishments throughout the area.
- Respond to and support requests from community and partner organisations at road safety awareness events
- Be responsible for local risk reduction activities in order to contribute to development, delivery and evaluation of initiatives, and sharing of good practice

## **8. North Safety Camera Unit**

8.1 Following a review of the Scottish Safety Camera Programme (SSCP) by Transport Scotland the eight Safety Camera Partnerships in place across Scotland were dissolved as of 31 March 2015. In their place three Safety Camera Units were created to reflect the three area structure in place for Police Scotland and national management for the Programme is now shared between the Scottish Government and Police Scotland.

- 8.2 The SSCP remains an evidence led casualty reduction initiative with the primary purpose of contributing to Scotland's road safety vision and road safety targets as set out in the Road Safety Framework to 2020 through targeted camera enforcement leading to an improvement in driver behaviour. An integral element of the programme remains the identified need for close partnership working with all Road Authorities and other partners with a road safety interest and responsibility.
- 8.3 The North Safety Camera Unit (NSCU) comprises the areas previously covered by the Tayside, North East and Northern Safety Camera Partnerships with a single Area Manager, Communications Officer and Data Analyst dedicated to the area with all previously existing staff posts and operating centres remaining in situ.
- 8.4 During 2016 core deployment continued to be carried out across the Highland area at 18 sites and on 6 Route Strategies which now include the whole of the A9 from Dalwhinnie to Scrabster, the A96 from its junction with the A9 and the Council boundary with Moray Council, the A82 from its junction with the A9 and its boundary with Argyll and Bute Council, the A830 from its junction with the A82, the port of Mallaig and the A95 from its junction with the A9 and the Council boundary with Moray Council and the A87 from Invergarry to Uig.
- 8.5 Deployment hours of mobile cameras (actual filming time) from April 2016 to the end of September 2016 total 782 hours averaging out at 130 hours per month. This total is slightly down from the same period last year of 797 hours averaging out at 133 hours per month. Deployment hours of the average speed camera are 8784 from April 2016 to end of September 2016 compared with 4392 for the same period last year. This is due to the installation of average speed cameras at the roadworks on the A9 between Dalraddy and Kincaig which began in March 2016. Mobile Camera deployment over the period from April to September this year detected 1423 offences (1.8 offences per hour of deployment) compared to the same period last year of 1752 offences (2.2 offences per hour of deployment). There were 4794 Average Speed Camera offences from April to the end of September this year compared with 3541 for the same period last year, a 35% increase. The installation of average speed cameras at roadworks is responsible for this increase in offences and as they were only installed this year there is no comparison with the previous year.
- 8.6 A Communications Strategy and action plan are created to support any new sites that are created and can include contact with local employers to raise awareness, press releases to promote new sites and the use of social media to raise awareness of the speed restriction as well as to reassure residents of the local community that their concerns are acted upon.
- 8.7 NSCU will continue to attend joint initiatives when possible with the NSWG at local businesses, schools and other business premises and events to raise awareness of our Road Safety message and casualty reduction targets.



8.8 Social media and online presence continue to be an active part of the communication strategy and to reflect the new structure and title a new website and twitter account have been developed – [www.safetycameras.gov.scot](http://www.safetycameras.gov.scot) and @safetyncamscot. Over the course of this last year the twitter account has continued to be used to share information including press releases and deployment as an additional channel available to the public. This provides an alternative social media option to identified target groups and links to News and other items on the website.

## 9. Drivers Aged 17 – 25

9.1. Young Drivers are a high priority area for Highland Council as detailed in the administration programme. The following is an update on the initiatives currently being undertaken for this age group:

Initiative	Uptake (if applicable)	Narrative
Driving Ambition	This is delivered to all secondary schools in Highland on an annual or bi-annual basis depending on S5/6 numbers.	This is a multi-agency event for S5/6 pupils. View <a href="http://www.highland.gov.uk/info/20005/roads_and_pavements/87/road_safety/3">http://www.highland.gov.uk/info/20005/roads_and_pavements/87/road_safety/3</a> for details of 2016 delivery timetable
Your Call	Resource in all Highland Schools	Education Resource for S1-S3 pupils.
Crash Magnets	Resource in all Highland Schools	Education Resource for S 4 – S6 pupils.
Road Safety Theatre Tours	S1/S2 play 6 days per year S5/S6 play 6 days per year	Allocated on a rotational basis see 5.2.
College talks	Events held at North Highland College in Alness and Thurso.	Organised by the Road Safety Unit and supported partner agencies.
Young Driver Parents Evenings	Reviewed by HRSG in 2015	Due to the diverse geographic area of Highland the HRSG has decided that the best way of communicating with a wider audience is to trial Facebook evenings aimed at parents. A date for 2016 tbc.
BSM packages	N/A	“Signal” and “Ignition” are used by some youth groups in Highland.
Youth Diversion Projects	Approx. 4 sessions run per year	Led by the Fire & Rescue Service with the Councils Road Safety Unit contributing to this programme.

## 10. Implications

- 10.1 The cost of implementing the road safety measures set out in the above is contained within existing budgets and there are currently no additional resource implications.
- 10.2 There are no legal implications arising from this report.
- 10.3 There are no equality implications arising from this report.
- 10.4 There are no climate change implications arising from this report.
- 10.5 There are no risk implications arising from this report.
- 10.6 There are no Gaelic implications arising from this report.

### Recommendations

The Committee is asked to note:-

- the Road Safety Targets as set out in Scotland's Road Safety Framework to 2020 and the figures for the period 2011 – 2015.
- the Scottish Government priority areas and the work of the Highland Road Safety Group in relation to these.
- the work of Highland Council Road Safety Unit, Police Scotland, Scottish Fire and Rescue Service and North Safety Camera Unit.
- the collision data for our 17 – 25 year old drivers involved in injury accidents and note the general downward trend from the 2004 – 2008 average.
- the motorcyclist casualty statistics for the 10 year period from 2005 – 2015 and welcome the general downward trend.
- the update of the HRSG Road Safety Action Plan which runs from 2016 – 2018.
- the positive downward trend of casualty figures and the achievement of the 2015 target for the Highland area.

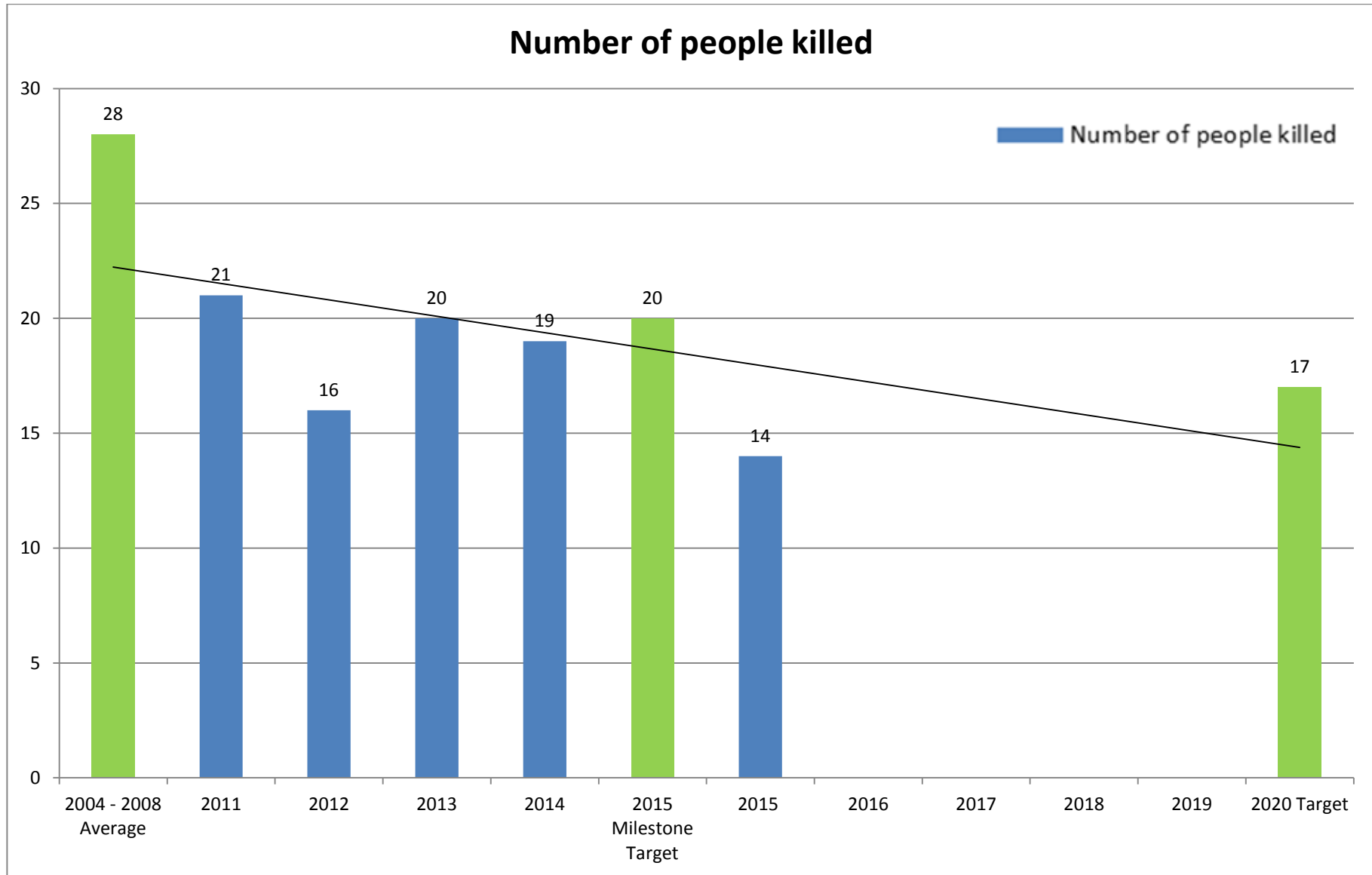
Designation: Director of Development and Infrastructure

Date: 16<sup>th</sup> November 2016

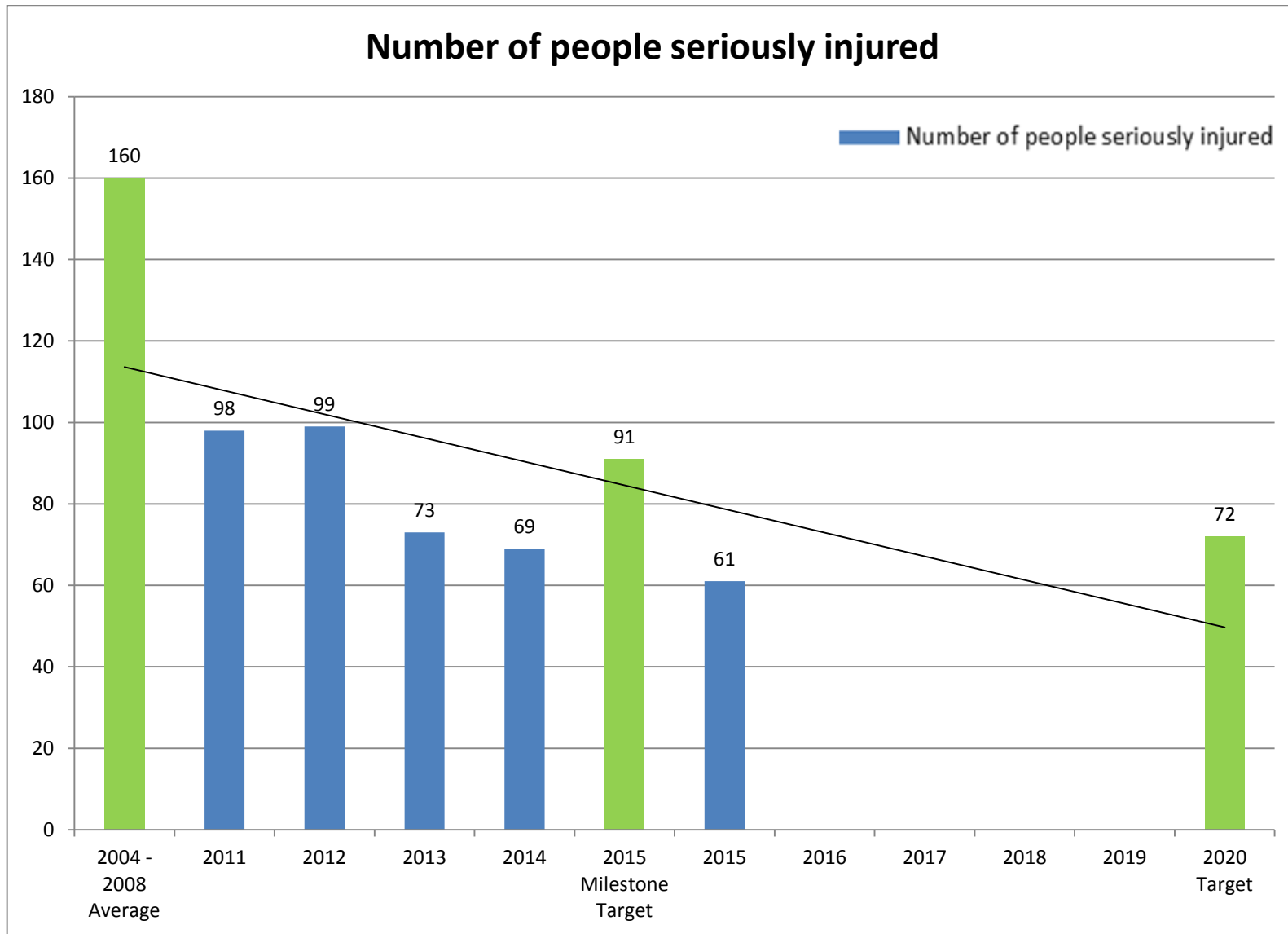
Author: Lisa MacKellaich

Background Papers:  
PDI Committee – 2<sup>nd</sup> November 2016 – Road Safety Activities – Update (PDI-73-16)

APPENDIX A

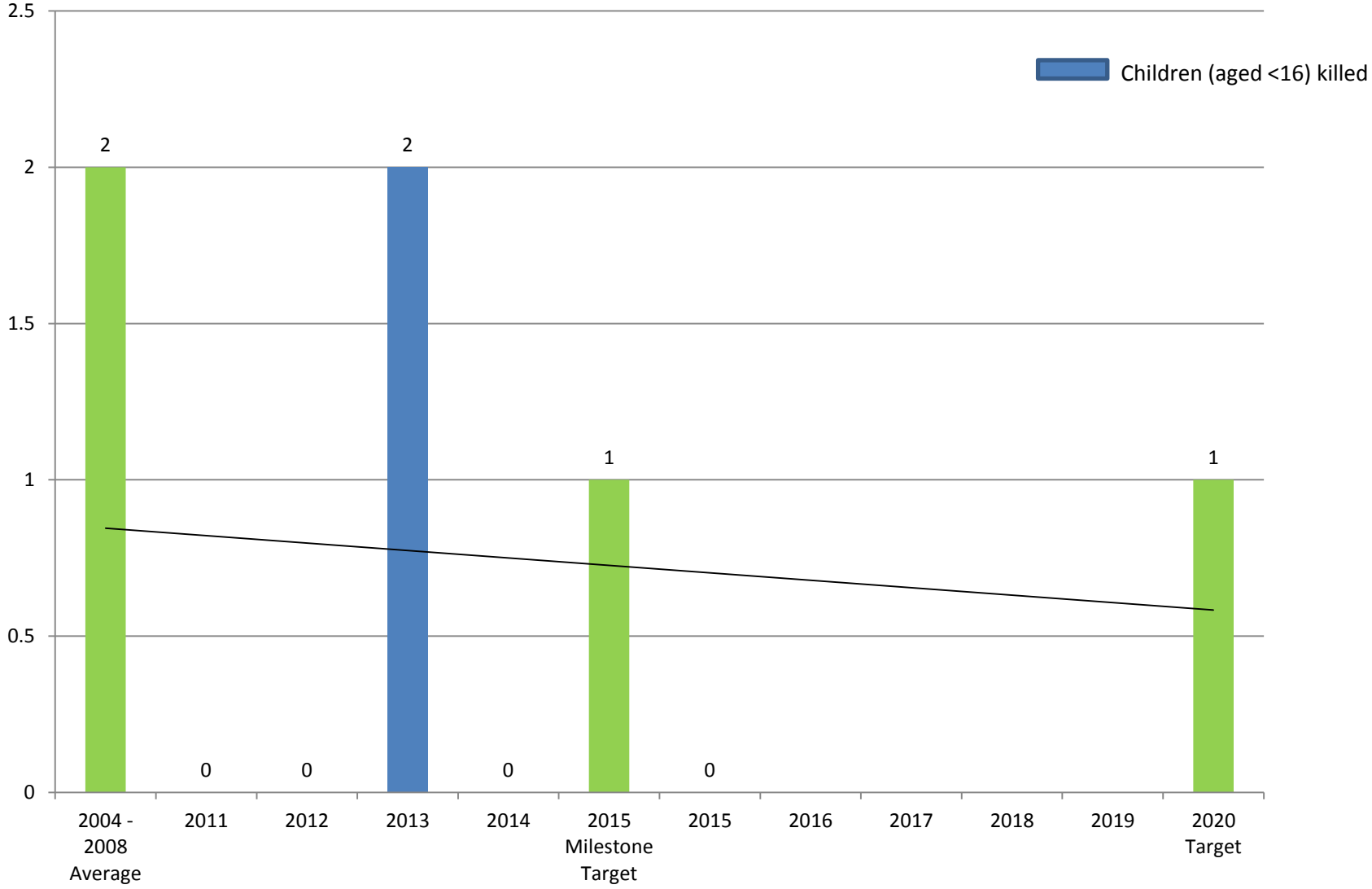


APPENDIX B

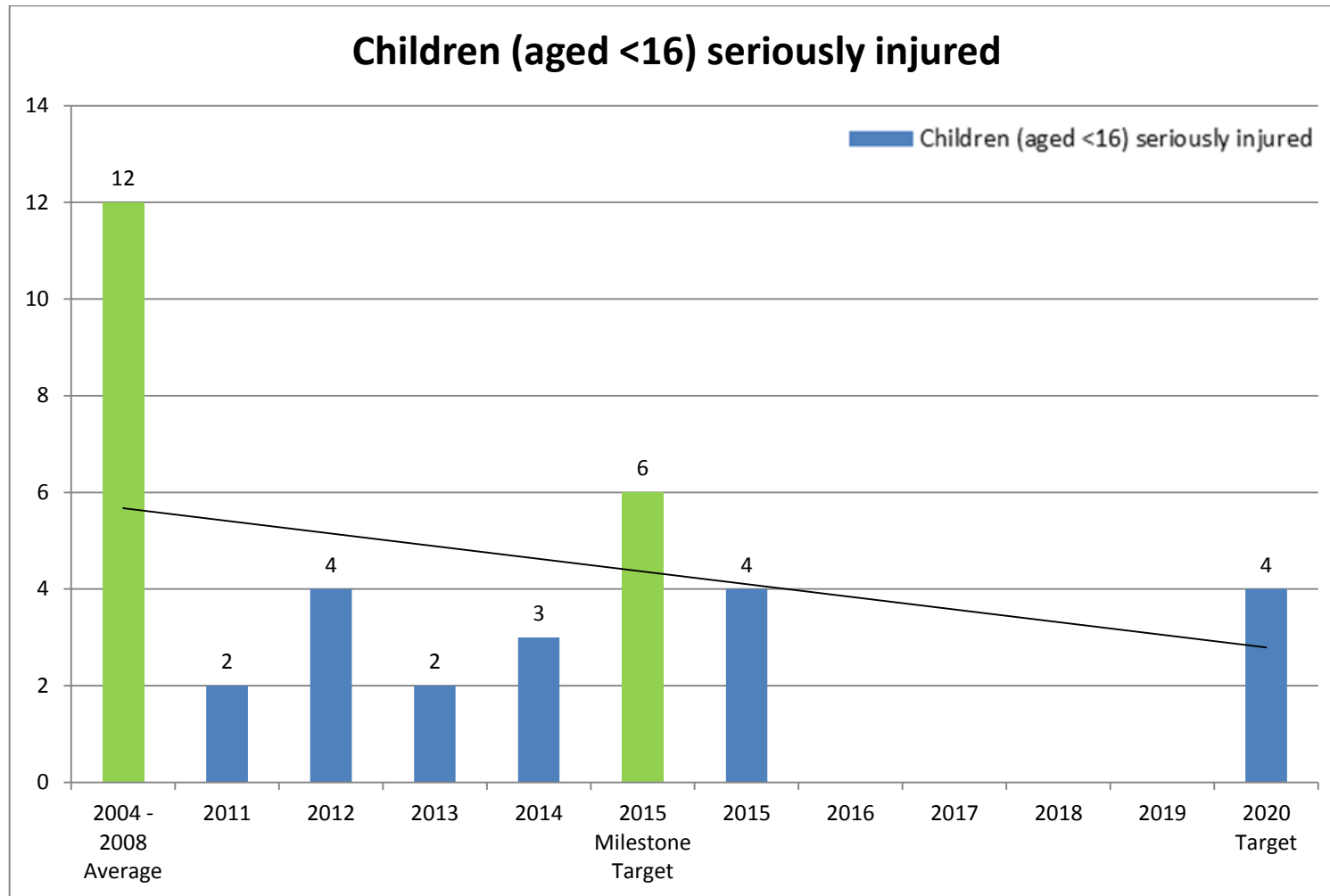


APPENDIX C

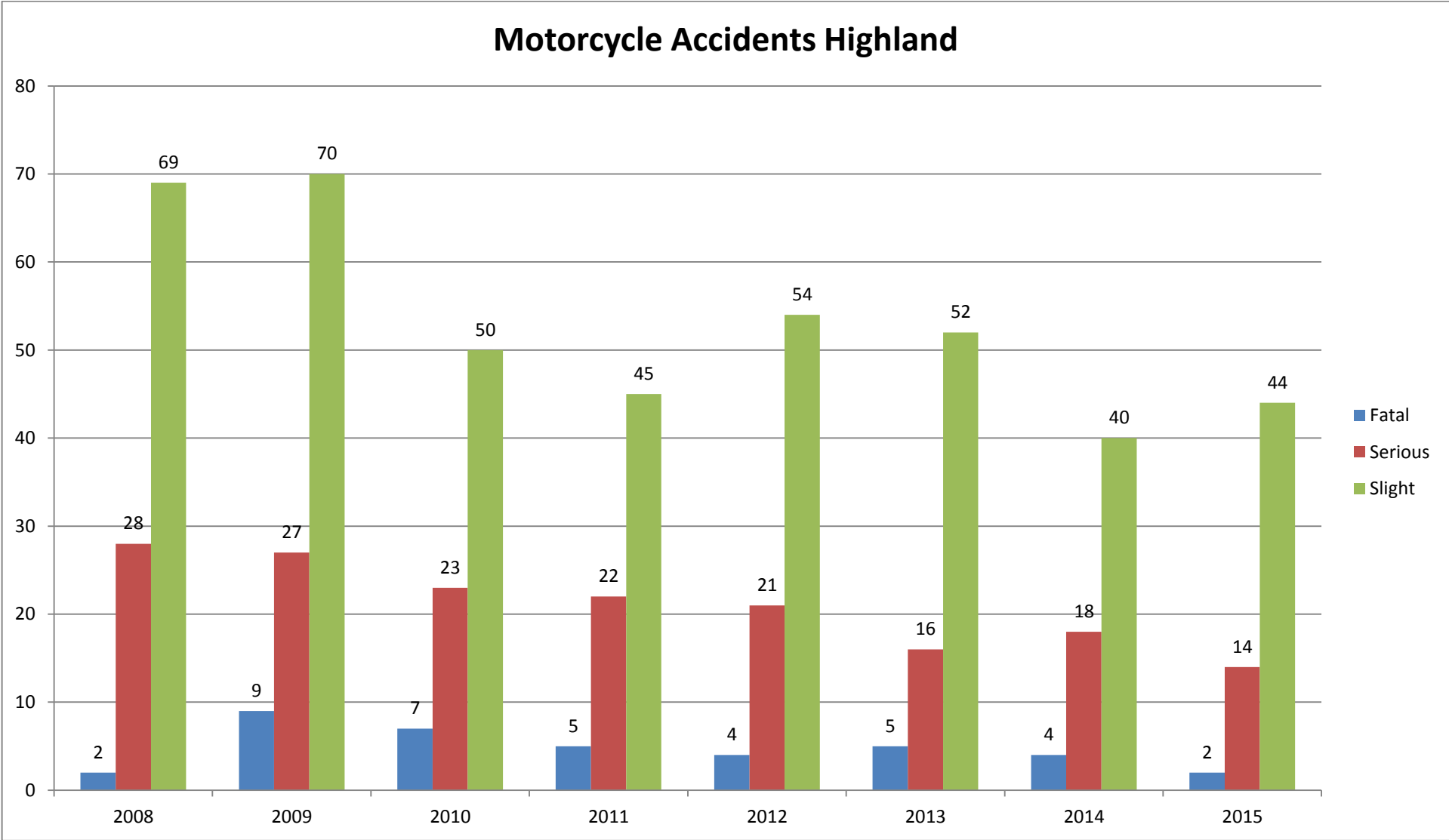
### Children (aged <16) killed



APPENDIX D



APPENDIX E



APPENDIX F

