

Report

Report to:	Roads Safety Forum
Date of Meeting:	13 June 2023
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Safety and Casualty Reduction Policy
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Council's approach to road safety and casualty reduction which aligns to local and national priorities

2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) that the contents of the report be noted and supported.

3. Background

- 3.1. Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. In addition, a local authority, must prepare and carry out a programme of measures designed to promote road safety. Since its formation, the Council has been proactive in reducing casualties on the road network, however, much still requires to be accomplished to further improve road safety in line with the Framework aspirations. Through the efforts of the Council and by working in partnership with other bodies such as Strathclyde Partnership for Transport, the National Health Service, Police Scotland and the Scottish Fire and Rescue Service, we aim to have fewer people injured in road accidents.
- 3.2. To effectively reduce casualties in South Lanarkshire, the Council and its partners need an evidenced based approach to address a wide variety of issues, including vulnerable road users, road user behavior and the road environment.
- 3.3. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021 and a report was made to the Forum at its meeting of 30 November 2022.
- 3.4. The Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below 4 Interim Outcome Targets to 2030 have been set, based on a national 2014 to 2018 baseline. The Forum agreed that these will be monitored and reported on an annual basis.
- ◆ 50% reduction in people killed
 - ◆ 50% reduction in people seriously injured
 - ◆ 60% reduction in children (aged <16) killed

- ◆ 60% reduction in children (aged <16) seriously injured

- 3.5. Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include seeking to reduce the number and severity of road casualties within South Lanarkshire and to contribute towards the achievement of the 2030 national casualty reduction figures.
- 3.6. Our approach to casualty reduction is routinely reported to the Forum with the last report given at its meeting of 1 November 2022. Given some continuing debate over this approach it is again reiterated within this report.
- 3.7. Our approach to casualty reduction has been industry recognised with South Lanarkshire Council being the winner of the 'most effective road safety, traffic management and enforcement' category as part of the Scottish Transport Awards 2022.

4. South Lanarkshire Council Casualty Reduction Approach Road Safety Disciplines

- 4.1. For road safety measures and initiatives to be effective, interventions are needed across the various disciplines – the 4 'Es' of road safety: education, engineering, enforcement, and encouragement. Within this approach there are only certain elements that we have direct responsibility for, therefore, effective partnership working is crucial, particularly in terms of enforcement activity, but also across the other disciplines. Previous 'Education, Training and Publicity Initiatives' papers reported to the Forum detail campaigns, programmes and actions undertaken and supported by the Council.
- 4.2. Our resources are consequently directed towards preventing or reducing the severity of road traffic casualties on our road network by addressing the most appropriate locations or road user groups or types and by working closely with our partner organisations. This includes a focus on infrastructure and measures to support active travel and the safety of vulnerable road users.

Annual Accident, Investigation and Prevention (AIP) Assessment

- 4.3. On an annual basis, usually in November/December, a 3-year Council-wide analysis is undertaken. There are 3 broad types of location that are suitable for accident intervention which are: single sites where collision clusters are identified, rural routes where a length of road features a higher-than-average collision rate, and potential area wide schemes.
- 4.4. The Council receives details of recorded injury accidents occurring on our roads from Police Scotland. It is this data that the Council uses to assess road safety enquiries and to target resources and improvements to where 3 or more injury accidents are occurring in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route. It is worth noting that, since September 2016, non-injury accident details are no longer recorded by Police Scotland and there is no consistent or objective way of collating or considering such information as it can be very much based on a subjective understanding of how such accidents occurred.
- 4.5. Road traffic collisions are defined as rare, random multi-factor events, therefore, the minimum number of collisions that will allow for a statistically significant, treatable pattern to be identified is 3. Studies are undertaken to identify what actions would reduce the number of accidents. Thereafter, improvement measures will be brought forward where we can identify common factors that may be present in these clusters

or on the routes, for example accidents involving pedestrians, weather conditions, road surface conditions or loss of control accidents, particularly at bends. Once common factors have been determined we then implement measures to reduce the risk of similar accidents occurring in the future where deemed appropriate, justifiable and in proportion to available funding.

Route Action Plan Assessment

- 4.6. An assessment of rural A class and B class routes is conducted on an annual basis where roads are assessed in sections to determine if they have an accident rate greater than the national average. Weightings are applied where fatal or serious road traffic collisions have been identified as well where vulnerable road user groups/ages are represented within killed or seriously injured casualties.
- 4.7. A weighting multiplication factor is then applied to each 'Route Accident Rate as a percentage of the National Accident Rate'. This is based upon the highest severity road traffic collision recorded on its length. A multiplication factor of 7.1 for a fatal and 4.5 for a serious road traffic collision has been applied where this is the highest collision severity on the route. An accident resulting in a slight injury accident has a factor of 1. These factors reflect the accident cost to society that Safety Camera Scotland use in their assessment models.
- 4.8. A further 'double' gearing factor is then applied where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented. These are specified in Scotland's Road Safety Framework to 2030. This provides a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved.

Single Site Assessment

- 4.9. Single sites are identified locations which have three or more injury accidents occurring in the previous 3 years. Weighting factors are then applied with points allocated to each road traffic collision at each site, as well as a weighing being applied for sites within the most deprived 20% as detailed within the Scottish Index of Multiple Deprivation. Each fatal accident is awarded 7.1 points with serious accidents 4.5 points and slight accidents allocated one point respectively.
- 4.10. Where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented, a further 'double' gearing factor has been applied to each site's total points.

Other Considerations

- 4.11. Assessments of both Route Action and Single Site locations take cognisance of road traffic collision trends e.g. increases or decreases when compared to the previous study period, road user type, causation factors which are attributed to each accident and common factors present at each location. Casualty injury severities and vulnerable road user groups/ages are also given due consideration. Also considered are improvement works which have been implemented previously or are programmed in the future. Improvements associated with new residential/commercial developments coming forward through the planning process may negate any need for intervention. In such circumstances, these locations will be subject to monitoring.
- 4.12. A site/route that does not specifically meet the above criteria can still be included for further investigation and action where alternative information or data is presented that merits this. Such information sources include partner agencies e.g. non-injury collision details provided by Police Scotland, Scottish Fire and Rescue Service or adjacent landowners for example. As noted above, care needs to be taken when

dealing with potentially subjective causations based on hearsay or personal opinion to ensure that ever scarce financial resources are targeted correctly.

5. Future Considerations

- 5.1. Due to the success of the Council's approach to single site and rural route treatment, there have been a reduced number of sites/routes being identified for investigation and requiring remedial treatments.
- 5.2. There remains a need to achieve continued casualty reduction and work towards the long-term goal of zero fatalities and serious injuries in road transport by 2050. This requires constant re-evaluation to have in place a suitable data-driven and evidence-based approach.
- 5.3. Future alterations to the existing AIP methodologies may include expanding from a 3-year study to a 5-year study period and adjusting the minimum of 3 accidents within the single site cluster site identification to four in tandem, if required. Greater focus could also be considered for wider 'area' studies. These will continue to be considered in line with our progress towards casualty reduction targets and annual AIP investigations.
- 5.4. Existing policy will also be considered further during the development and publication of the new Local Transport Strategy which is being reviewed during 2023/2024. However, a consistent and evidence-based approach to casualty reduction and to meet out statutory obligations will continue to guide the allocation of resources.
- 5.5. In line with the publication of Scotland's Road Safety Framework to 2030, an additional focus was taken to consider actions spanning education, engineering, enforcement and encouragement, in conjunction with our partners, to address the following user groups/ages as detailed within Scotland's Road Safety Framework to 2030. This continues and will be determined by availability of resources, funding and justification.
 - ◆ Children
 - ◆ Pedestrians
 - ◆ Cyclists
 - ◆ Motorcyclists
 - ◆ road users aged 70 and over
 - ◆ road users aged between 17 to 25
 - ◆ areas of highest deprivation as identified within the Scottish Index of Multiple Deprivation (SIMD)

6. Pedestrian Crossing Facilities

- 6.1. Requests for new or improved pedestrian crossing facilities are often linked to road safety enquiries received by the Council. The Forum adopted criteria for the assessment of potential pedestrian crossing locations at its meeting of 3 February 2010 which details the use of the 'GAP acceptance' method.
- 6.2. The principle behind the 'GAP acceptance' method is to determine whether or not there is reasonable opportunity for pedestrians to cross a road by measuring the gap between passing vehicles, the number of pedestrians crossing, and the time taken for a pedestrian to cross a specific width of road. Various weighting factors can then be applied to the results to account for more vulnerable road users such as children and elderly pedestrians as well as for relevant environmental factors. The number of injury accidents is considered within this process.

- 6.3. Following the above procedure, a formula is then applied which enables each location to be ranked to reflect the priority for a controlled crossing when compared to other assessed locations. This procedure provides a consistent approach to the provision of pedestrian crossing facilities across the South Lanarkshire area.

7. Employee Implications

- 7.1. There are no employee implications associated with this report.

8. Financial Implications

- 8.1. Where works, or initiatives are to be taken forward, they will be prioritised through the Scottish Government and SPT funding for accident reduction measures on strategic routes/cycle facilities, South Lanarkshire Council's Roads Investment Plan for improved infrastructure and potentially additional external grant funding as it is made available from Scottish Government or other funding bodies.

9. Climate Change, Sustainability and Environmental Implications

- 9.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report.

10. Other Implications

- 10.1. There are no significant risks associated with this report.

11. Equality Impact Assessment and Consultation Arrangements

- 11.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.

David Booth

Executive Director (Community and Enterprise Resources)

25 May 2023

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places
- ◆ We will work to recover, progress and improve

Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Roads Safety Forum Paper, Road Safety and Casualty Reduction - 1 November 2022
- ◆ Roads Safety Forum Paper, Road Safety Framework to 2030 - 30 November 2021
- ◆ Roads Safety Forum Paper, Revised Criteria for Assessing Potential Locations for Pedestrian Crossings - 3 February 2010

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030

Contact for Further Information

If you would like to inspect any of the background papers or want any further information, please contact:-

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