

Report

Report to:	Roads Safety Forum
Date of Meeting:	25 February 2016
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics for 2015
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ inform the Forum of the provisional number of fatal, serious and slight casualties resulting from road accidents occurring in the Council area during the year 2015. The report also compares the trend in casualties with the Scottish Government's accident reduction targets

2. Recommendation(s)

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

- (1) that the contents of the report are noted.

3. Background

- 3.1. In 2009, the Scottish Government published "Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020". This document sets out the Government's road safety vision for Scotland, aims and commitments and the Scottish Targets for reductions in road deaths and serious injuries to 2020.
- 3.2. A paper to the Road Safety Forum of 2 September 2009 outlined the contents of the framework and the Forum supported Scotland's Road Safety Framework to 2020.
- 3.3. The target reductions are: 40% for all fatal casualties; 55% for all serious casualties; 50% for child fatal casualties; 65% for child serious casualties; 10% for all slight casualties. The base figure for this reduction was the average of the road accident casualty figures for the years 2004 to 2008.
- 3.4. The figures for 2015 are provisional on the basis that the police may still add or amend records over the coming months, but the numbers in such an event will be minimal across the greater severities. Therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2015 will be published by The Scottish Government later in the year in "Reported Road Casualties Scotland 2015".

4. Road Accident Casualty Statistics

- 4.1. The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire are detailed in the tables that form part of Appendix A to this report. These are given as the figures for the base period, the calendar years 2009 through to 2015 and the target for 2020. The information is also displayed graphically in Appendix A.
- 4.2. After five years of steady decline in fatal casualties, 2014 saw a sharp reversal in that trend. It is encouraging to note, however, that the provisional number of fatal casualties for 2015 has returned to a new low at 5 casualties. The year-end total met the intermediate target of 11 casualties and returned below the 2020 target which is nine.
- 4.3. The number of serious casualties also rose in 2014 but the provisional figures for 2015, at 69, is a reduction of 14 on the previous year. The year-end total was very close to meeting the intermediate target of 68.
- 4.4. There were no fatal child casualties during 2015.
- 4.5. The number of serious child casualties, at 6, is the same as the 2014 total of 6, as recorded in Table 40 of Reported Road Casualties Scotland 2014. The number is below the trend line that leads to the 2020 target of 6 serious child casualties and, in fact, again matches that target.
- 4.6. The number of slight casualties, at 511, like fatal and serious, has reduced and is below the 2013 total. It has decreased by 51 from the 2014 total of 562, as recorded in Table B of Reported Road Casualties Scotland 2014. The number continues to be significantly below the trend line for 2020 target as well as the target itself (746 slight casualties).

5. Discussion

- 5.1. Progress towards the 2020 targets is now at half distance. The figures for 2014 were disappointing, however, the provisional figures for 2015 suggest that that 2014 was an isolated year and we could be back on track to achieve South Lanarkshire's contribution to the national casualty targets. It should not be forgotten, however, that these targets are still challenging and it is expected that year on year reductions will become harder and harder to achieve, especially in light of increasing budgetary pressures.
- 5.2. The number of road deaths occurring over recent years has fluctuated from 9 in 2012, 6 in 2013, 13 in 2014 to 5 last year. As suggested in last year's report, the 2014 figure was against the overall downward trend for road deaths in South Lanarkshire. Road accidents are described as rare, random and multi-factored events and fatal road accidents can be described as the rarest, so their occurrence can be hard to influence.
- 5.3. The slowing in the rate of reduction in serious casualties, identified over the previous two years, has continued although the total for 2015 is an improvement on 2014. The significant drop between 2009 and 2010 has not been repeated and it would be fair to conclude that reductions are stagnating. The difference in the circumstances of an accident that can change the classification between a serious and a slight may be very small and it is possible that there has been a greater emphasis on hospital treatment for casualties over the last five years.

- 5.4. Child fatal casualties (under 16 years of age) continue to be uncommon in South Lanarkshire.
- 5.5. Child serious casualties showed significant drops from 2008 to 2009 and from 2011 to 2012. The trend over the last three years is, like that for all serious casualties, one of stagnation. The base total (2004 to 2008 average) is, at 17, a small number and a variation of one or two accidents can cause significant fluctuations against the target trend line. Further, the target of a 65% reduction in child serious casualties is a challenging target. We must continue our work with this vulnerable road user group to maintain and endeavour to improve, even marginally, the success to date.
- 5.6. Slight casualty numbers showed a drop of approximately 200 between 2007 and 2009. Over the last five years numbers are trending downwards but the reduction has halved to just over 100 casualties. The current total is significantly below the 2020 target but it is important not to lose sight of the benefits to society that the reduction in even a slight injury can bring.
- 5.7. It is very pleasing to see that the reversal in all trends that occurred in 2014. It is hoped that the 2015 and future results will mark it out as an isolated year.
- 5.8. The Council has continued with initiatives which have shown to contribute to casualty reduction and will continue to invest in these measures in a targeted manner.
- The Council has invested heavily in Route Action Plan (RAP) treatment since 2006. Annual monitoring of these schemes has shown a significant reduction in accidents across the routes.
 - A total of 38 schemes have between one and three year's monitoring information available (as at 31/12/15).
 - The annual average number of accidents per year (taken over three years) on each of these routes before the RAP works were implemented was 105.67 accidents per year. The annual average reduction in the number of accidents per year on each of these routes after the RAP works were implemented was 62.17 accidents per year or 59%.
 - While this is a measure of accidents and not casualties, this percentage reduction is much greater than the annual percentage reduction in casualties described above and would suggest that the RAP work has been a significant contributor to the annual reduction in casualties.
 - A targeted approach to identifying accident priorities includes an annual monitoring of accidents which identifies cluster locations where a cluster can be described as three or more accidents during the most recent three year period. At 30th September 2015, there were 54 identified cluster sites in South Lanarkshire compared with 40, 58 and 71 in the 2014, 2013 and 2012 assessments. Where treatable common factors are identified at cluster sites then appropriate remedial measures can be implemented.
- 5.9. The reduction in route accident numbers continues to be encouraging. The earliest schemes are, however, approaching 10 years old and the gains achieved from this work may require further investment in the form of targeted maintenance of the routes. The increase in identified cluster sites goes against the overall reduction in accidents but shows the difference one accident at a given location can make as it brings sites into the study regime.

5.10. The Forum has already noted its support for the Scottish Government's 2020 targets which are challenging. After the six full years of work towards the targets, progress within South Lanarkshire is positive and appears to be heading towards the 2020 goals. It is expected that future gains in all categories will be difficult to achieve as the number of serious casualties reduces at a slower rate. This reinforces the need to continue to focus on road safety initiatives.

6. Employee Implications

6.1. There are no employee implications.

7. Financial Implications

7.1. Funding for accident reduction schemes, both route actions and single site, has been and will continue to be sought from external sources such as The Scottish Government's "Cycling, Walking, Safer Streets" allocation and Strathclyde Partnership for Transport (SPT). In addition, opportunities will continue to be sought to utilise Roads Investment Plan funding, where accident reduction and roads investment priorities overlap.

8. Other implications

8.1. There are no significant risks associated with this report, nor any environmental implications.

9. Equality Impact Assessment and Consultation Arrangements

9.1. 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.

9.2. There is no requirement to undertake consultation in terms of the information contained within this report.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

29 January 2016

Link(s) to Council Objectives

- Improve community safety
- Improve the road network and influence improvements in public transport

Previous References

- Roads Safety Forum of 4 February 2015

List of Background Papers

- Go Safe on Scotland's Roads It's Everyone's Responsibility: Scotland's Road Safety Framework to 2020
- Report to Road Safety Forum 2 September 2009
- Reported Road Casualties Scotland 2014

Contact for Further Information

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

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Appendix A:

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 11	2016	2017	2018	2019	2020 Target
16	18	12	11	9	6	13	5					9

All Fatal Casualties within South Lanarkshire

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 68	2016	2017	2018	2019	2020 Target
120	121	83	78	72	69	83	69					54

All Serious Casualties within South Lanarkshire

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 0	2016	2017	2018	2019	2020 Target
1	1	0	0	0	1	1	0					0

All Fatal Child (<16 years) Casualties within South Lanarkshire

2004 to 2008 Ave	2009	2010	2011	2012	2013	2014	2015 Milestone 8	2016	2017	2018	2019	2020 Target
17	14	14	14	7	8	6	6					6

All Serious Child (<16 years) Casualties within South Lanarkshire

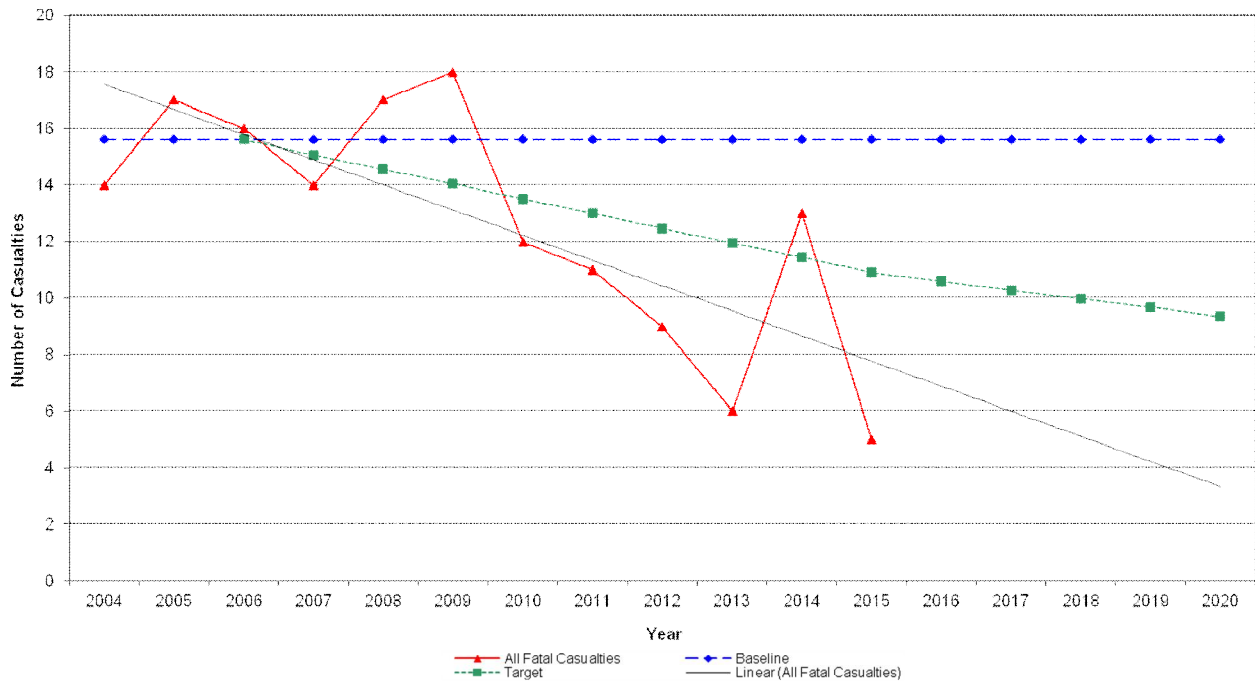
2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 776	2016	2017	2018	2019	2020 Target
829	623	611	581	559	545	562	511					746

All Slight Casualties within South Lanarkshire

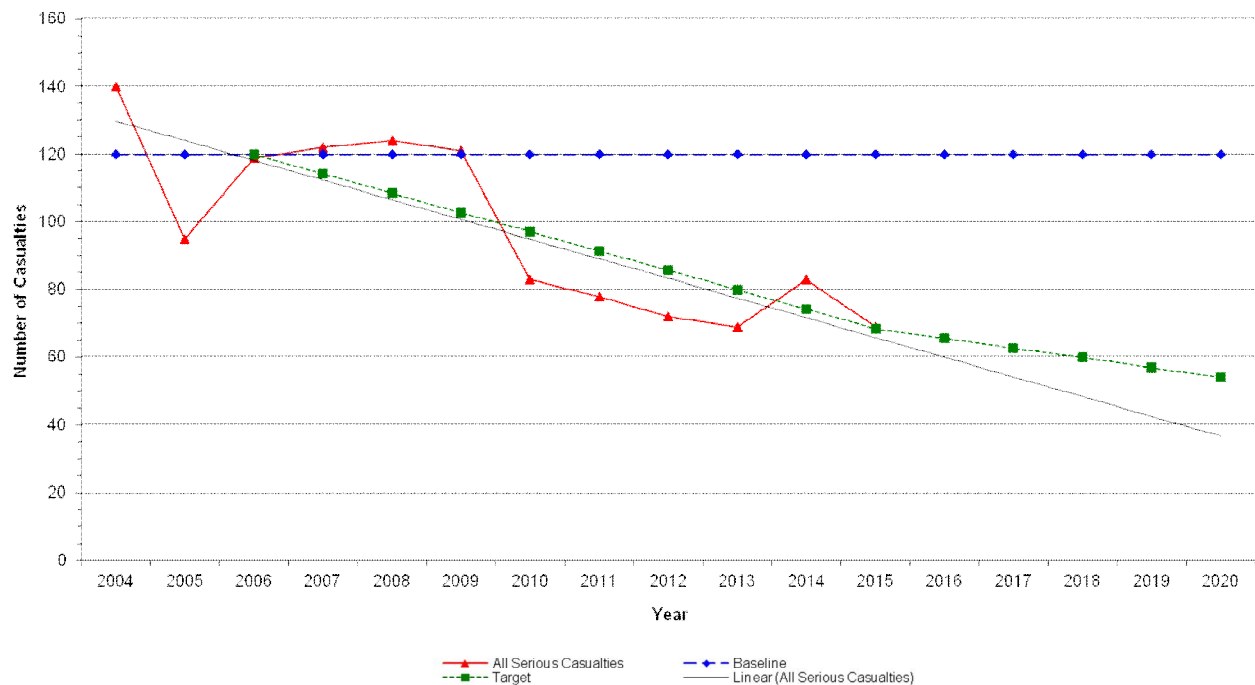
Notes

- i. For all fatal casualties, the target for 2020 is a 40% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- ii. For all serious casualties, the target for 2020 is a 55% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- iii. For all child fatal casualties, the target for 2020 is a 50% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- iv. For all child serious casualties, the target for 2020 is a 65% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- v. For all slight casualties, the target for 2020 is a 10% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- vi. A child is considered to be aged 15 or under.
- vii. Averages and targets have been rounded up or down to nearest whole number.

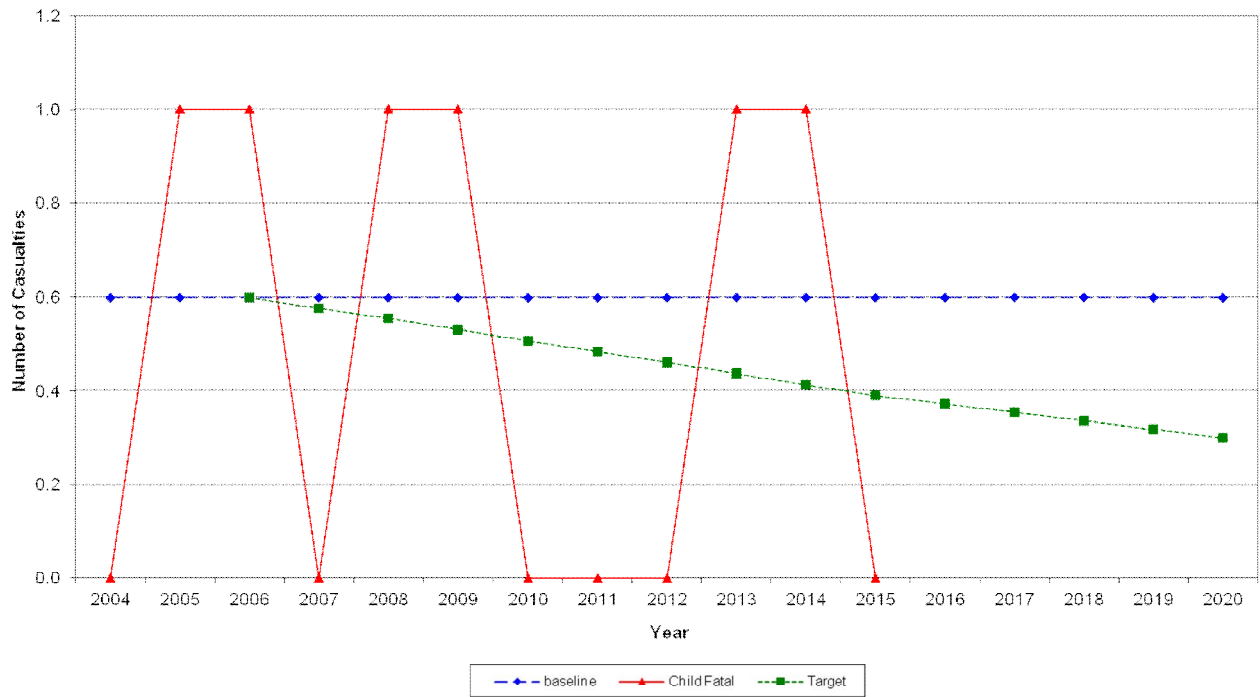
All Fatal Casualties within South Lanarkshire



All Serious Casualties within South Lanarkshire



Child under 16 Fatal Casualties in South Lanarkshire



Child under 16 Serious Casualties in South Lanarkshire



All Slight Casualties within South Lanarkshire

