

Report

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Report to:	Roads Safety Forum
Date of Meeting:	6 March 2017
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics For 2016
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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 2016
- ♦ compare 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; and
- (2) that the importance of continued support of road safety initiatives over future years be recognised.

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 2016 are provisional on the basis that Police Scotland 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 2016 will be published by The Scottish Government during October 2017 in "Reported Road Casualties Scotland 2016".

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 2016 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 between 2009 and 2013, the last three years have been erratic with 2014 and 2016 showing a sharp reversal in that trend. The year-end total for 2016 was 18 casualties from 17 road accidents, an increase of 13. This is the highest total since 2009 and is in contrast with the record low in 2015.
- 4.3. The trend in serious casualties is also upwards with the number of serious casualties rising from 70 to 80.
- 4.4. There were no fatal child casualties during 2016.
- 4.5. The number of serious child casualties doubled to 12 from the all time low in 2016.
- 4.6. After a spike in slight casualties in 2014, the trend continues downwards with the provisional total being 495. It has decreased by 28 from the 2015 total of 523, as recorded in Table B of Reported Road Casualties Scotland 2015. 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 beyond half distance. The figures for 2016 are clearly disappointing in terms of fatal, serious and child serious casualties. The results confirm that the targets are, and have always been, challenging and confirm that year on year reductions will become harder and harder to achieve going forward to 2020.
- 5.2. The graphs in Appendix A do, however, include a trend line and these show that in each appropriate category, despite the results in 2016, the trend is downwards and on track to exceed the 2020 targets.
- 5.3. The total of five road deaths in 2016 was, as reported last year, exceptional and there was an expectation that the 2016 total would show an increase. A total of eighteen from seventeen collisions is by far the highest since the previous 2010 target was reached. 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. This is supported in part by the fact that, in 2015, of the five deaths, only one occurred on the Trunk Road network. In 2016, there were seven on roads over which the Council has no influence or jurisdiction. In addition, there were five accidents where the circumstances were unusual such that the Council's road safety policy would have had no direct bearing on their outcome.
- 5.4. The significant drop in serious casualties between 2009 and 2010 has not been repeated and it would be fair to conclude that reductions have stagnated and are possibly reversing. 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 which has seen an increase in this classification.

- 5.5. Child fatal casualties (under 16 years of age) continue to be uncommon in South Lanarkshire.
- 5.6. Child serious casualties showed significant drops from 2008 to 2009 and from 2011 to 2012. The trend over the subsequent three years was, like that for all serious casualties, one of stagnation. Unfortunately, 2016 has seen a doubling of casualties in this group. 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. The breakdown of child casualties shows 7 were pedestrians, 2 were cyclists and 3 were car passengers. We must continue our work with this vulnerable road user group to maintain and endeavour to improve, even marginally, previous successes.
- 5.7. Slight casualty numbers showed a drop of approximately 200 between 2007 and 2009. Over the last six 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.
- 5.8. While the headline categories of fatal, serious and child serious casualties have shown significant increases, it cannot be forgotten that these are still small numbers. It should also be noted that the total number of casualties on roads within South Lanarkshire has fallen year on year for over 10 years until 2015, as recorded in Table B of Reported Road Casualties Scotland 2015. Despite these headline increases, the provisional total number of casualties for 2016, at 593, is below the total of 599 for 2015 as recorded in Table B of Reported Road Casualties Scotland 2015.
- 5.9. Studies will be undertaken to review the various classes of accidents and casualties to determine which, if any, require an increased focus during the coming years.
- 5.10. 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 1 and 3 year's monitoring information available (as at 31/12/16)
 - ◆ the annual average number of accidents per year (taken over three years) on each of these routes before the RAP works were implemented was 111 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 64.33 accidents per year or 58%
 - ◆ 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 is being maintained. Annual monitoring of accidents identifies cluster locations where a cluster can be described as three or more accidents during the most recent three year period. At 30 September 2016, there were 55 identified cluster sites in South Lanarkshire, a total that has remained relatively constant over the last four years after a drop from 71 in 2012. Where treatable common factors are identified at cluster sites, then appropriate remedial measures have been and will be implemented

- 5.11. The reduction in route accident numbers continues to be encouraging. The earliest schemes are, however, 10 years old and the gains achieved from this work may require further investment in the form of targeted maintenance of the routes. The annual variation in identified cluster sites shows the difference one accident at a given location can make as it brings sites into or removes them from the study regime.
- 5.12. The Forum has already noted its support for the Scottish Government's 2020 targets which are challenging. After the seven full years of work towards the targets, progress within South Lanarkshire appears to have slowed towards the 2020 goals. It is expected that future gains in all categories will be difficult to achieve because the base numbers and targets are small numbers. This reinforces the need to continue to focus on road safety initiatives as a Council necessity if it is to maintain its contribution to reducing road casualties on the roads of South Lanarkshire and making roads safer for all users.

6. Employee Implications

- 6.1. There are no personnel 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 Programme 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)

9 February 2017

Link(s) to Council Objectives/Values

- ◆ Improve community safety
- ◆ Improve the road network and public transport

Previous References

- ◆ Roads Safety Forum – 25 February 2016

List of Background Papers

- ◆ Go Safe on Scotland's Roads It's Everyone's Responsibility: Scotland's Road Safety Framework to 2020 published by the Scottish Government in June 2009
- ◆ Report to Road Safety Forum 2 September 2009
- ◆ Reported Road Casualties Scotland 2015 published on behalf of the Scottish Government by Transport Scotland in October 2016

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact Neil Chisholm, Roads and Transportation Services

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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	18				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	70	80				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				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	12				6

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

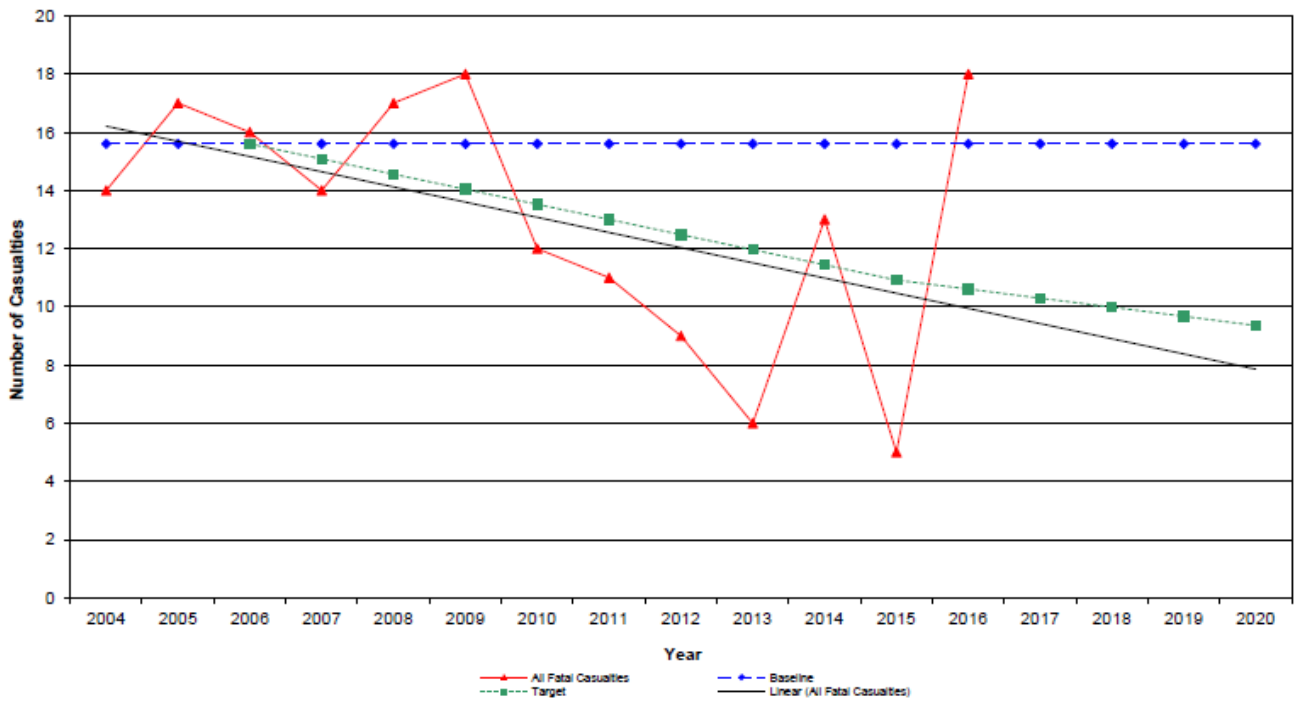
2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 776	2016	2017	2018	2019	2020 Target
829	623	611	581	559	545	562	523	495				746

All Slight Casualties within South Lanarkshire

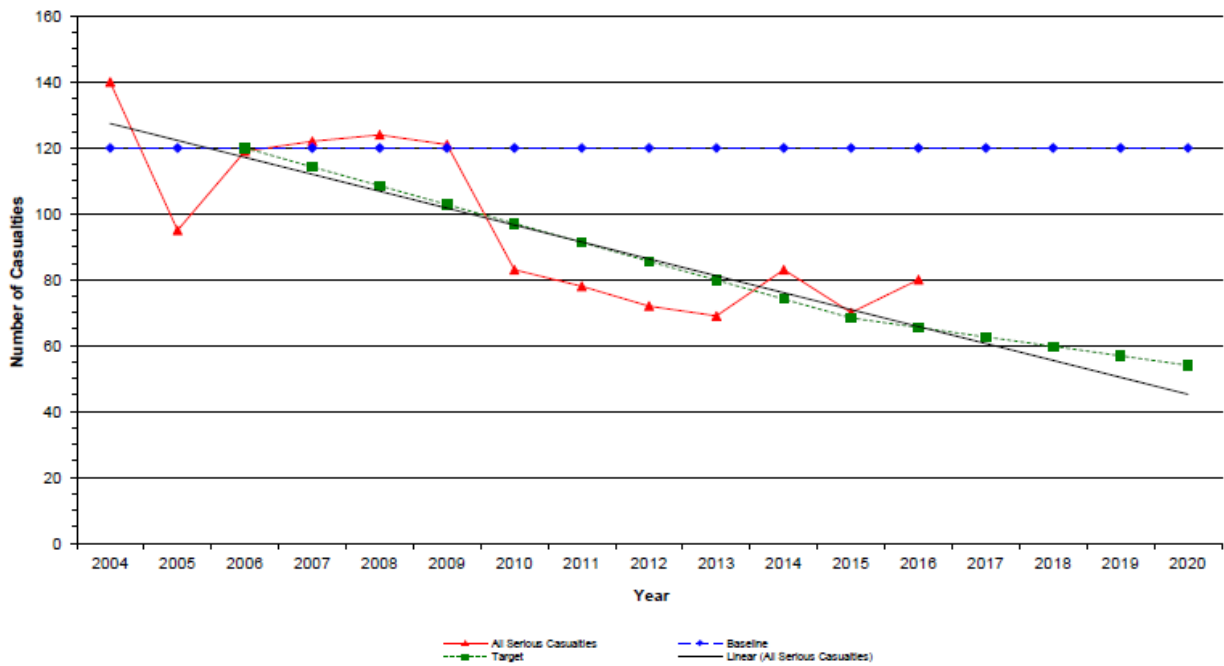
Notes

- 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.

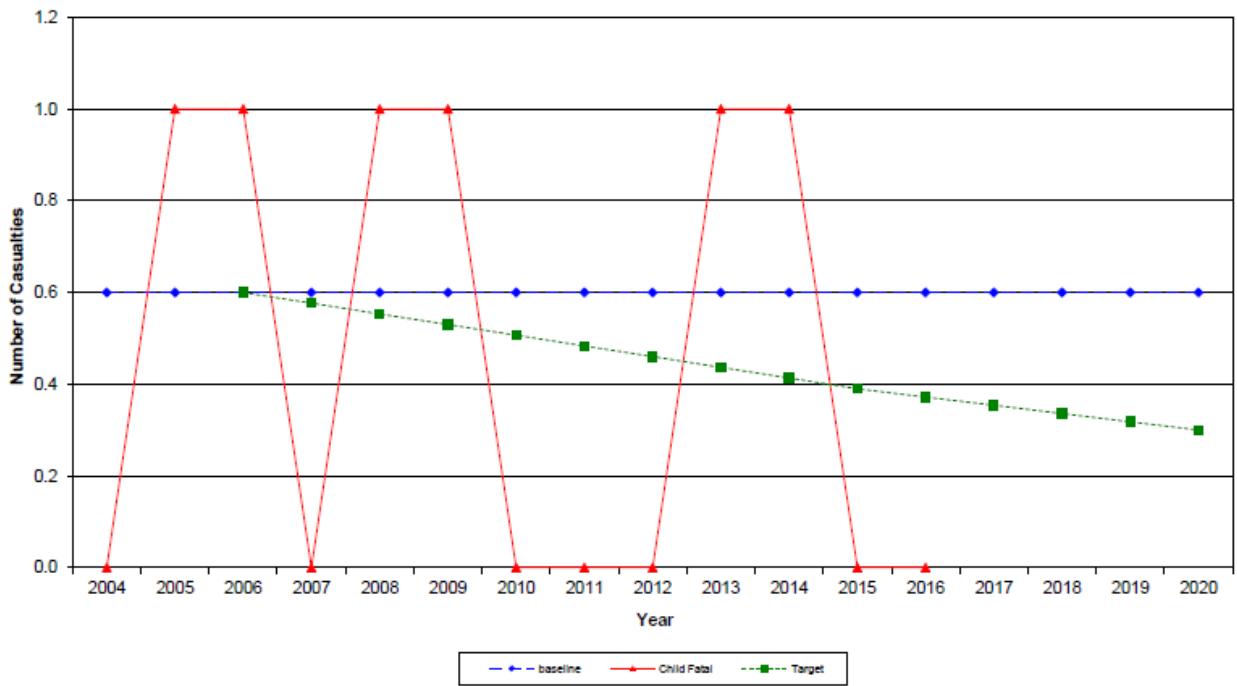
All Fatal Casualties within South Lanarkshire



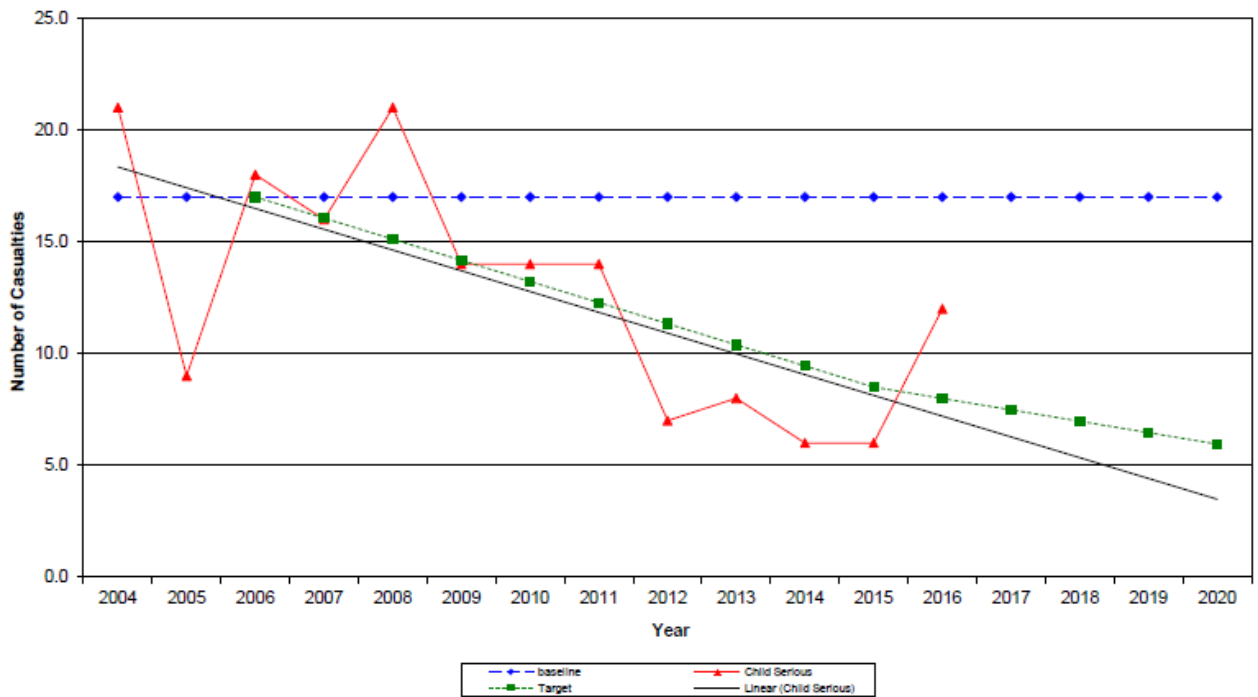
All Serious Casualties within South Lanarkshire



Child under 16 Fatal Casualties in South Lanarkshire



Child under 16 Serious Casualties in South Lanarkshire



All Slight Casualties within South Lanarkshire

