

Report

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Report to:	Roads Safety Forum
Date of Meeting:	5 December 2017
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Accident Reduction – Identification and Prioritisation of Locations
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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 in identifying, assessing and prioritising locations requiring the introduction of accident reduction treatment

2. Recommendation(s)

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

- (1) to note the contents of the report and support the continuation of the Accident Reduction – Identification and Prioritisation of Locations.

3. Background

3.1. In 2009, the Scottish Government set the following national targets for casualty reductions to be achieved by 2020

- People killed 40%
- People seriously injured 55%
- Children (<16) killed 50%
- Children seriously injured 65%

3.2. These are challenging targets and, for the Council and its partners to contribute to the achievement of these, will require a major effort by all.

3.3. South Lanarkshire Council has a statutory responsibility under the Road Traffic Act 1988 for road safety. Clause 39 of the Act states that local Authorities “must carry out studies into accidents arising out of the use of vehicles” and “must, in light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents”.

3.4. South Lanarkshire Council complies with this legislation by undertaking an annual analysis of all accidents that occur on roads within the Council area.

3.5. Road accident statistics are compiled from returns made by Police Scotland. For each injury road accident known to have occurred, Police Scotland complete a statistical return form which provides details of the accident circumstances, information on each vehicle involved in the accident and information of each person who was injured.

- 3.6. The statistical returns cover all accidents in which a vehicle is involved that occur on roads and footways which result in death or personal injury if they become known to Police.
- 3.7. Returns for accidents are submitted to the Council every month by Police Scotland and these are loaded onto analysis software.

4. Approach to Annual Analysis

- 4.1. Road accidents are defined as rare, random, multi-factor events, therefore, the minimum number of accidents that will allow for a statistically significant, treatable accident pattern to be identified is 3 accidents.
- 4.2. On an annual basis, usually in November/December, a Council-wide analysis is undertaken to identify where road accidents are occurring in South Lanarkshire. There are three broad types of location that are suitable for accident intervention and these are single sites, rural routes and area wide schemes. The following sections detail how sites are identified, assessed and prioritised.
- 4.3. Single sites are locations that include junctions, bends or lengths of road less than 500 metres long. Locations where there have been 3 or more injury accidents during the previous 3 year period are identified. Sites are ranked by the total number of accidents recorded at each location and priority is given to those with the highest ranking. For locations with the same number of accidents, the severity of the accidents is then taken into account.
- 4.4. For rural routes all Class A and B rural roads are assessed while lengths of unclassified road may be assessed if considered appropriate. The accident rate is calculated for the route using the number of injury accidents, length of road and volume of traffic. This rate is then divided by the national accident rate for similar types and classes of road which is found in the appropriate table of the current edition of Reported Road Casualties Scotland (published by the Scottish Government). The resultant index is then used to prioritise sites. Links with an index of less than 1 are considered low priority for treatment at this time since their accident rate would be less than the national average.
- 4.5. Area wide locations with 3 or more injury accidents are identified from the annual accident analysis and sites are ranked by the total number of accidents recorded at each location and priority is given to those with the highest ranking. For sites with the same number of accidents the severity of the accidents is then taken into account. Sites within the “most deprived data-zones” are also given a weighting. Moving forward, this will also take cognisance of the three Neighbourhood Planning Areas (Local Outcome Improvement Plans for Whitelawburn/Springhall, Strutherhill and Burnbank/Udston/Hillhouse).
- 4.6. As a direct comparison cannot be made between the three different types of analysis, a priority table is prepared for each type. Consideration is given to aligning priorities with available funding in order to reduce the number and severity of accidents occurring in South Lanarkshire. These will be presented to the first available Roads Safety Forum following the production of the tables which is likely to be in February/March every year.
- 4.7. The priority tables will also be referred to when responding to road safety enquiries to ensure that funding is allocated to known accident locations.

5. Employee Implications

- 5.1. There are no employee implications associated with this report with future projects being delivered using existing staff.

6. Financial Implications

- 6.1. In recent years funding has been allocated from the Scottish Government's grant for Cycling, Walking and Safer Streets and from Strathclyde Partnership for Transport.
- 6.2. The Council is awaiting confirmation of the levels of funding to be made available in 2018/2019. Clearly, the level of investment achieved is likely to influence the rate at which a reduction in road casualties is achieved.

7. Other Implications

- 7.1. There are no significant risks associated with this report, nor any environmental implications.
- 7.2. There are no implications for sustainability in terms of the information contained within this report.

8. Equality Impact Arrangements and Consultation Arrangements

- 8.1. 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.
- 8.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

13 November 2017

Link(s) to Council Objectives/Values

- Improve community safety
- Protect vulnerable children, young people and adults
- Improve the road network and influence improvements in public transport

Previous References

None

List of Background Papers

None

Contact for Further Information

If you would like to inspect any of the background papers or want further information, please contact: - Stuart Laird, Roads and Transportation Services

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