

Report

Report to:	Roads Safety Forum
Date of Meeting:	1 November 2022
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Safety and Casualty Reduction
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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. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021. This sets national targets and measures for casualty reduction to 2030 and makes it clear that all road users have a part to play in the success of the Framework by keeping our roads safe for themselves and others and, therefore, features the motto "Together, making Scotland's roads safer".

3.2. The Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below four Interim Outcome Targets to 2030 have been set, based on a national 2014 to 2018 baseline:-

- ◆ 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

3.3. Intermediate Outcome Targets have also been set which will allow the national performance of casualty figures for the specific user groups as follows to be tracked:-

- ◆ 40% reduction in pedestrians killed or seriously injured
- ◆ 20% reduction in cyclists killed or seriously injured
- ◆ 30% reduction in motorcyclists killed or seriously injured
- ◆ 20% reduction in road users aged 70 and over killed or seriously injured
- ◆ 70% reduction in road users aged between 17 to 25 killed or seriously injured
- ◆ percentage of motorists driving/riding within the posted speed limit (still to be set)
- ◆ the casualty rate for the most deprived 10% Scottish Index of Multiple Deprivation (SIMD) areas is reduced to equal to the least deprived 10% SIMD areas

- 3.4. In line with international best practice, the Framework embeds the Safe System approach. The Safe System's long-term goal is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework based upon its 5 pillars:-
- ◆ Safe Road Use
 - ◆ Safe Vehicles
 - ◆ Safe Speeds
 - ◆ Safe Roads and Roadsides
 - ◆ Post-crash response
- 3.5. The paper 'Scotland's Road Safety Framework to 2030' presented to the Forum on 30 November 2021 fully outlines this national Framework.
- 3.6. 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 2020 national casualty reduction figures and subsequently the 2030 national casualty reduction figures.
- 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 four '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. Further detail is provided within this paper.

- 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.
- 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 and justifiable.
- 4.6. As a result, the Council deliver annual prioritised road safety improvements at identified accident locations/rural routes/areas. Funding is sought from a variety sources on an annual basis to deliver numerous projects and initiatives.

Route Action Plan Assessment

- 4.7. 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.
- 4.8. 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.
- 4.9. 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 and include: - pedestrians killed or seriously injured, cyclists killed or seriously injured, motorcyclists killed or seriously injured, road users aged 70 and over killed or seriously injured and road users aged between 17 to 25 killed or seriously injured.
- 4.10. This provides a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved and focus remains on routes where the accident rate exceeds the national average.

Single Site Assessment

- 4.11. Single sites are identified locations which have 3 or more injury accidents occurring in the previous three 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.

- 4.12. 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

- 4.13. 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.
- 4.14. A site/route that does not specifically meet the above criteria may 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 or adjacent landowners for example.

Casualty Reduction – Additional Focuses

- 4.15. Due to the success of the Council's approach to single site and rural route treatment, there have been a lower number of sites/routes being identified for investigation and requiring remedial treatments.
- 4.16. In line with the publication of Scotland's Road Safety Framework to 2030, an additional approach was taken towards targeting road safety interventions where the focus is placed on the following vulnerable road user groups/ages, to coincide and contribute to the targeted casualty reductions sought with the new framework:-
- ◆ 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 SIMD

- 4.17. Ongoing actions spanning education, engineering, enforcement and encouragement continue to be developed and considered in conjunction with our partners to address these user groups/ages.

5. Employee Implications

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

6. Financial Implications

- 6.1. Where active travel works, or initiatives are to be taken forward, they will be prioritised through the Scottish Government Grant: Cycling, Walking and Safer Routes. Strathclyde Partnership for Transport (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.

7. Climate Change, Sustainability and Environmental Implications

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

8. Other Implications

8.1. There are no significant risks associated with this report.

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.

David Booth

Executive Director (Community and Enterprise Resources)

14 October 2022

Links to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving

Priorities

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

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, Priority Road Safety Engineering Projects 2022/2023, 1 March 2022
- ◆ Roads Safety Forum, Road Safety Framework to 2030, 30 November 2021
- ◆ Roads Safety Forum, Accident Reduction Identification and Prioritisation, 5 December 2017

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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