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## **ROAD SAFETY – ANNUAL POSITION STATEMENT**

**Report by Service Director Commercial Services**

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### **EXECUTIVE COMMITTEE**

**18 August 2015**

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#### **1 PURPOSE AND SUMMARY**

- 1.1 **This report proposes to update the committee on reported road casualties in 2014 and progress towards meeting the Scottish Government casualty reduction targets.**
- 1.2 In June 2009 the Scottish Government set revised targets for accident reduction across a number of key headings. The base taken for this is the 2004 – 08 annual average and the target reduction is by the year 2020 with interim targets set for 2015.
- 1.3 The five areas identified as national reduction targets are as follows :-
1. The number of people killed in road accidents
  2. The number of people seriously injured in road accidents
  3. The number of children under 16 killed in road accidents
  4. The number of children under 16 seriously injured in road accidents
  5. The slight injury accident rate

Progress against these national targets is the main focus of this report.

- 1.4 The national position is generally positive based on the official 2013 figures, with reductions continuing to be shown across all the accident reduction areas identified in 1.3 above and all but the second category outlined currently exceeding the level of reduction needed to meet interim 2015 and/or 2020 reduction targets. Provisional 2014 figures however indicate some worrying increases in key categories.
- 1.5 At a local Scottish Borders level 2014 was another positive year for the area, with the long term trend of accident casualty reduction in the Scottish Borders being continued across all categories.

#### **2 RECOMMENDATIONS**

##### **2.1 I recommend that the Committee**

- (a) **notes the position with respect to injury accidents in 2014 and the progress that is being made in relation to meeting the Scottish Government targets for road casualty reduction.**

- (b) endorses the proposals for accident prevention going forward:**
- To continue to concentrate its Accident Investigation and Prevention resources on locations identified through the moving cursor programme.**
  - And that broader elements such as education, encouragement and communications will continue to be addressed through the Scottish Borders Road Safety Working Group. In particular, maintaining close liaison with the police in terms of appropriate enforcement as necessary.**

### **3 BACKGROUND**

- 3.1 The Scottish Borders Road Safety Working Group is the overarching body looking at road safety and vehicle accident prevention in the area. The Working Group is multi-partnership with representatives drawn from the Police, Fire and Rescue, RoSPA, Trunk Road Operating Company AMEY and Lothian and Borders Safety Camera Partnership, in addition to the Council's Commercial Services section and Children and Young Peoples' Service.
- 3.2 Although accidents and casualties have shown a general decrease over recent years it has previously proved difficult for rural areas, such as the Scottish Borders, to meet the ambitious national targets set for the rate of casualty reduction.
- 3.3 Accident and casualty reporting is initially undertaken by the police and the statistics are passed to local authorities for vetting before being returned for validation. This can be a time-consuming practice and means that data is some three to four months behind in terms of validated accident figures at any point in the year. It should also be noted that only injury accidents are recorded and notified by the police.
- 3.4 It should further be noted that all accident figures quoted include those that occur on trunk roads as well as those on Council controlled roads.

### **4 NATIONAL POSITION**

- 4.1 In looking at the national position the statistics available are up until the end of 2103, as national statistics are produced in late October for the previous year. Subsequent to the first drafting of this report provisional 2014 figures have been released and these are also outlined in the following paragraphs.
- 4.2 172 people were reported as killed on Scotland's roads in 2013. This is 41% below the 2004-2008 average of 292 and as such the reduction seen to date already exceeds that needed to reach the 2015 milestone and the 2020 target (175). Unfortunately the provisional figures for 2014 indicate a sharp rise, in the number of fatalities nationally, to 200.
- 4.3 1,672 people were reported as seriously injured in 2013. This is 36% below the 2004-2008 average of 2,605. The number of people seriously injured therefore remains above the 2015 milestone of 1484. Provisional figures for 2014 indicate a slight rise (1,694) in the number of serious injuries compared to 2013.
- 4.4 9 children were reported as killed on Scotland's roads in 2013. This in isolation is 40% below the 2004-2008 baseline average of 15, but it is also worth noting that the average deaths involving children over the 2011-2103 period is 6 (60% reduction). The reduction seen to date therefore exceeds that needed to reach the 2015 milestone and the 2020 target of a 50% fall. In 2014 provisional figures indicate that 7 children were killed in road accidents in Scotland.

- 4.5 143 children were reported as seriously injured in 2013. This is 56% below the 2004-2008 average of 325, exceeding the reduction required to meet the 2015 milestone and on profile to achieve the 2020 reduction target. Unfortunately the provisional 2014 figures indicate a sharp rise to 171.
- 4.6 The slight casualty rate of 22 casualties per million vehicle kilometres in 2013 was 32% below the 2004-2008 baseline average of 32.5. No 2014 figure has been released to date.
- 4.7 Overall it can be seen that the national picture based on the official 2013 figures is a very positive one, with accident rates reducing across all five categories and the previously set national 2015 milestones and 2020 reduction targets being surpassed already in some instances. Unfortunately it would appear that 2014 has bucked the downward trend and in two key areas, fatalities and serious child injuries there has been a significant and worrying increase from the previous year.

## **5 2014 ACCIDENT STATISTICS FOR SCOTISH BORDERS**

- 5.1 In general terms 2014 was another positive year with the long term trend of accident casualty reduction in the Scottish Borders being continued.
- 5.2 Progress against targets is discussed in the following paragraphs and shown in graphical and tabular form respectively in Appendices A and B.

### **Progress Against Target 1 – 30% Reduction by 2015 in the Number of People Killed and a 40% Reduction by 2020**

- 5.3 In 2014 there were seven vehicle accident related fatalities in the Scottish Borders; two of which were on the trunk road network. This is up on the all-time low of 2013 but still represents a reduction of five from the 2004 – 08 base. The reduction seen to date exceeds that needed to reach the 2015 milestone.
- 5.4 The 2014 total of seven resulted from six separate incidents and consisted of two pedestrians, a motorcyclist, a tractor driver and three car occupants.

### **Progress Against Target 2 – 43% Reduction by 2015 in the Number of people Seriously Injured and a 55% Reduction by 2020**

- 5.5 The total number of serious casualties in 2014 was sixty two. This is twelve below the previous year's figure and reversed the trend of an increase in serious injuries in the last few years. It is also significantly down on the 2004 -08 base of ninety five, but remains below the reduction rate required to meet the 2015 milestone and 2020 national reduction targets.
- 5.6 Seventy four percent of the serious injury casualties occurred in the six month period covering April through September. Other than there is more traffic on the roads in these months it is not clear why this should be so pronounced this year.

### **Progress Against Target 3 - 35% Reduction by 2015 in the Number of Children (aged < 16) Killed and a 50% Reduction by 2020**

- 5.7 As in the previous three calendar years there were no child fatalities in 2014. The 2004-08 annual average was zero point four.

**Progress Against Target 4 - 50% Reduction by 2015 in the Number of Children (aged < 16) Seriously Injured and a 65% Reduction by 2020**

- 5.8 There was only one child under 16 years of age seriously injured on roads within Scottish Borders in 2014. This is the lowest recorded rate for the area since records began and displays a reduction of seven on the 2004 – 08 annual average.

**Progress Against Target 5 – 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per million vehicle kilometres**

- 5.9 The slight casualty rate for an area is calculated nationally and is not available until the November following the previous year end. The Scottish Borders figure for 2013 was twenty two which is comfortably below the five-year base average of thirty eight and the 2020 reduction target of thirty five.

**Identified Trends and Issues for Scottish Borders**

- 5.10 The long-term trend for the Scottish Borders is positive in that all categories of accident (fatal, serious and slight) are showing a reduction and that the rate of that reduction for fatal and slight accidents is in line with or better than the national targets that have been set. Notwithstanding this all accidents are treated seriously and work needs to continue to eliminate any contributory factors accounting for them.
- 5.11 There remains a number of road-user categories that continue to be a particular concern at a local level. These are discussed below and will continue to be the focus of the Scottish Borders Road Safety Working Group and the Council's Network Section. It should be noted that both the 2014 figures and the previous four years figures have been taken into consideration in the following paragraphs.
- 5.12 Pedestrians are perhaps the most vulnerable of all road users and this is reflected in the seriousness of their injuries when they are involved in vehicular accidents. Unfortunately there were two pedestrian fatalities in 2014 bringing the five year total to four. The area however, remains significantly below the national average for both fatal and serious accidents in this road-user category. This is perhaps not that surprising in that such accidents are most prevalent in more urban authority areas where vehicle and pedestrian interaction is much greater. Nevertheless this is an area of concern; not least because fatalities have a tendency to fall under the very young or very old age group category.
- 5.13 Cyclists can be equally vulnerable as borne out by four fatalities over the five year period. In terms of fatalities this is almost three times the national average over the period; but when fatal and serious injuries are combined the figures are much more balanced. It is perhaps worth pointing out that in any category where the traditional numbers are relatively low, the introduction of small variations can cause very spiky results and it is pleasing to report no cycle fatalities in 2013 or 2014. Nevertheless this is an area that will necessitate careful consideration and monitoring.
- 5.14 Motorcyclists make up 1% of Scotland's road traffic, but account for 13% of its fatalities. This user group has been a particular concern for the Scottish Borders for a number of years as they are attracted in large numbers to the area; in part by the nature of the roads and the challenge that they can present. There have now been eight motorcycle fatalities in

the area in the last five years and many more serious casualties. In percentage terms Scottish Borders are above (22% to 16%) the national average for combined fatal and serious motorcycle casualties, although this can, to an extent, be explained by the rural nature of the area. Casualties in this particular group continue to be dominated by those over the age of thirty five. One area where attempts have been made to try and address motorcycle accidents is through the "Around the Corner Campaign" which originated in the Lothian and Borders and has gone on to win national acclaim including a Prince Michael International Road Safety Award.

- 5.15 In common with almost every area in Scotland, young drivers make up a disproportionate amount of those involved in injury accidents, with road users under 26 making up a third of all casualties recorded. In addition young drivers make up a quarter of all fatal and serious casualties involving car occupants. Locally the area continues to target new and future drivers through various education initiatives at schools and more recently the Scottish Borders has been leading the country with its funding of Advanced Driver courses for young drivers. Nationally more stringent tests, graduated licences and night-time curfews are some of the areas that are again under active consideration.
- 5.16 In line with Scotland's Road Safety Framework Targets it is suggested that the Council continues to concentrate its Accident Investigation and Prevention resources on locations identified through the moving cursor programme that identifies where accident are occurring. In addition to this the broader elements such as education, encouragement and communications will continue to be addressed through the Scottish Borders Road Safety Working Group. In particular, close liaison will be maintained with the police in terms of appropriate enforcement as necessitated.

## **6 IMPLICATIONS**

### **6.1 Financial**

- (a) There are no costs attached to any of the recommendations contained in this report.
- (b) The costs associated with accidents are substantial with current national statistics putting the average cost to the nation of an injury accident at £92,660 and the cost of a fatal accident at £1,990,632. An annual capital allocation of £50,000 is currently available to spend on accident investigation prevention schemes.

### **6.2 Risk and Mitigations**

There is a risk that the current downward trend in accident casualties is not continued. This is particularly true of the Scottish Borders where the relatively low figures for some categories can sometimes lead to quite dramatic fluctuations in the numbers involved. This risk is mitigated by the work of the Network Section and the wider Scottish Borders Road Safety Working Group.

### **6.3 Equalities**

An Equalities Impact Assessment scoping exercise has been carried out on this proposal which concluded that there are no adverse equality implications and a full EIA was not required.

**6.4 Acting Sustainably**

There are no economic, social or environmental effects directly related to the recommendations of this report.

**6.5 Carbon Management**

This report has no direct impact on the Council’s carbon emissions.

**6.6 Rural Proofing**

This report does not relate to new or amended policy or strategy and as a result rural proofing is not an applicable consideration.

**6.7 Changes to Scheme of Administration or Scheme of Delegation**

There are no changes to be made to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals contained in this report.

**7 CONSULTATION**

7.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR and the Clerk to the Council have been consulted and any comments received have been incorporated into the final report.

7.2 As the report may be of media interest the Corporate Communications team have been consulted and any comments received have been incorporated into the final report.

**Approved by**

**Andrew Drummond-Hunt**

**Service Director Commercial Services**

**Signature .....**

**Author(s)**

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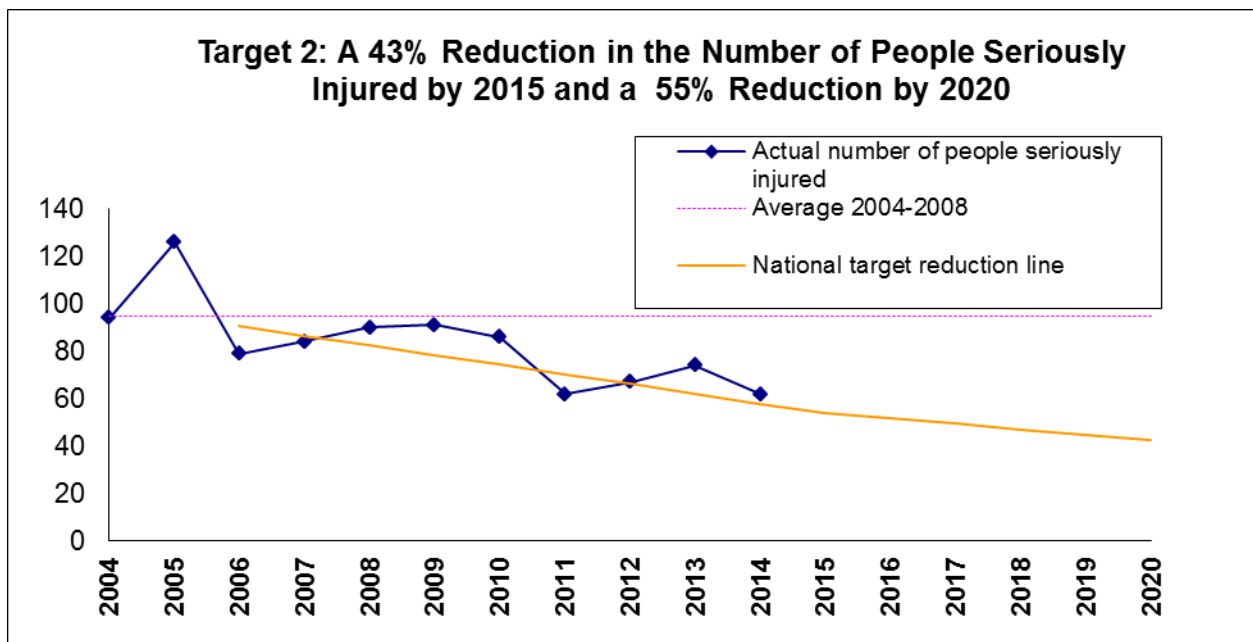
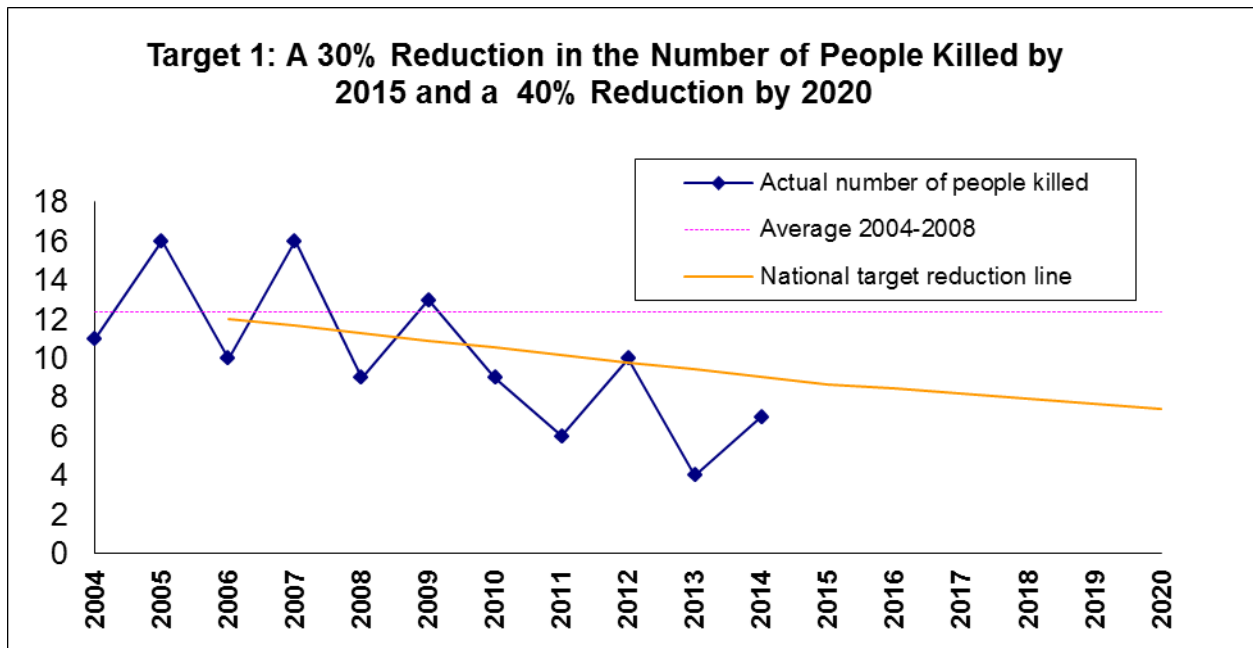
**Background Papers: Scottish Borders Road Safety Plan 2010 - 2020**

**Previous Minute Reference:** None

**Note** – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Jacqueline Whitelaw can also give information on other language translations as well as providing additional copies.

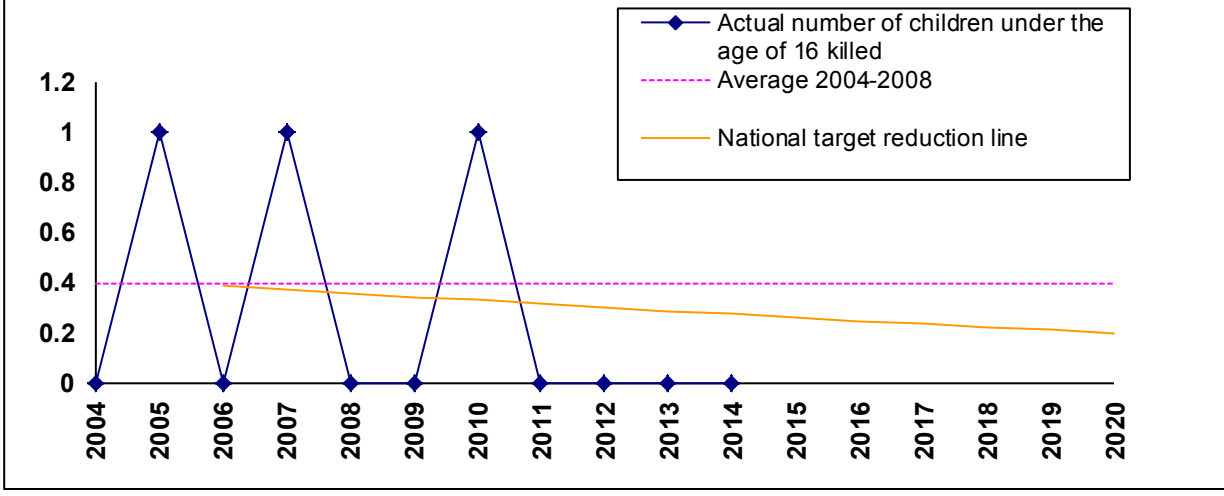
Contact us at Jacqueline Whitelaw, Place, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email [eitranslationrequest@scotborders.gov.uk](mailto:eitranslationrequest@scotborders.gov.uk).

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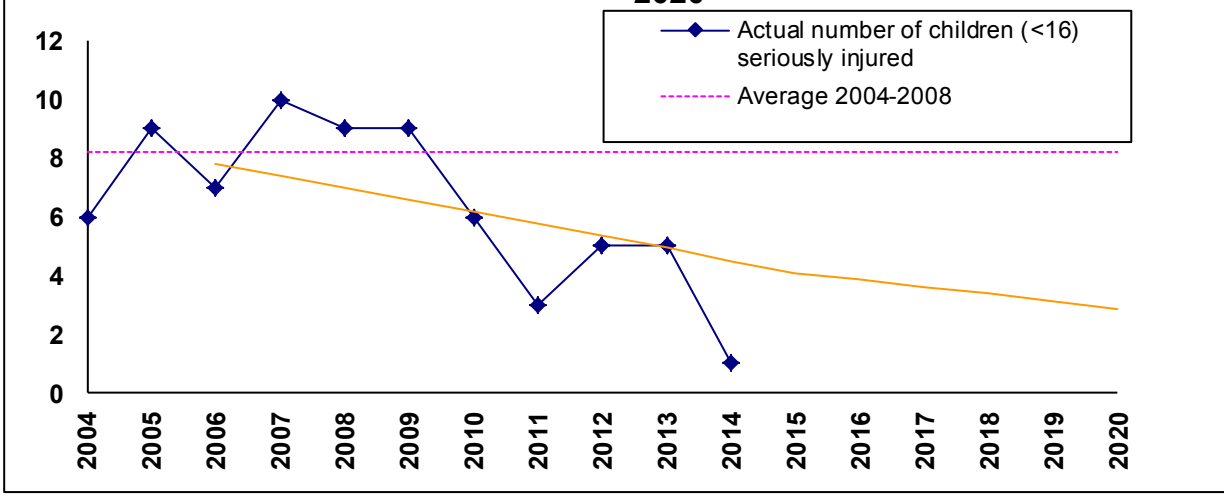


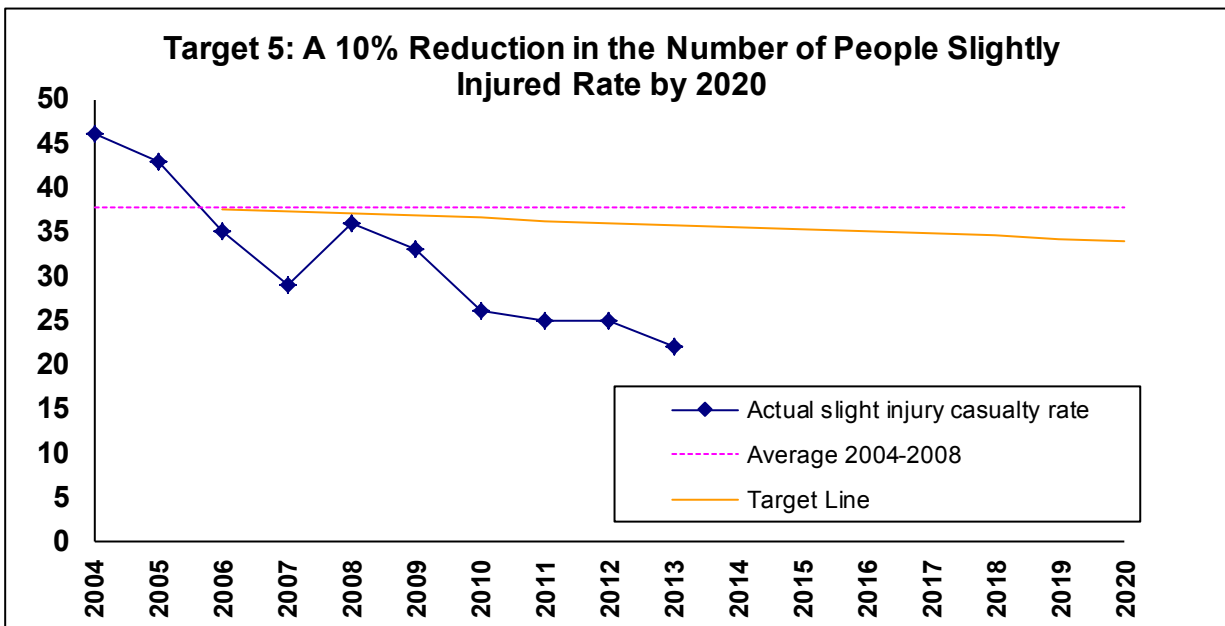


**Target 3: A 35% Reduction in the Number of Children Under the Age of 16 Killed by 2015 and a 50% Reduction by 2020**



**Target 4: A 50% Reduction in the Number of Children Under the Age of 16 Seriously Injured by 2015 and a 65% Reduction by 2020**





**Appendix B**  
**Progress Towards National Target Reductions**

	Target 1				Target 2				Target 3				Target 4				Target 5		
	Killed				Serious				Children <16 killed				Children <16 serious				Slight accident rate		
<b>Ave 2004-2008</b>	12.4	Base line	Proposed Reduction		94.6	Base line	Proposed Reduction		0.40	Base line	Proposed Reduction		8.2	Base line	Proposed Reduction		37.8	Base line	Proposed Reduction
<b>2004</b>	11	12.4			94	94.6			0	0.40			6	8.2			46	37.8	
<b>2005</b>	16	12.4			126	94.6			1	0.40			9	8.2			43	37.8	
<b>2006</b>	10	12.4	12.0		79	94.6	91		0	0.40	0.39		7	8.2	7.79		35	37.8	38
<b>2007</b>	16	12.4	11.7		84	94.6	86		1	0.40	0.37		10	8.2	7.38		29	37.8	37
<b>2008</b>	9	12.4	11.3		90	94.6	82		0	0.40	0.36		9	8.2	6.97		36	37.8	37
<b>2009</b>	13	12.4	10.9		91	94.6	78		0	0.40	0.34		9	8.2	6.56		33	37.8	37
<b>2010</b>	9	12.4	10.5		86	94.6	74		1	0.40	0.33		6	8.2	6.15		26	37.8	37
<b>2011</b>	6	12.4	10.2		62	94.6	70		0	0.40	0.32		3	8.2	5.74		25	37.8	36
<b>2012</b>	10	12.4	9.8		67	94.6	66		0	0.40	0.30		5	8.2	5.33		25	37.8	36
<b>2013</b>	4	12.4	9.4		74	94.6	62		0	0.40	0.29		5	8.2	4.92		22	37.8	36
<b>2014</b>	7	12.4	9.1		62	94.6	58		0	0.40	0.27		1	8.2	4.51			37.8	36
<b>2015</b>		12.4	8.7			94.6	54			0.40	0.26			8.2	4.10			37.8	35
<b>2016</b>		12.4	8.4			94.6	52			0.40	0.25			8.2	3.85			37.8	35
<b>2017</b>		12.4	8.2			94.6	49			0.40	0.24			8.2	3.61			37.8	35
<b>2018</b>		12.4	7.9			94.6	47			0.40	0.22			8.2	3.36			37.8	35
<b>2019</b>		12.4	7.7			94.6	45			0.40	0.21			8.2	3.12			37.8	34
<b>2020</b>	7.4	12.4	7.4		43	94.6	43		0.20	0.40	0.20		2.87	8.2	2.87		34.02	37.8	34
Annual reduction required to 2015 target	0.37				4.07				0.01				0.41						
Annual reduction required to 2020 target	0.25				2.27								0.25				0.25		