



REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 15 JUNE 2010

SUBJECT: MORAY ROAD SAFETY PLAN 2011-2015

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 The Committee is asked consider and accept the invitation by Aberdeenshire Council to produce a joint road safety plan for 2011-2015.
- 1.2 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to the functions of the Council as Roads Authority.

2. RECOMMENDATION

- 2.1 **Committee is asked to approve the production of a joint Road Safety Plan in conjunction with Aberdeenshire Council.**

3. BACKGROUND

- 3.1 Since the formation of The Moray Council there have been four Road Safety Plans produced. The current one covers the years 2008-10.
- 3.2 Road Safety is a statutory duty and the Council is obliged under the Road Traffic Act 1974 (Section 8) to prepare and carry out a programme of measures designed to promote road safety. It is further recommended that each Local Authority produce a Road Safety Plan which sets out the strategy for improving safety and identifies clear targets.
- 3.3 The Moray Council and Aberdeen City Council have been invited by Aberdeenshire Council to work together to produce a joint Road Safety Plan for the whole of the Grampian area. This would be consistent with the Road Casualty Reduction Strategy produced in 2009 by the North East Scotland Joint Public Sector Group.
- 3.4 In Moray over the past 5 years (2005-2009) there have been a total of 36 people killed and 189 seriously injured. This compares with 46 and 253 respectively for the previous 5 year period (2000-2004). Despite the significant reduction over this period, it has been skewed over the last 2 years by a change in the way Grampian Police have allocated severity to casualties and it is likely that if the data had been recorded in the same way through out the period a greater reduction would have been identified.

- 3.5 In June 2009, the Scottish Government published their road safety document "Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020".
- 3.6 The Frameworks states "Scotland's road safety vision is that there will be: "A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced".
- 3.7 The Framework also sets out ambitious targets:

Figure one shows what we want to achieve by 2015 and 2020, compared with the average Scottish figures for 2004/08:

Figure one: Scottish road safety targets to 2020, with milestones at 2015

| Target | 2015 milestone reduction | 2020 target reduction |
|---------------------------------------|--------------------------|-----------------------|
| People killed | 30% | 40% |
| People seriously injured | 43% | 55% |
| Children (aged <16) killed | 35% | 50% |
| Children (aged <16) seriously injured | 50% | 65% |

In addition, we will continue to use the previous 10% reduction target in the slight casualty rate to 2020.

- 3.8 The numbers of casualties in each of the four categories in Moray for the base period of 2004/08 were 7 people killed; 39 people seriously injured; 1 child killed and 4 children seriously injured. It can be seen therefore that to achieve e.g. a 65% reduction in the number of children seriously injured is a challenging target on our own.
- 3.9 The Scottish Government recognise that in some of the 32 local authority areas, numbers are so low that targets could be very difficult to achieve and therefore have asked each of the partners to contribute to the targets through joint working and ensuring that we have a joined up approach to road safety rather than trying to translate the national targets to local statistics.
- 3.10 Additionally, The North East Scotland Road Casualty Reduction Strategy was formally launched by partners, of which Moray Council is one, on the 3rd of November 2009. It challenges us to form joint working practices and to collaborate on casualty reduction initiatives.
- 3.11 By joining with Aberdeenshire Council and Aberdeen City, if they also accept the invitation, to produce a joint Road Safety Plan we can strengthen existing joint working initiatives and present a common, though local, focus for casualty reduction in the North East of Scotland.

4. SUMMARY OF IMPLICATIONS

(a) **Single Outcome Agreement / Service Improvement Plan**

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure for residents, visitors, businesses and workers.

(b) **Policy and Legal**

This proposal complied with the requirements of the Roads (Scotland) Act 1984 and the Road Traffic Act 1974.

(c) **Resources (Financial, Risks, Staffing and Property)**

Any actions identified in the Plan will be subject of separate budget reports to either this Council or the appropriate Boards.

The Plan is subject to the rules relating to a Strategic Environmental Assessment which is a legal requirement necessary before works can be commissioned. The cost of the S.E.A for the current plan was £11,000 and for this plan is likely to be in the order of £15,000 - £20,000. Funding would be allocated from a future Road Safety Capital Budget if funds are available.

The Plan will be prepared using existing staff resources.

(d) **Consultations**

Lorraine Paisey, Principal Accountant, has been consulted on this report and comments have been incorporated.

Alasdair McEachan, Principal Solicitor (Commercial and Conveyancing) has been consulted and is in agreement.

5. CONCLUSION

- 5.1 **Committee is asked to approve the production of a joint Road Safety Plan in conjunction with Aberdeenshire Council and possibly Aberdeen City Council.**

Author of Report: Elaine Penny, Engineer (Traffic)

Background Papers: Go Safe on Scotland's Roads it's Everyone's Responsibility:
Scotland's Road Safety Framework to 2020
The North East Scotland Road Casualty Reduction Strategy