

REPORT TO: AUDIT AND PERFORMANCE REVIEW COMMITTEE ON 23 JUNE 2010

SUBJECT: MORAY ROAD SAFETY PLAN 2008-2010

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 Audit and Performance Review Committee have requested a report on the Moray Road Safety Plan 2008-10 in terms of the Committee's role in scrutinising progress made against strategies that link to the Single Outcome Agreement.
- 1.2 This report is submitted to committee in terms of Section J(10) of the Council's Administrative Scheme relating to scrutinising the policies of the Council and their effectiveness in meeting the action plans of the Council as set out in the Corporate Development Plan.
- 1.3 This report is also submitted to Committee in terms of Section G(17) of the Council's Administrative Scheme relating to the functions of the Council under the Roads (Scotland) Act 1984 and other relevant legislation.

2. RECOMMENDATION

- 2.1 **The Audit and Performance Review Committee are asked to scrutinise the performance to date of the targets laid down in the Moray Road Safety Plan 2008-10.**

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 and was approved by the Council on 17 December 2008 (para 4(i) of the minute refers).
- 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 In March 2000 the UK Government set its casualty reduction targets up to 2010. It aimed to reduce the number of killed and seriously injured casualties by 40% by 2010, when compared to the 1994-98 average and 50% for child killed and seriously injured casualties in the same period.
- 3.4 The Moray Road Safety Plan 2008-10 set out the base figures for the 1994-98 average and targets for Moray to 2010 which are:

Severity	1994-98 average	Target for 2010	Target for 2009	Actual for 2009
All killed and seriously injured	64	38	40	44
Child killed and seriously injured	8	4	4.1	1
All child casualties	46	23	24	18

- 3.5 It was also set out that, given the fluctuation in the number of children killed and seriously injured, the target of 50% reduction also be adopted for all child casualties.
- 3.6 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) and 54 and 266 respectively for the base years of 1994-98.
- 3.7 Despite the significant reduction over this period, the figures do not show the true picture because of a change in the way Grampian Police have allocated severity to casualties since 2007. While this has meant an improvement to the quality of the data, it is likely that if it had been recorded in the same way throughout the period, a greater reduction would have been identified.
- 3.8 Graphs in Appendix 1 show the numbers of casualties since 1994 compared with the targets for 2010.
- 3.9 The plan targets specific vulnerable groups which have been identified using historical accident information. The interventions the plan advocates are focussed on the 4 E's
- Education
 - Engineering
 - Enforcement
 - Encouragement
- 3.10 Traditionally the Council has concentrated its efforts on the Engineering element, with the Police carrying out the Enforcement side and a variety of sources contributing to the Education element. Altogether these interventions are designed to Encourage more responsible and appropriate behaviour on our roads.
- 3.11 The Moray Road Safety Group comprises representatives from Grampian Police; BEAR Scotland Ltd.; NHS Grampian; Grampian Fire and Rescue Service; The Scottish Ambulance Service, NES CAMP (the North East Safety CAMera Partnership), several Council Departments (Transportation, Health and Safety) and local Driving instructors. This group has a co-ordinating role in the Education element and delivers some education through the partners and some as a joint approach.

- 3.12 The work which the Council has carried out over the life of the plan so far has included funding of:
- Road Safety capital of £390,000 (£120,000 in 2008/9, £130,000 in 2009/10 and £140,000 for this financial year)
 - Cycling Walking and Safer Streets ringfenced grant from the Scottish Government of £154,000 for each of the 3 financial years.
 - Community safety revenue funding of £27,700 (£15,700 in 2008/09, £12,000 in 2009/10 but zero for this financial year)
- 3.13 These works have ranged from signing and lining improvements to provision of footways and vehicle activated warning signs through to young driver advice days and funding for Safe Drive - Stay Alive (a road safety education production for secondary pupils).

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

The Road Safety Plan complies with the requirements of the Roads (Scotland) Act 1984 and the Road Traffic Act 1974.

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

There are no Financial, Staffing or Property implications arising from this report.

(d) Consultations

None

5. CONCLUSION

- 5.1 This report presents the details of road accident casualty numbers in relation to local targets set down in the Moray Road Safety Plan 2008-10. Audit and Performance Review Committee are asked to scrutinise the performance to date towards achieving these targets.**

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Background Papers: Moray Road Safety Plan 2008-2010
Ref: ARD/EMP