This report outlines the current road traffic accident situation in Angus and the progress made towards Angus successfully achieving the National Government’s 2010 road casualty reduction targets.

1. RECOMMENDATION

1.1 It is recommended that the Committee:

(i) notes the current road traffic accident situation in Angus;
(ii) notes the progress towards Angus successfully achieving the national 2010 road casualty reduction targets.

2. INTRODUCTION

2.1 The progress made in Angus towards the road casualty reduction targets to be achieved by 2010 was initially highlighted in Report No. 580/08 submitted to the Infrastructure Services Committee in June 2008.

2.2 The report noted that the casualty reductions achieved in Angus up to 2006 had already surpassed the 2010 targets. This pattern continued for subsequent years up to 2010 as noted in Report Nos. 460/09 and 595/10.

2.3 The 2010 casualty reduction figures for Angus are shown in Table 1 along with the Scottish figures for 2009 (the 2010 Scottish figures are yet to be published).

3. DETAIL

<table>
<thead>
<tr>
<th>Table 1</th>
<th>2010 Target reductions</th>
<th>Actual Scotland to 2009</th>
<th>Actual Angus to 2009</th>
<th>Actual Angus to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed or seriously injured (KSI)</td>
<td>40%</td>
<td>49%</td>
<td>58%</td>
<td>60%</td>
</tr>
<tr>
<td>Children (0 – 15 yrs) KSI</td>
<td>50%</td>
<td>69%</td>
<td>81%</td>
<td>71%</td>
</tr>
<tr>
<td>Slight casualty rate</td>
<td>10%</td>
<td>39%</td>
<td>47%</td>
<td>57%</td>
</tr>
</tbody>
</table>

3.1 It can be seen from Table 1 that the latest road casualty reductions achieved in Angus have surpassed the 2010 target reductions as well as the reductions achieved nationally.

3.2 Figures 1 to 3 on the following page show in graph format the annual road casualty data in Angus from the 1994-98 baseline average up to 2010 for each of the three target reductions.
<table>
<thead>
<tr>
<th></th>
<th>94-98 average</th>
<th>00-04 average</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>9</td>
<td>10</td>
<td>16</td>
<td>7</td>
<td>11</td>
<td>13</td>
<td>12</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Serious</td>
<td>140</td>
<td>100</td>
<td>120</td>
<td>81</td>
<td>76</td>
<td>66</td>
<td>62</td>
<td>55</td>
<td>54</td>
</tr>
<tr>
<td>Slight</td>
<td>359</td>
<td>325</td>
<td>324</td>
<td>335</td>
<td>283</td>
<td>295</td>
<td>280</td>
<td>233</td>
<td>186</td>
</tr>
<tr>
<td>All severities</td>
<td>508</td>
<td>435</td>
<td>460</td>
<td>423</td>
<td>370</td>
<td>374</td>
<td>354</td>
<td>295</td>
<td>246</td>
</tr>
<tr>
<td>Killed/Seriously Injured (KSI)</td>
<td>149</td>
<td>110</td>
<td>136</td>
<td>88</td>
<td>87</td>
<td>79</td>
<td>74</td>
<td>62</td>
<td>60</td>
</tr>
</tbody>
</table>

Figure 1: The number of KSI casualties in Angus and progress towards the 2010 KSI casualty reduction target

![Graph 1]

Figure 2: The number of child KSI casualties in Angus and progress towards the 2010 child KSI casualty reduction target

![Graph 2]

Figure 3: Slight casualty rate in Angus (per 100 million vehicle kms) and progress towards the 2010 slight casualty rate reduction target

![Graph 3]
3.3 It is welcome to note the achievement of exceeding the road casualty reduction targets for 2010 as well as the continued reduction in the overall number of road casualties in Angus, as shown in Table 2.

3.4 The number of children killed or seriously injured in Angus in recent years in road traffic accidents has been low, for example there were 2 child KSI in 2008. As a result of the very low number in 2008 the slight increase in child KSI numbers in 2009 and 2010, to 4 and 6 respectively, has resulted in a significant variation when reported as a percentage, as shown in Table 1.

It should be noted that there have been no child fatalities in road traffic accidents in Angus since 2007.

3.5 Report No. 872/09 submitted to the Infrastructure Services Committee on 24 November 2009 highlighted the new Scottish road safety targets to 2020. It is acknowledged that the targets are challenging, in particular those killed and seriously injured are now to be reported separately.

3.6 It is anticipated that the continuation of the annual programme of road safety improvement schemes implemented as part of the Accident Investigation & Prevention (AIP) programme as well as the annual surface improvement schemes undertaken by Roads Maintenance will assist towards achieving the new casualty reduction targets to 2020.

3.7 Report No. 176/11 submitted to the Infrastructure Services Committee on 1 March 2011 detailed the new Road Safety Action Plan for Angus. Various road safety action points are listed in the Plan to be progressed by all road safety partners. This will hopefully assist in maintaining the downward trend in injury accidents in Angus. Now that the 2010 figures are available and reported (other than the Scottish figures nationally) the focus of attention can turn to look forward to delivery of the new Road Safety Action Plan towards 2015 and beyond.

4. **FINANCIAL IMPLICATIONS**

4.1 There are no financial implications arising from the recommendations contained in this report.

5. **HUMAN RIGHTS IMPLICATIONS**

5.1 There are no human rights implications arising from this report.

6. **EQUALITIES IMPLICATIONS**

6.1 The issues contained in this report fall within an approved category that has been confirmed as exempt from an equalities perspective.

7. **SINGLE OUTCOME AGREEMENT**

7.1 This report contributes to the following local outcome(s) contained within the Single Outcome Agreement for Angus.

- Communities in Angus are safe, secure and vibrant
- A good quality of life is enjoyed by all in Angus

8. **CONSULTATION**

8.1 The Chief Executive, Director of Corporate Services, Head of Finance, Head of Law and Administration, Tayside Safety Camera Partnership, Firemaster and the Chief Constable were consulted in the preparation of this report.
9. CONCLUSION

9.1 The success of achieving the overall casualty reduction targets for 2010 in Angus is reported including the most recent road traffic accident figures.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report 595/10: Accident Investigation Programme Update: Monitoring the outcome of works at previously identified accident cluster sites & Casualty Reduction Targets update - Infrastructure Services Committee, 24 August 2010.


Roads/JG/TC