
Report To:	Environment & Regeneration Committee	Date:	30 August 2018
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ENV028/18/MM
Contact Officer:	Martin McNab	Contact No:	01475 714246
Subject:	Road Safety		

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on work carried out to meet the Council's obligations relating to the carrying out of studies into accidents arising out of the use of vehicles and to propose areas which should be prioritised for action in light of the evidence obtained.

2.0 SUMMARY

- 2.1 At Environment & Regeneration Committee on 8 March 2018, it was agreed that officers would develop a Road Safety Strategy with recommendations as to how to improve road safety including priorities and financial implications.
- 2.2 Inverclyde Council has a duty under S 39 (3) of the Road Traffic Act 1988 to carry out studies into accidents arising out of the use of vehicles and in the light of such studies take such measures as appear to the authority to be appropriate to prevent such accidents. This duty does not extend to trunk roads under Transport Scotland's control however given that the A8/A78 is a major part of Inverclyde's roads network comparative accident statistics for that part of the network have been included in the study.
- 2.3 Inverclyde covers an area of approximately 160sqkm, which includes 462.3 km of road network. Our road network includes 38.86 km of Trunk Road, which are the responsibility of Transport Scotland. The road network is used not only by our 79000 residents, but also by a range of commuters, visitors and local business as well as national and international commercial traffic.
- 2.4 Road Safety figures for Inverclyde have shown steady improvement over the past 15 years, with a 41% reduction in the total number of road casualties from the averaged periods 2004-08 to 2013-17. This performance exceeds the national average, which shows a 37% improvement over the same period. (Transport Scotland, Statistical Bulletin: 13 June 2018).
- 2.5 It is proposed that an annual report be made to Committee on accident evaluation and proposed actions.

3.0 RECOMMENDATIONS

- 3.1 That the Committee note the findings of the Road Safety Report and receives an update in due course on any actions required following more detailed consideration of the report's findings.

Martin McNab
Head of Environmental & Protective Services

4.0 BACKGROUND

4.1 In 2009, the Scottish Government set the following national targets for casualty reductions to be achieved by 2020

- People killed 40%
- People seriously injured 55%
- Children (<16) killed 50%
- Children seriously injured 65%

The table below shows the Inverclyde position at 2017. With the exception of “people seriously injured” the numbers in Inverclyde are too small to make any meaningful comparisons.

	2009	2017	% reduction
People killed	2	2	-
People seriously injured	34	14	59%
Children (<16) killed	0	0	-
Children seriously injured	4	1	-

4.2 The Road Safety Report attached at Appendix 1 is in response to the Committee decision of 8 March 2018 identifying any particular issues regarding accidents arising from the use of vehicles. Accident statistics are presented on a 3 year rolling basis with the intention of indicating trends in both the geographical distribution of accidents and, over time, any issues relating to changes in the contributory factors. The report was compiled by the Community Safety & Resilience Team of Inclusive Education, Culture & Sport from statistics provided by Police Scotland to the Roads Service. Individual requests for traffic calming measures are dealt with separately under the Council’s Traffic Calming Policy which is detailed in 5.0 below.

4.3 As would be expected a high proportion of the accidents resulting in injuries occur on the trunk roads and main distributor roads. They are however fairly evenly distributed along the network, albeit with minor clustering at junctions, and reflect the higher volume of traffic along these routes.

4.4 Other than on the main routes referred to above the vast bulk of accidents occur at junctions on the rest of the network. Typically these are junctions on main or distributor roads where traffic volumes are high. There are no obvious hotspots in any residential areas the risk within residential streets generally being much less than on busy roads. Consideration is being given to the findings of the attached report and recommendations will be brought to a future meeting of the Committee in respect of actions and priorities.

5.0 TRAFFIC CALMING POLICY

5.1 The August 2017 Environment & Regeneration Committee approved a policy for the prioritised assessment of requests for traffic calming measures. This policy applies to requests from members of the public and community groups and is used to prioritise spend on traffic calming measures on individual stretches of road.

5.2 This report deals with broader area based issues of road safety and is not intended to replace the Traffic Calming Policy but rather to complement it by identifying trends and potential blackspots from a reliable dataset.

6.0 IMPLICATIONS

6.1 Finance

There are no financial implications arising from this report.

One off costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments

Annually Recurring Costs/(savings)

Cost Centre	Budget Heading	With effect from	Annual net impact £000	Virement From	Other Comments

6.2 Legal

This report does not impact on Legal.

6.3 Human Resources

This report does not impact on Human Resources.

6.4 Equalities

This report does not impact on Equalities.

6.5 Repopulation

This report does not impact on Repopulation.

7.0 CONSULTATIONS

7.1 There have not been any consultations on this report as it covers a factual dataset. The findings will however be considered in by the Community Safety Partnership and any recommended actions will be brought back to this Committee.

8.0 BACKGROUND PAPERS

8.1 Traffic Calming Policy- Revised Guidelines and Assessment Criteria. E & R 31/08/17
ERC/ENV/WR/17.312

Community Safety Partnership

Road Safety Report

July 2018

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1 Introduction

Inverclyde covers an area of approximately 160sqkm, which includes 462.3km of road network. Our road network includes 38.6km of Trunk Road, which is the responsibility of Transport Scotland. The road network is used not only by our 78,760 residents, but also by a range of commuters, visitors and local business as well as national and international commercial traffic.

Road Safety figures for Inverclyde have shown steady improvement over the past 15 years, with a 41% reduction in the total number of road casualties from the averaged periods 2004-08 to 2013-17. This performance exceeds the national average, which shows a 37% improvement over the same period¹.

Road Safety in Inverclyde can be divided into two main elements, Education and Engineering. The Road Safety Education Programme is school based and is delivered by the Community Safety & Resilience Team, with the engineering solutions being delivered by the Roads Services Team. To ensure the continued effective delivery of engineering solutions and the prioritisation of budgets, analysis of the road safety incidents for the period 2015 to 2017 has been undertaken by the Community Safety Data Analyst and the findings are set out in the following report.

1.1. Methodology

The data is extracted from Inverclyde Council's Roads Accident database, which is informed by Police Scotland STATS19 returns. STATS19 forms are compiled by the Department for Transport to produce Britain's official road accident statistics. STATS19 data must be collected for a crash only when *all* of the relevant conditions apply. In order to be recordable under STATS19, an incident must:

- occur on the public highway (including pavements, but excluding private roads, car parks, forecourts and similar areas)
- involve at least one vehicle (which may include non-motorised vehicles such as pedal cycles or ridden horses)
- result in an injury to at least one person (excluding death due to natural causes or confirmed suicide, injury due to unrelated illness, and injury to animals)
- be reported to the Police (either at the scene, or to a police station within 30 days)

It should be noted that these conditions are not identical to circumstances where drivers are required under the **Road Traffic Act 1988** to report an accident to the Police. It is entirely possible for a crash to be legally reportable, but not recorded under STATS19: for example, if it resulted in damage to property and injury to farm animals but no injury to a person.

The data was formatted and analysed in QGIS. Heat maps were produced to highlight areas of prevalence.

2 Data

2.1. Accident Severity

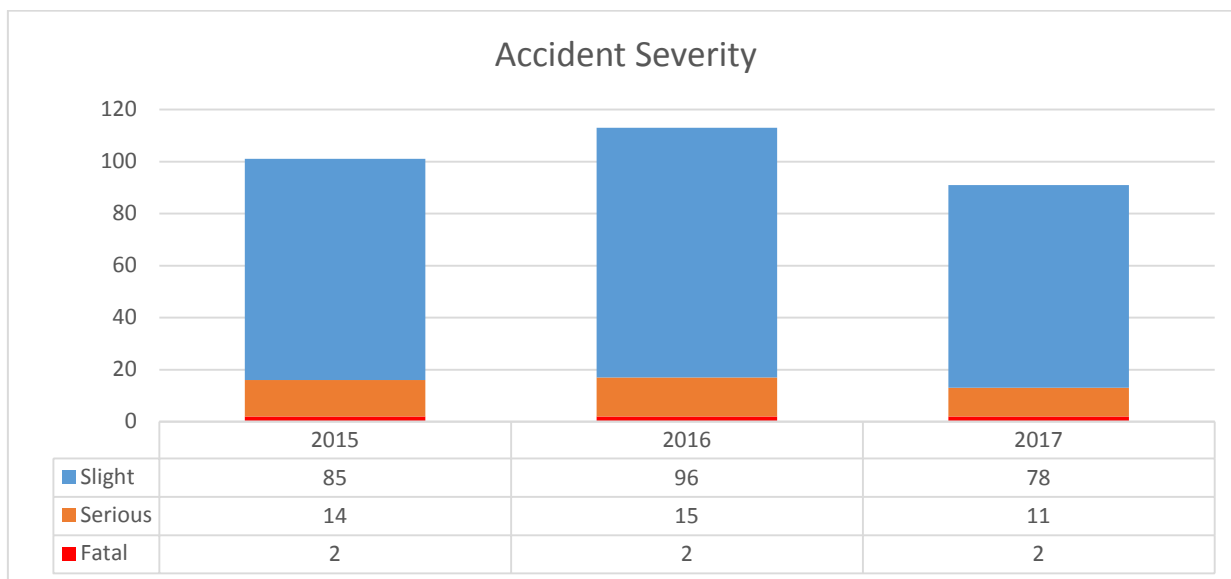


Figure 1 – All Traffic Accidents resulting in a casualty (TA) in Inverclyde, 2015-2017, by severity

Source: Inverclyde Council (2018)

Overall, the number of traffic accidents resulting in a casualty (TA) showed a 10% reduction in 2017 compared to the 3 year average.

2.2. Day and Time

Time period	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00-03:59	2	3	0	0	1	2	7
04:00-07:59	1	3	4	4	3	2	1
08:00-11:59	9	10	13	8	6	9	6
12:00-15:59	13	14	11	8	10	17	7
16:00-19:59	13	9	13	21	17	14	11
20:00-23:59	7	3	5	4	4	4	6

Figure 2 – All TA in Inverclyde, 2015-2017, by weekday and time period

Source: Inverclyde Council (2018)

Over the past 3 years, TAs have been slightly more likely to occur on a Saturday. A third of TAs happen in the time period between 4-8pm.

2.3. Casualties

Age group	Driver or rider	Vehicle or pillion passenger	Pedestrian	Grand Total
0-9	0	11	16	27
10-19	20	25	14	59
20-29	61	23	7	91
30-39	34	13	8	55
40-49	47	6	10	63
50-59	34	11	3	48
60-69	14	7	5	26

70+	11	8	8	27
Total	221	104	71	396

Figure 3 – All casualties involved in TA in Inverclyde, 2015-2017, by age group and casualty class

Source: Inverclyde Council (2018)

During the 3 year period, pedestrians accounted for 18% of all casualties, this increased to 83% when only considering fatal TAs.

Across 2015-2017, drivers in the 17-25 age group accounted for 24% of all drivers involved in TAs. 57% of the drivers involved in TAs within the 17-25 age group were male.

2.4. Primary Contributory Factor

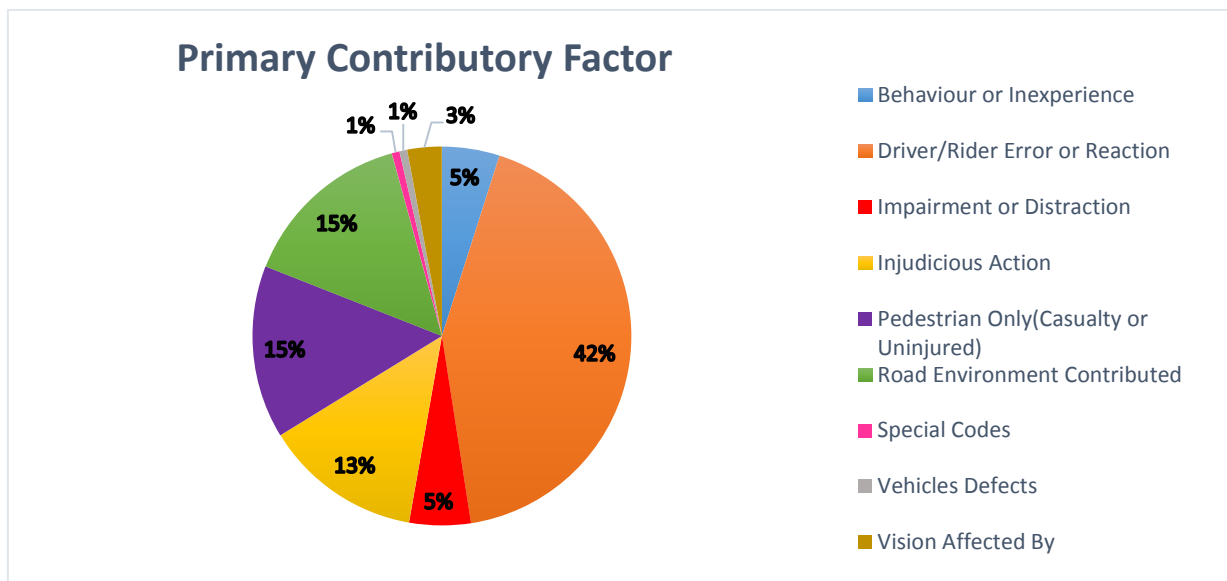


Figure 5 – All TA in Inverclyde, 2015-2017, by primary contributory factor

Source: Inverclyde Council (2018)

Over the 3 year period, the most prevalent primary contributory factor was Driver/Rider Error or Reaction, which includes 28% of TAs that occurred due to drivers failing to look properly. This is included within in Figure5. Exceeding the speed limit was the factor in 2% of TAs, included within Injudicious Action.

Contributory Factor definition:-

Behaviour or Inexperience includes: Aggressive driving; Careless/Reckless/In a hurry; Inexperienced or learner driver/rider.

Driver/Rider Error or Reaction includes: Failed to judge other person's path or speed; Failed to look properly; Failed to signal/Misleading signal; Junction overshoot; Loss of control; Poor turn or manoeuvre; Sudden braking; Swerved; Too close to cyclist, horse rider or pedestrian.

Impairment or Distraction includes: Distraction in vehicle; Fatigue; Illness or disability; Impaired by alcohol; Impaired by Drugs (illicit or medicinal).

Injudicious Action includes: Cyclist entering road from pavement; Disobeyed automatic traffic signal; Disobeyed Give Way or Stop sign or markings; Exceeding speed limit; Following too close; Illegal turn or direction of travel; Travelling too fast for conditions; Vehicle travelling along pavement.

Pedestrian Only(Casualty or Uninjured) includes: Careless/Reckless/In a hurry; Crossed road masked by stationary or parked vehicle; Dangerous action in carriageway (eg playing); Disability or illness, mental or physical; Failed to judge vehicle's path or speed; Failed to look properly; Impaired by Drugs (illicit or medicinal); Wrong use of pedestrian crossing facility.

Road Environment Contributed includes: Animal or object in carriageway; Deposit on road (e.g. oil, mud, chippings); Inadequate/Masked signs or road markings; Poor or defective road surface; Road layout (eg bend, hill,

narrow carriageway); Slippery Road (due to weather); Temporary road layout (eg contraflow); Traffic calming (eg speed cushions, road humps, chicanes).

Special Codes includes: Emergency vehicle on call; Other; Stolen vehicle; Vehicle door opened or closed negligently.

Vehicles Defects includes: Defective brakes; Defective steering or suspension; Tyres illegal, defective or under inflated.

Vision Affected By includes: Buildings, road signs, street furniture; Dazzling sun; Rain, sleet, snow or fog; Stationary or parked vehicle(s); Vehicle blind spot; Visor or windscreen dirty, scratched or frosted.

2.5. Vehicle Type

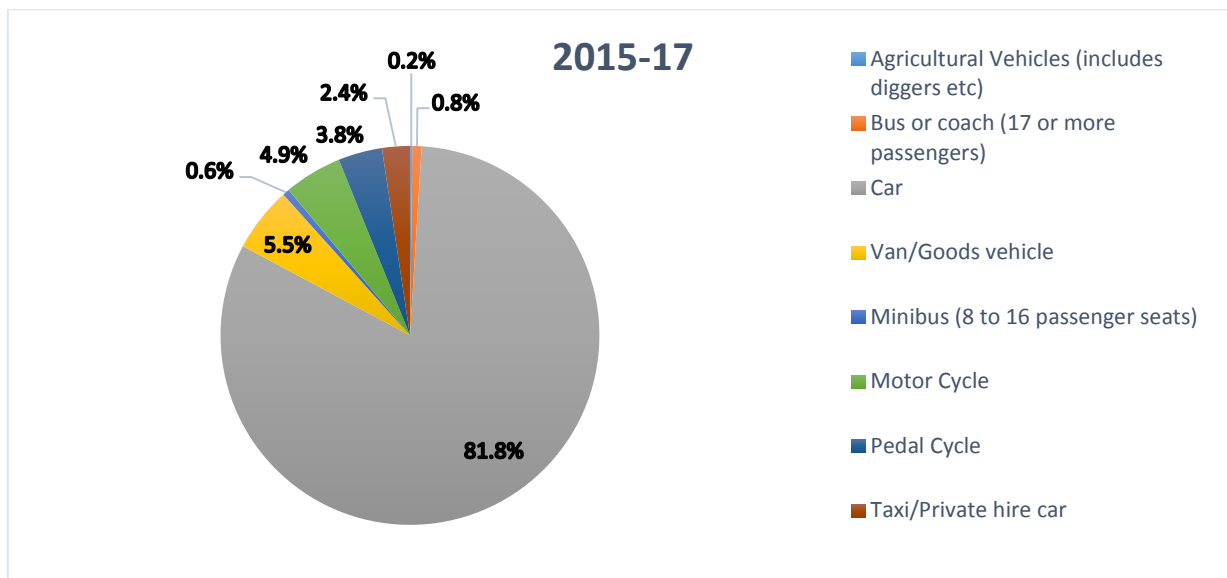


Figure 4 – All vehicles involved in TA in Inverclyde, 2015-2017, by vehicle type

Source: Inverclyde Council (2018)

In 2017, the number of cars involved in a TA reduced by 10% compared to the 3 year average. Across 2015-2017, over half of TAs involved two vehicles and a third involved only one vehicle.

2.6. Location

Across the 3 year period, 25% of TAs occurred on either the A8, M8 or A78. The primary contributory factor for the TAs occurring on the trunk road was due to Driver/ Rider Error or Reaction, accounting for 47%, with most still being due to drivers failing to look properly. Exceeding the speed limit accounted for 4% of TAs on the trunk road.

Map A highlights a higher concentration of TAs around Greenock town centre. Map B shows these areas of concentration within Greenock town centre in greater detail. Maps C to G show the locations of all TAs within Inverclyde across the 3 year period, by main town area.

3 Commentary

From the Strategic review of the historical accidents there are some key messages emerging.

Around a quarter of the road casualties in Inverclyde all are on the trunk roads A78 and A8. Yet the length of trunk road at 38.6km is only 8% of the road network. A dialogue will be commenced with Transport Scotland or Trunk Road Authority on what actions they are taking in respect of the road safety.

Accident mapping demonstrates that main and distributor roads which carry long traffic volumes have the highest accidents rates. Further investigation is needed to determine what measures might reduce accident risk and where priorities should be. This will require dialogue with Police Scotland.

Within residential streets, accident rates are generally very low. It is recognised however that many communities have concerns over traffic danger in residential areas. If 20mph zones were to be considered in residential areas, prioritisation would have to be based on assessment of risk as well as historical accidents. Again this needs further investigation.

4 References

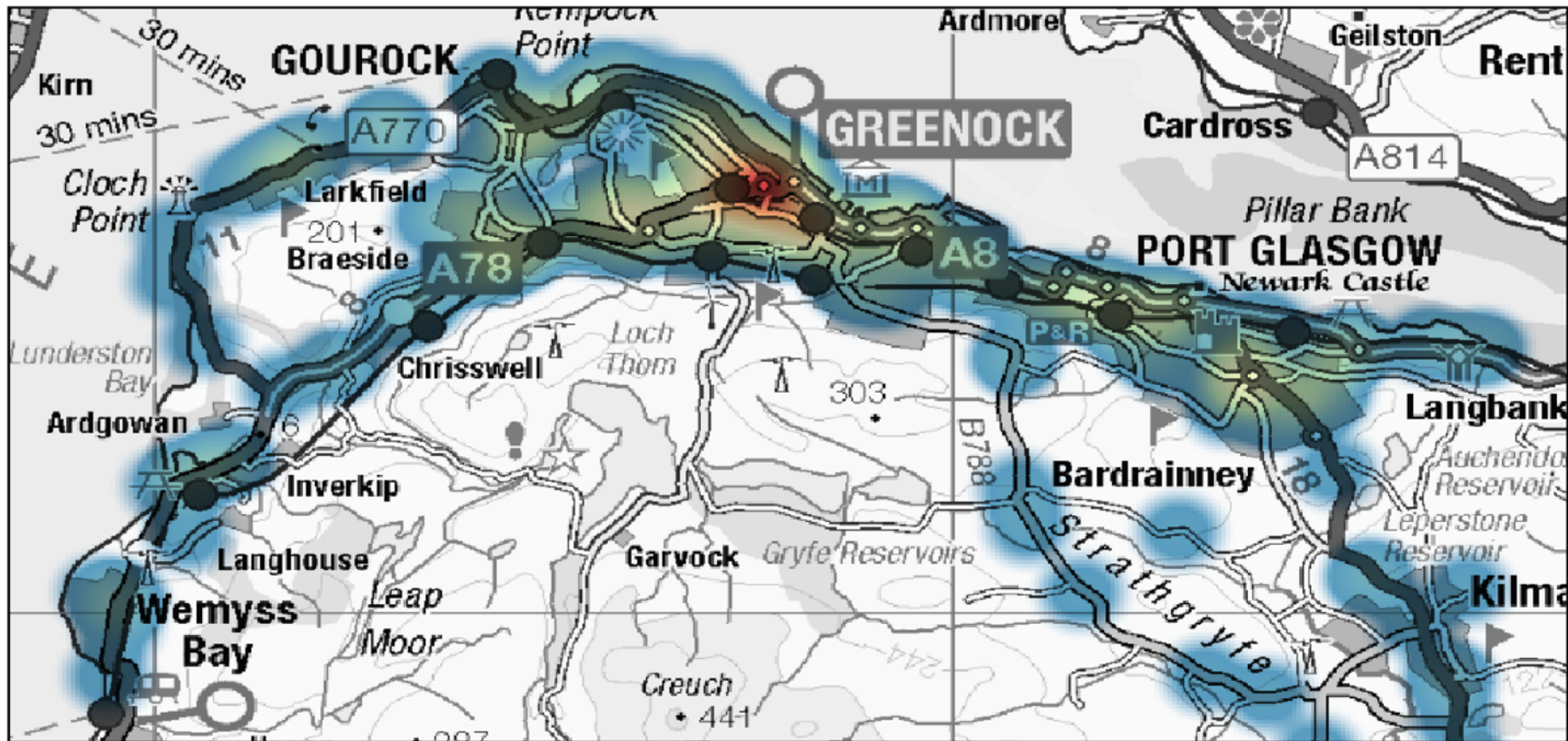
INVERCLYDE COUNCIL SERVICE RECORDS

- ¹ Transport Scotland, Statistical Bulletin: 13th June 2018
- Roads Access database - Acc_data2005

INFORMATION WEBSITES

- | | | |
|--------|---|----------|
| • MAST | • http://mast.roadsafetyanalysis.org/ | 24/07/18 |
| • NRS | • https://www.nrscotland.gov.uk/files//statistics/council-area-data-sheets/inverclyde-council-profile.html | 25/07/18 |

STATS19 Incidents involving casualties
2015 - 2017



Inverclyde
council

Safer & Inclusive Communities

Inverclyde Council
40 West Stewart Street
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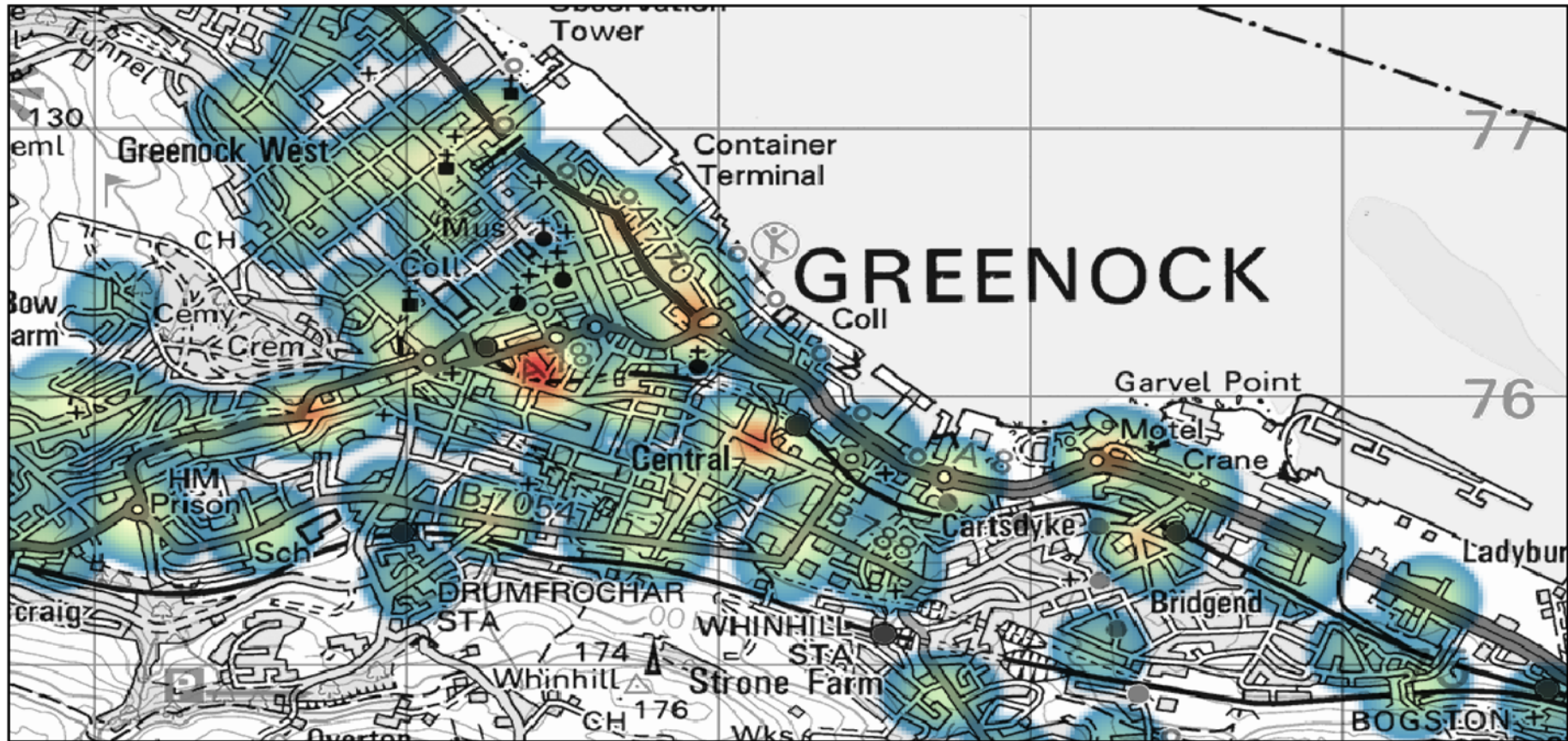
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Map A

STATS19 Incidents involving casualties
2015 - 2017



Inverclyde
council

Safer & Inclusive Communities

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40 West Stewart Street
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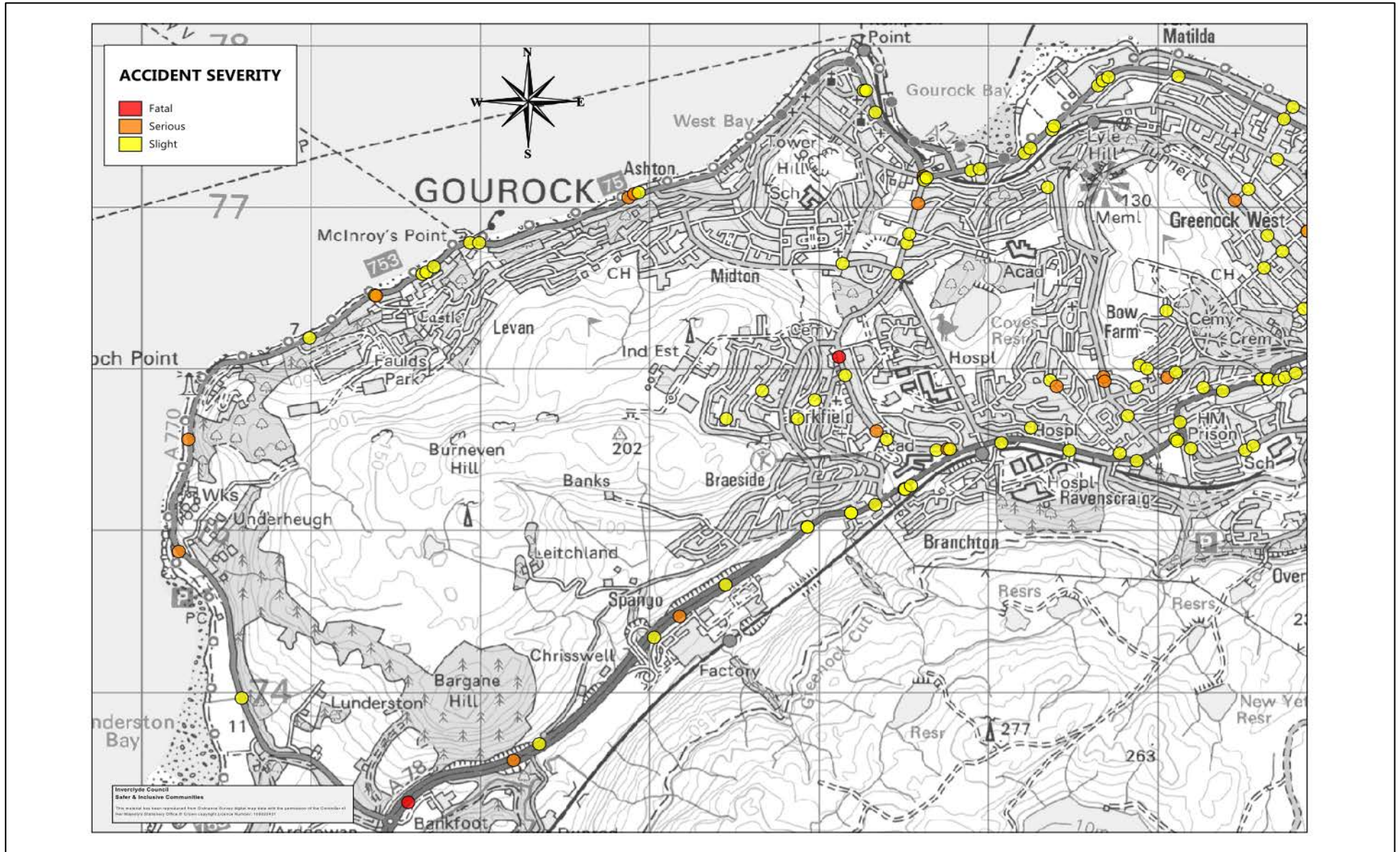


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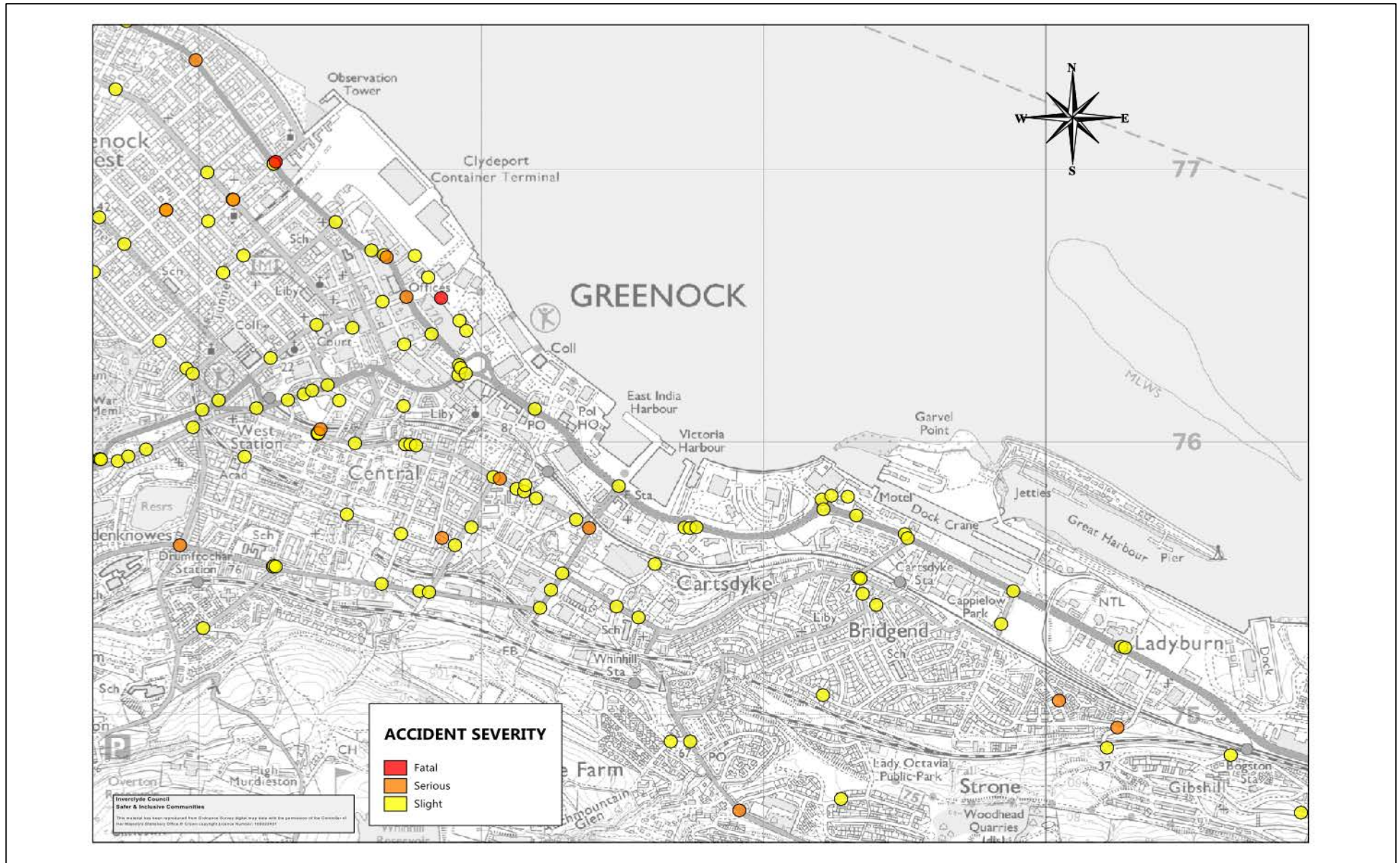
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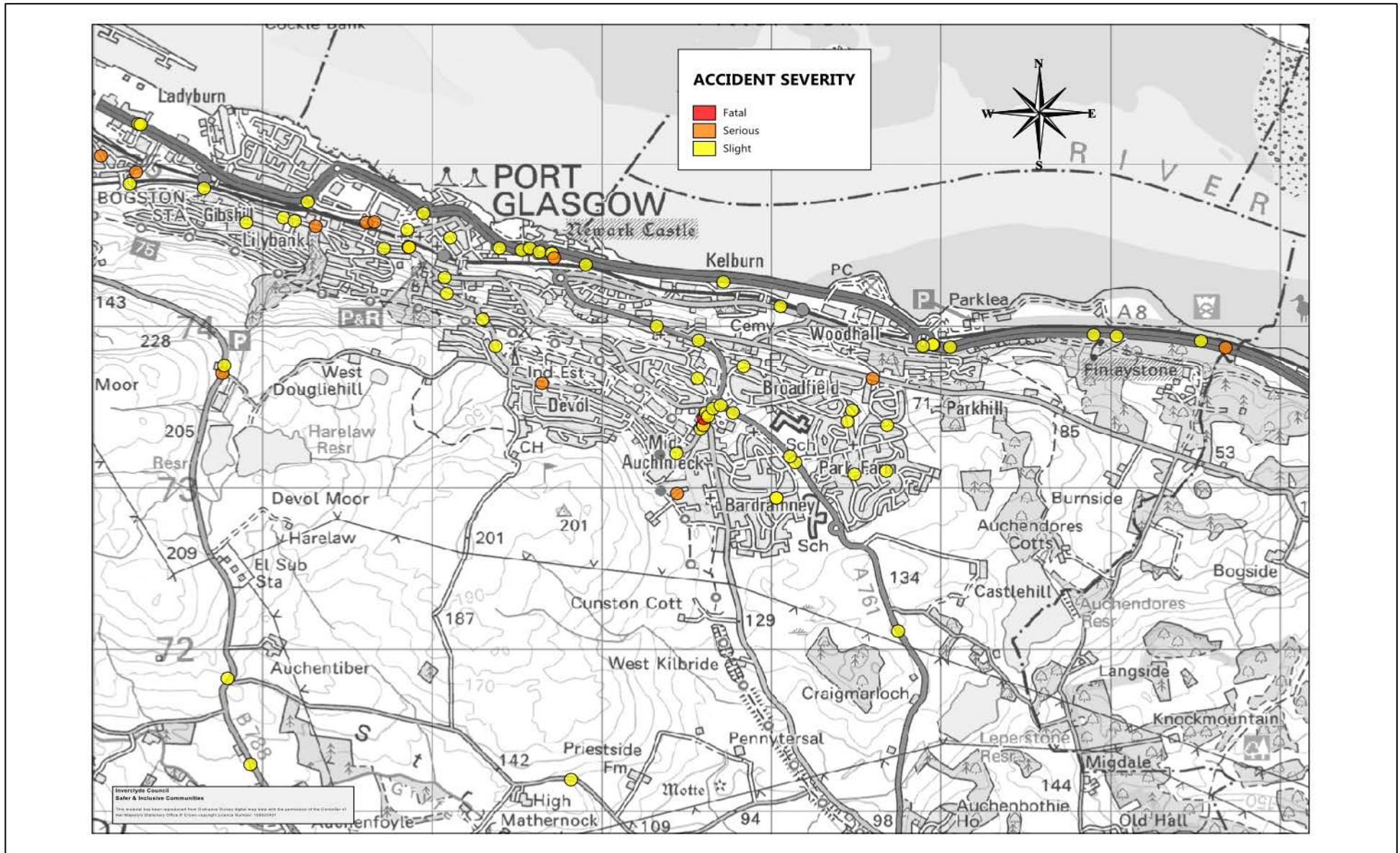
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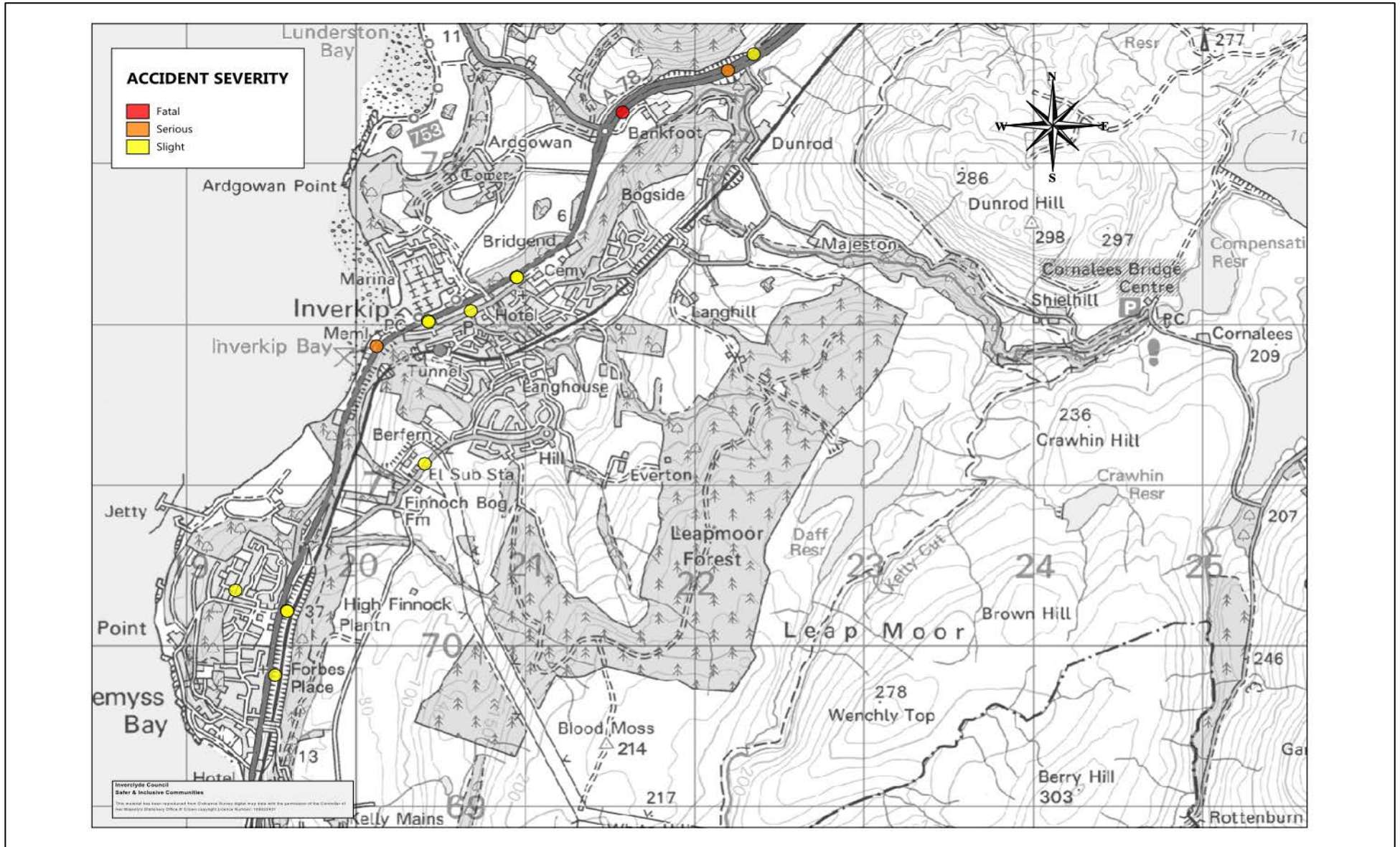


Map C

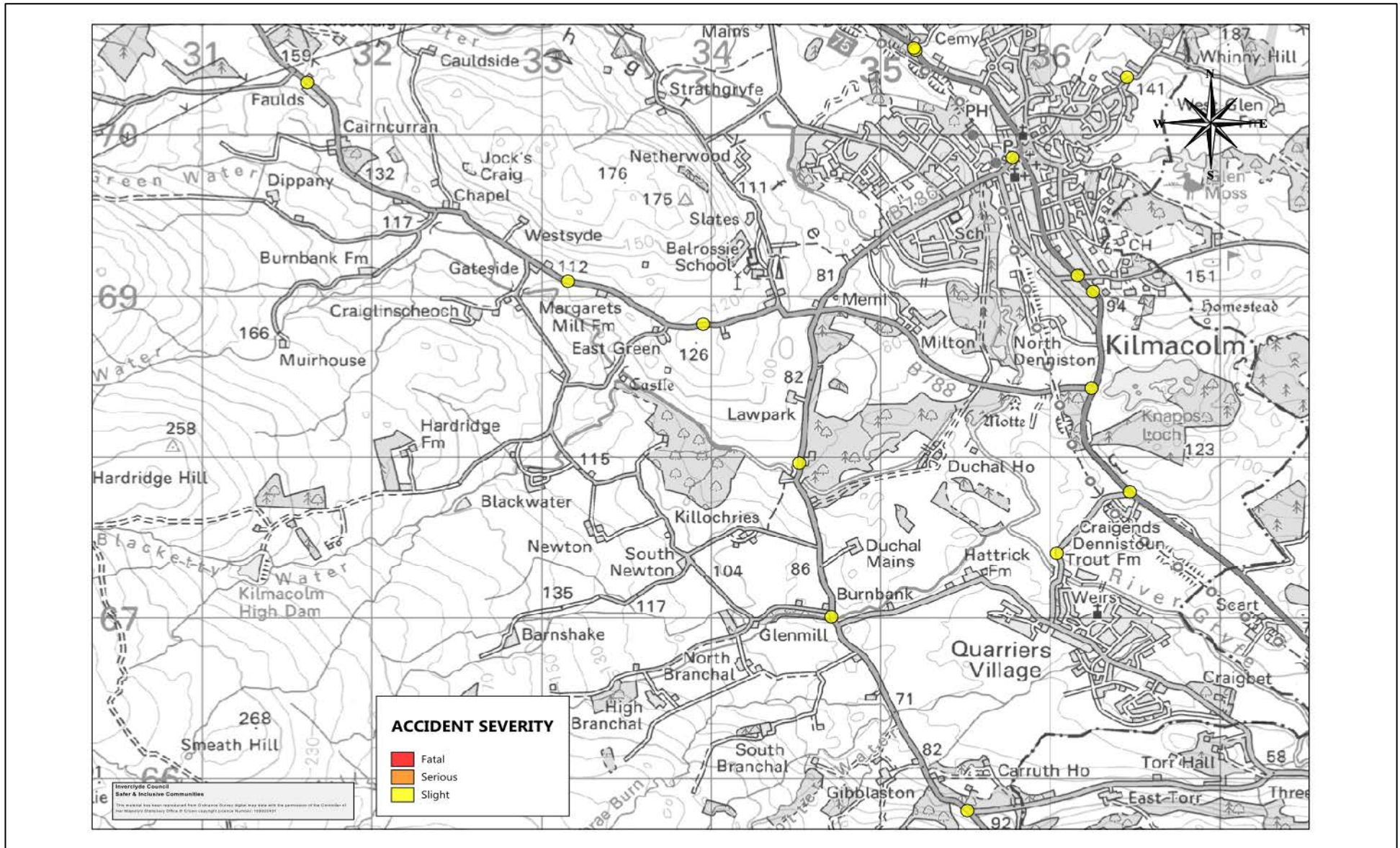




Map E



Map F



Map G