

road safety plan

SCOTTISH BORDERS COUNCIL
2010 – 2020



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Scottish Borders Council

ROAD SAFETY PLAN 2010 – 2020

FOREWORD

Road Safety is an issue which practically everyone is affected by. Whether it is making a subconscious decision to cross the road at a particular point, choosing an appropriate speed to drive, deciding at what age a child can make the school trip unaccompanied. These are choices which are, to varying extents, influenced directly by real or perceived safety on the road network.



Sadly, very few of us can claim to know of a family unaffected by the results of a road traffic accident. The suffering caused by traffic accidents means that road safety, rightly remains amongst the highest priority in terms of targeted resources. In common with all Local Authorities, Scottish Borders Council, at all levels, recognise that every death or injury resulting from an accident on our roads is potentially one too many. This social responsibility is underpinned by the Road Traffic Act 1988 which places a statutory duty on Local Authorities to take measures as deemed appropriate to prevent accidents.

The Council's view is that all accidents are avoidable and the existence of an inevitability of occurrence does not hold. There is recognition amongst officials and road safety professionals within the Council and their partner organisations that the underlying reasons for accidents occurring are wide and varied and correspondingly a multi-faceted approach is required.

I have the privilege of chairing the Scottish Borders Road Safety Working Group which is made up of the various organisations who have a stake in Casualty Reduction in the Borders and am heartened to witness the cooperation and commitment of the different bodies striving to make the Borders road network safer for residents, visitors and for those passing through.

The Council's commitment to Road Safety is demonstrated by its featuring directly in several of the Council Priorities. These have been developed to identify what the Council will do to deliver the Strategic Outcome Agreement between Scottish Government and the Council to improve the quality of life and opportunities in life for the people of Scotland.

The targets set out in the plan are demanding and they cannot be achieved by the Council and its partners alone. Making our roads safer is everybody's business and as such this plan requires buy-in from all including community groups, businesses and individuals.

It gives me great pleasure to introduce this document which sets out our ongoing efforts, our achievements and our goals for the future.

COUNCILLOR JIM FULLARTON
Executive Member for Roads and Infrastructure



1. INTRODUCTION

1.1 BACKGROUND

On a global scale around 1.2 million people are killed and over 50 million are injured each year on our roads. While the UK and Scotland compares favourably with other developed nations in terms of overall casualties resulting from road traffic accidents historically we perform less well in terms of pedestrian casualties.

In the Scottish Borders there were 104 people killed or seriously injured and 401 people suffered slight injuries as a result of Road Traffic Accidents in 2009. Beyond the pain, grief and suffering associated with road accidents there is a wide reaching cost to society, from cost to the NHS in treating casualties to the value of lost output.

1.2 THE PLAN

This is the 10th Road Safety Plan produced by Scottish Borders Council. Its predecessor was published in 2002 since which time there have been significant changes in national legislation and local policies affecting road safety.

These include:

- New Home Zone (Scotland) Regulations setting out statutory procedures for introducing home zones;
- Recommendations issued for local authorities to create a School Travel Coordinator post;
- Guidance issued on Setting of Local Speed Limits with an instruction from central government to undertake a Speed Limit Review on all A and B class roads by 2011;
- Publication of the Child Road Safety Strategy for the UK including measures by the Scottish Government to reduce Child Road Casualties; and
- Scotland's Road Safety Framework published with revised casualty reduction figures.

The Plan draws on published accident and casualty data and details of individual accidents provided by the police and presents progress towards adopted casualty reduction targets. It sets out the various standard and innovative methods employed by Scottish Borders Council in its efforts to reduce casualties resulting from road traffic accidents.

1.3 INVITATION TO COMMENT

Members of the public or organisations who wish to comment on the plan or suggest ideas for subsequent versions of the plan should write to:

- SCOTTISH BORDERS COUNCIL
Environment & Infrastructure
Road Safety Section
Council Headquarters
Newtown St Boswells
MELROSE
TD6 0SA

2. BACKGROUND



2.1 SCOTTISH BORDERS ROAD SAFETY WORKING GROUP

The Plan brings together the ongoing work being carried out by The Scottish Borders Road Safety Working Group, formed in 2006, which replaced the former Road Accident Management Group. The current group and its predecessor were formed in recognition of the requirement for a multi-agency approach to Road Safety to meet, or exceed, casualty reduction targets.

The group, chaired by the Executive Member for Roads and Infrastructure, meets once a month to discuss emerging accident data, ongoing and proposed initiatives, budgetary issues and any issues which may have an influence on road safety. The core members of the group include representatives from the following organisations.

- Scottish Borders Council;
- Transport Scotland (Scottish Government Transport Agency);
- BEAR Scotland (Trunk Road managing agents for the South East Unit);
- Lothian and Borders Police;
- Lothian and Borders Safety Camera Partnership; and
- Lothian and Borders Fire and Rescue Service.

The group maintains an Action Plan which is a rolling document of actions with outcomes, responsibilities and timescales. The action plan in its most recent form is presented later in this document.

The partners urge the whole community to support the initiatives and request that everyone accepts a level of responsibility for themselves and others. This is purely a case of taking care and being considerate to other road users when on the road network.



2.2 TRUNK ROADS

Since 1996 Scottish Borders Council has had no control or jurisdiction on the Trunk Roads within the geographic boundary of the Council area. These are roads that are considered by the Scottish Government to be strategic to the national economy and, as such, are the responsibility of Transport Scotland, the National Transport Agency for Scotland which has executive powers granted by the Ministers of Scottish Government.

Within the Scottish Borders there are five Trunk Roads which run through the Council area. These are:

- A1 – Edinburgh – Berwick-upon-Tweed. This route running from Cockburnspath at the boundary with East Lothian to Lamberton at the Scottish Border is a key link between Edinburgh and the north of England;
- A6091 – Galashiels – Newtown St Boswells. This relatively short section of trunk road provides a link between the A7 and the A68 trunk roads;
- A68 – Edinburgh – Jedburgh – Carter Bar. This route provides a link between Soutra at the boundary with Midlothian to the border with England at the Carter Bar;
- A7 – Edinburgh – Carlisle. The section of road between the Kingsknowes roundabout Galashiels to the boundary with Dumfries and Galloway is trunk road. The section of the A7 from Galashiels to Edinburgh is not a trunk road;
- A702 – Edinburgh – Biggar. This route is a short section of trunk road between Carlops and Dolphinton to the west of the region and forms part of overall link from Edinburgh to the motorway network (A74(M)) Junction 13 at Abington.

Scottish Borders Council works, in partnership, with Transport Scotland, and its agents BEAR Scotland, as required, for instance in areas where both local roads and trunk roads are implicated.

2.3 TARGETS

For many years now successive Governments and administrations have imposed or have supported accident or casualty reduction targets on roads authorities.

In March 2000 the UK Government, Scottish Executive and the National Assembly for Wales announced a National Road Safety Strategy. The strategy set out how Local Authorities should plan to reduce the number and severity of road traffic casualties in their area by examining where accidents and accident casualties are concentrated.

The strategy announced three casualty reduction targets for 2010 as follows:

- Target 1 - a 40% reduction in the number of people killed or seriously injured in road accidents;
- Target 2 - a 50% reduction in the number of children killed or seriously injured; and
- Target 3 - a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

In June 2009, the Scottish Government published Scotland's Road Safety Framework to 2020. In this, a set of new targets, specific to Scotland, were set out. Unlike previous targets, these include an interim 2015 milestone target and, as such these will form the focus of the plan.

These are presented in Table 2.1 below.

**TABLE 2.1 – SCOTTISH ACCIDENT REDUCTION TARGETS FROM 2010
 BASED ON 2004-2008 ANNUAL AVERAGE**

Target	2015 milestone target 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 to these, the previous target of reducing the rate of slight injury accident rate will be continued beyond 2010 to 2020.

Scottish Borders Council and its partners are committed to maximising the Borders' contribution to achieving the national targets.

Continued progress in reducing the numbers killed or injured will depend on the combined effects of education, enforcement and engineering and will build on progress over the past decade which has been enhanced by the co-ordinated efforts of the road safety departments and agencies.

Progress achieved in relation to the milestones and targets, and the reductions we are working towards, are shown graphically in the following section.



2.4 MEANS TO ACHIEVE TARGETS

The three traditional approaches to reducing road accidents and casualties are commonly referred to as the three Es. These are:

- **Engineering** - Factors on the road network which have a physical effect on driver behaviour include forward and side road visibility, safety fencing, gradients and appropriate speed limits. Infrastructure is designed and maintained and, as appropriate, modified, to ensure that they are in keeping with up to date standards and are as safe as possible for road users.
- **Education** - All road users must be aware of the safe and proper way to use roads. This process starts in the home with parents educating their children and continues through primary and secondary school. National and local campaigning can also specifically target user groups to impart road safety advice. As with all facets of education, it does not stop when the person leaves school. Road safety education is a life-long process with young adults and older drivers amongst those users who are recognised as being high risk.
- **Enforcement** - Laws involving roads and traffic have developed to ensure safe operation of the road network. Enforcement of these laws is the responsibility of a number of bodies, most visibly, the Police. Other bodies with responsibilities in upholding these laws are the Safety Camera Partnerships and organisations empowered with parking enforcement powers. The courts are empowered to penalise road users with fines, disqualification from driving, and/or endorsement of licenses and ultimately prison.

Recent years have seen the introduction (or the recognition) of a further two Es used in casualty reduction. Indeed, these are discussed in the new National Road Safety Strategy and are:

- **Encouragement** - This E is closely related to education but rather than striving to improve the road safety skill of the target user. It works with users, and user groups, encouraging them to change their behaviour using inherent or previously learnt skills.
- **Evaluation** - This is a process of good practice which measures effectiveness of road safety interventions or initiatives

3. ROAD SAFETY RECORD

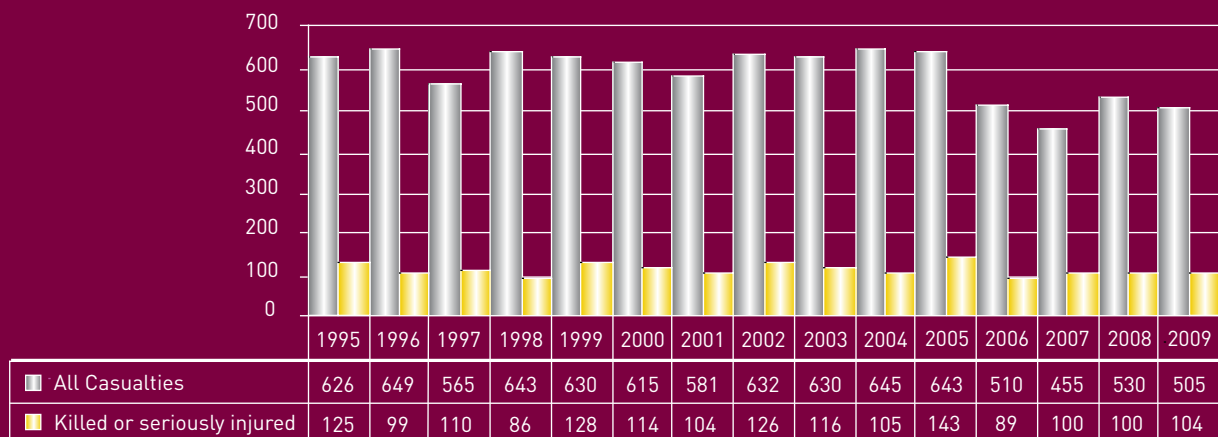
3.1 BROAD PICTURE

In the Scottish Borders in 2009 there were 364 reported accidents which resulted in 505 casualties of which, 13 people died and a further 91 sustained serious injury.

It is clear that every death and serious injury sustained on our roads is one too many. The devastation these bring families, friends and communities cannot be overstated.

The figure below shows the trend of casualties resulting from road traffic accidents in the Scottish Borders Council area in the last 15 years.

ROAD ACCIDENT CASUALTIES IN SCOTTISH BORDERS BY YEAR



The results show that the general trend of casualties is reducing it is more difficult to see any long term patterns or trends becoming apparent for the numbers of casualties who are killed or seriously injured.

When considering long term trends, it is essential that it is considered in context. In addition to the universal increase in car ownership and car use in recent decades, there have been a number of policy conditions which may have affected the number and severity of casualties on our road.

These include:

- Driving test theory introduced for car and motorcycle learners;
- Requirement for coaches and minibuses to be fitted with seatbelts when carrying children on organised trips;
- Local Authorities given power to introduce 20mph zones and speed limits; and
- Scottish Local Authorities allocated nearly £15m for Cycling Walking and Safer Streets Schemes, including Safer Routes to School over a five year period.

3.2 PROGRESS

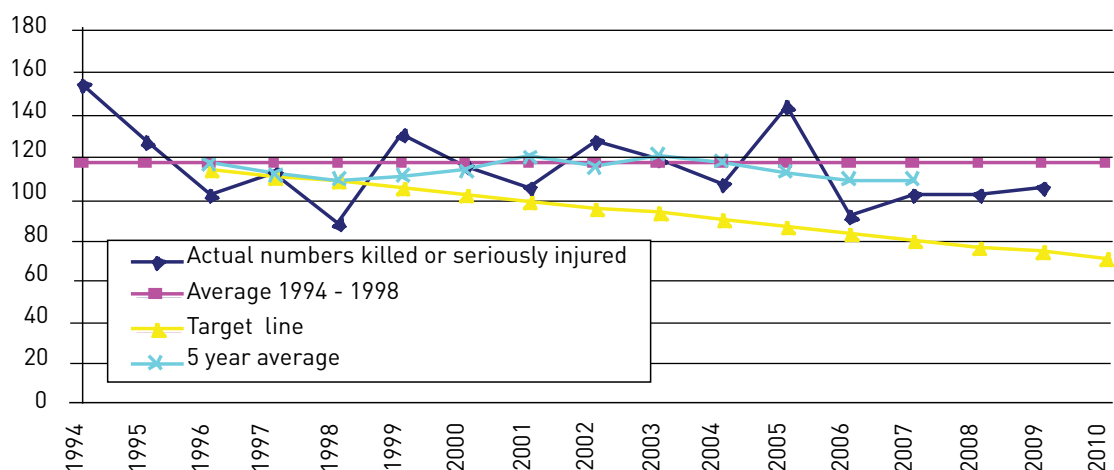
3.2.1 2010 TARGETS

The graphs shown below illustrate Scottish Borders' progress towards achieving the targets discussed in the previous section.

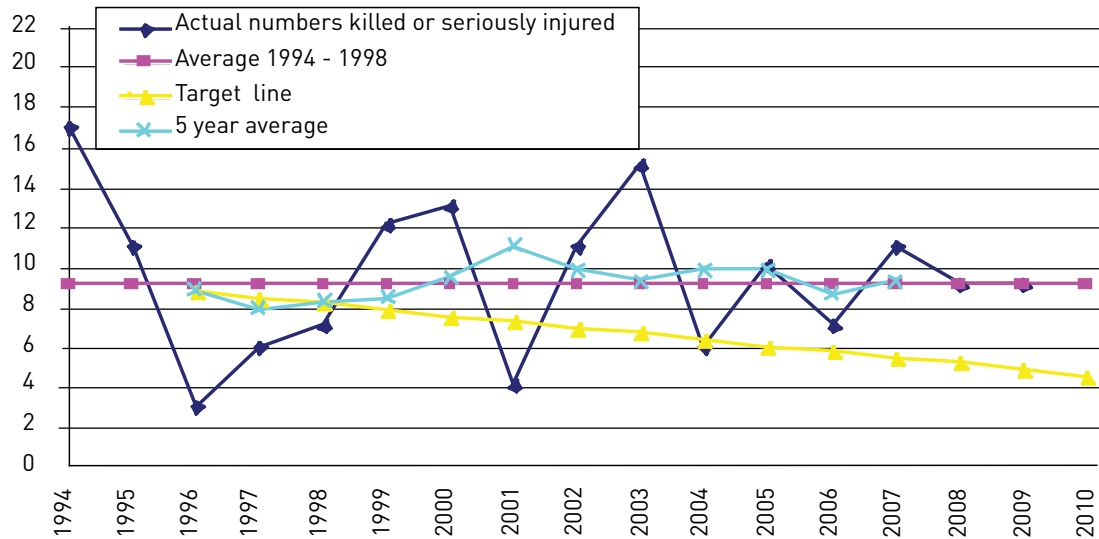
We have achieved improvements in all categories of casualty groups and are on target to comfortably exceed Target 3.

This is against a backdrop of national success in achieving targets with all three being comfortably exceeded by 2007.

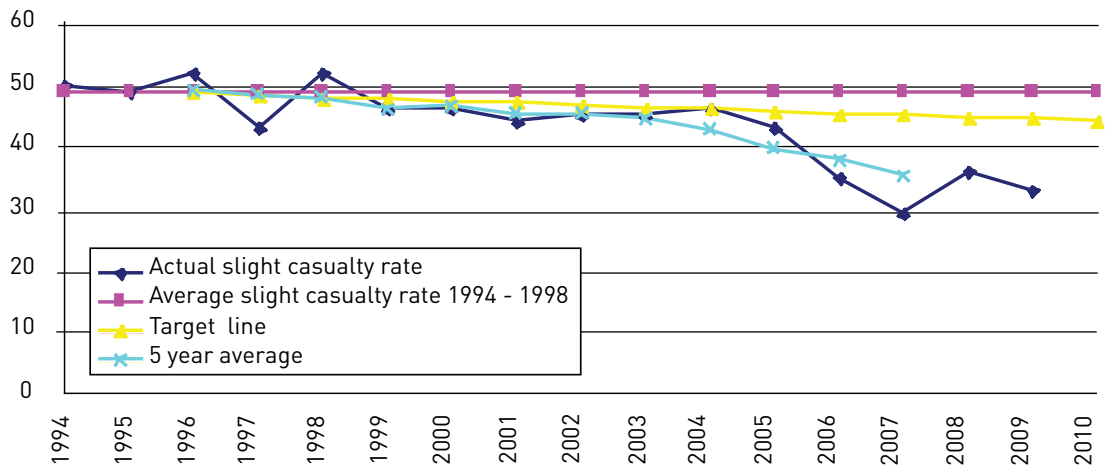
TARGET 1: A 40% REDUCTION IN THE NUMBER OF PEOPLE KILLED OR SERIOUSLY INJURED BY 2010



TARGET 2: A 50% REDUCTION IN THE NUMBER OF CHILDREN KILLED OR SERIOUSLY INJURED BY 2010



TARGET 3: A 10% REDUCTION IN THE SLIGHT CASUALTY RATE BY 2010



A key point of note, when considering the recent trend, is that by the base year (1994 - 1998), the Council had already experienced a good reduction; much in excess of the Scottish average or similar rural roads authorities. Therefore, the base year was low introducing a much more difficult challenge to achieve progress towards nationally set targets.

This is symptomatic of the nature of rural areas such as the Borders with long stretches of high speed rural road and narrow lanes presenting road safety engineers difficult challenges as there are fewer occurrences of concentrations of accidents.

Nevertheless, there remains a firm commitment by all involved to adopt a wide range of approaches, both innovative and conventional, to address the unenviable road safety situation in the Borders.

3.3 LOOKING FORWARD

3.3.1 2020 TARGETS

The Council and its partners now welcome the introduction of the new targets stated in the previous section. These are ambitious targets which present a huge challenge to all involved in Road Safety. Their achievement requires support, not only from road safety professionals but, from the community as a whole.

The ongoing commitment is underpinned in the following Scottish Borders Council Priorities:

- CP31 - Continue to improve safe travel to and from school;
- CP32 - Provide more road safety measures; and
- CP33 - Improve safety measures on main routes in the Borders.

Application of these targets to the numbers of casualties occurring in accidents on Scottish Borders Council roads indicates the following annual reductions in absolute terms

- | | |
|-----------------------------------|--|
| • People killed | 4 fewer by 2015 and 5 fewer by 2020 |
| • People seriously injured | 41 fewer by 2015 and 52 fewer by 2020 |
| • Children < 16 killed | 0.14 fewer by 2015 and 0.2 fewer by 2020 |
| • Children < 16 seriously injured | 4 fewer by 2015 and 5 fewer by 2020 |
| • Slight injury accident rate | 4 fewer per bn veh km by 2020 |

It should be noted that, in considering percentage reduction of very low base figures such as the number of children killed, there is a requirement to discuss fractions of a casualty. Achieving such reduction is possible as base figures and target figures are calculated using the average number of accidents over a five year period to take account of the random element and year on year variations. In absolute terms 0.2 of a casualty equates to one casualty in five years.

3.3.2 COMMITMENTS

In 2008 Scottish Borders Council published its Local Transport Strategy which, in its Vision Statement, acknowledges Safer Connections as a key element of the overall strategy. Indeed its number one objective reads

“To ensure a safer and more sustainable environment”

This is supported by an action plan which has been developed to support the reduction of casualties. This action plan comprises the following adopted Council policies.

Casualty Reduction Policy STM1 - Scottish Borders Council will contribute to achieving Government targets for casualty reduction by reaching annual casualty reduction targets and analysing year-on-year trends.

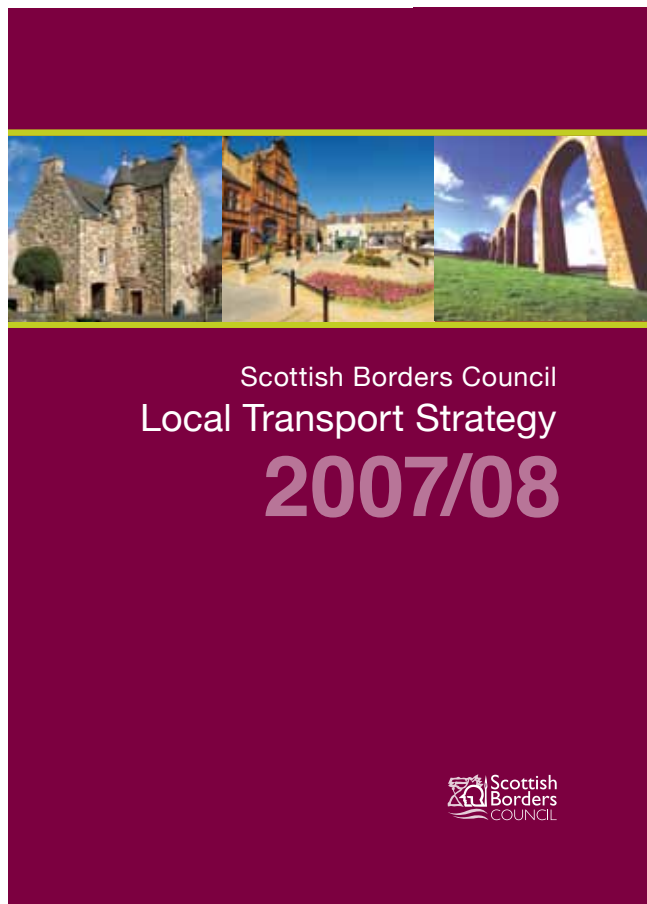
Investigation and Review Policy STM2 - Scottish Borders Council will investigate the cause of collisions on Borders Roads by reviewing road collision data on a monthly basis. Emerging problems, patterns and trends will help to identify suitable interventions.

Road Safety Checks Policy STM3 - The Council will develop a methodology to ensure that all A (non-trunk) & B class roads are checked formally for road safety issues such as signage, road markings and vegetation. Identified issues will be analysed and solutions prioritised.

New Road Construction Policy STM4 - The Council's Technical Services Department will continue to comment and advise on the design and engineering of all new planned roads in relation to driver and pedestrian safety.

Enforcement Policy STM5 - Scottish Borders Council will work closely with and support the Police and other relevant bodies in the pursuit of better enforcement of road safety measures.

Education Policy STM6 - Scottish Borders Council will work closely with and support the Police, Fire and Rescue Services and other relevant bodies to increase awareness of road safety issues





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A72

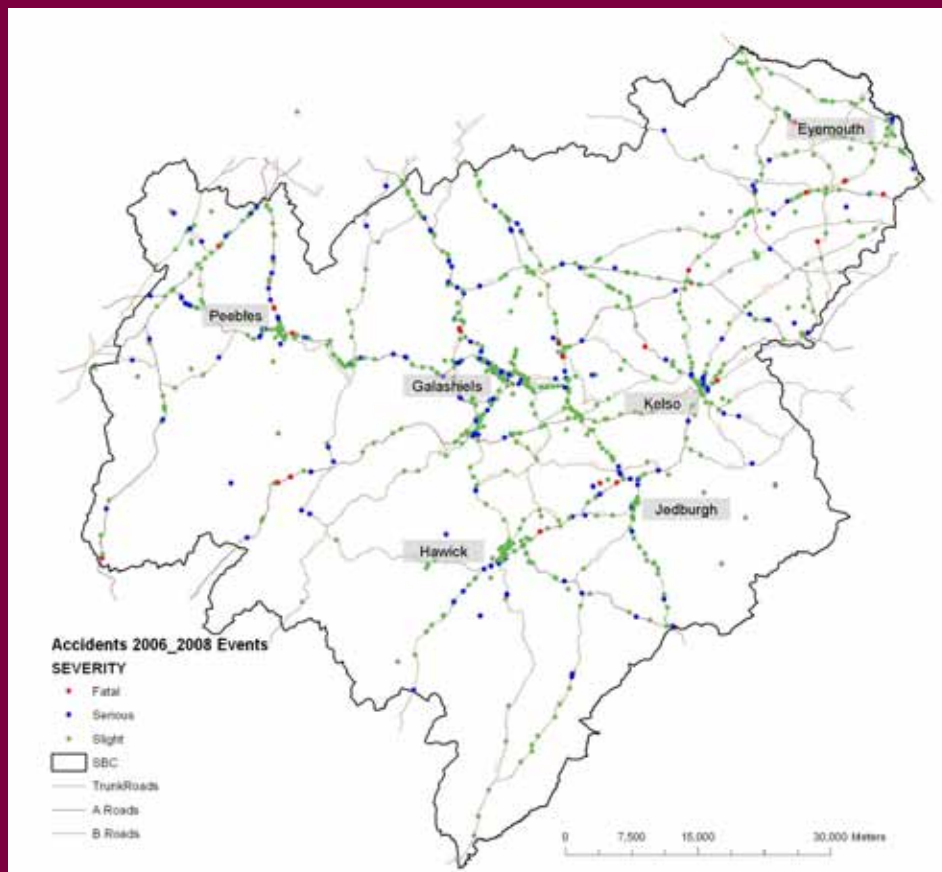
Peebles →
A72

4. WHERE AND HOW ACCIDENTS ARE OCCURRING

4.1 LOCATION OF ACCIDENTS

In this section we discuss and illustrate the locations and recorded circumstances of accidents occurring over the three year period 1/06 to 12/08.

FIGURE 4.1 – PLOT OF ALL REPORTED ROAD TRAFFIC ACCIDENTS FOR THE THREE YEAR PERIOD 1/2006 TO 12/2008



It is easy to identify settlements and key routes on the network based on occurrences of accidents with a map of this scale. What the plan does not show is causations or contributory factors. Along with location data, these are of interest to road safety professionals to consider trends and patterns which should be targeted by any of the existing or emerging road safety methods.

4.2 CAUSATIONS AND CONTRIBUTORY FACTORS

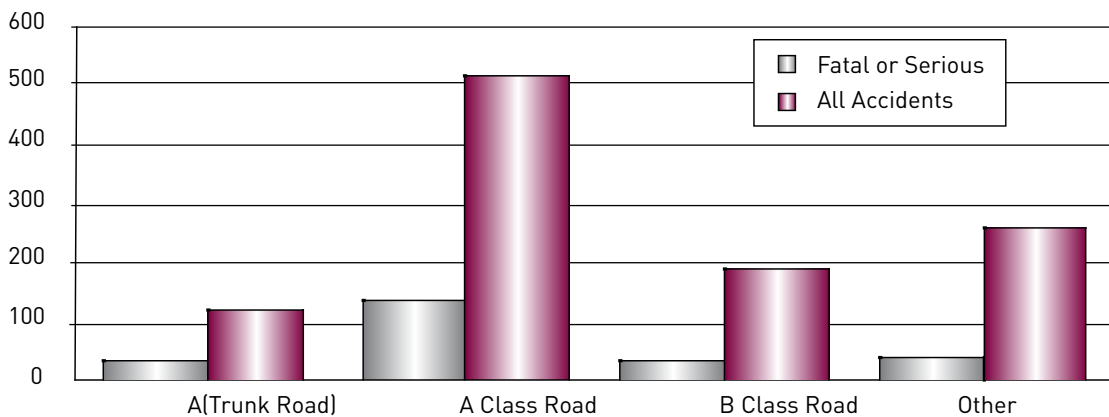
The remainder of this section will set out the same three year reported accident or casualty record broken down by the inherent characteristics present at the time of accidents. This presents an overall view of the accidents occurring in the Borders.

Although, as previously stated, the Council has no control or jurisdiction on the various Trunk Roads within the Council boundary; accidents occurring on these roads are included in the Council's accident record. The Council still maintain an interest in the performance of these roads and work closely with Transport Scotland and its managing agents responsible for their operation.

The following series of graphs and explanatory text relates to all road traffic accidents in the Borders including those occurring on trunk roads.

4.2.1 ROAD CLASS

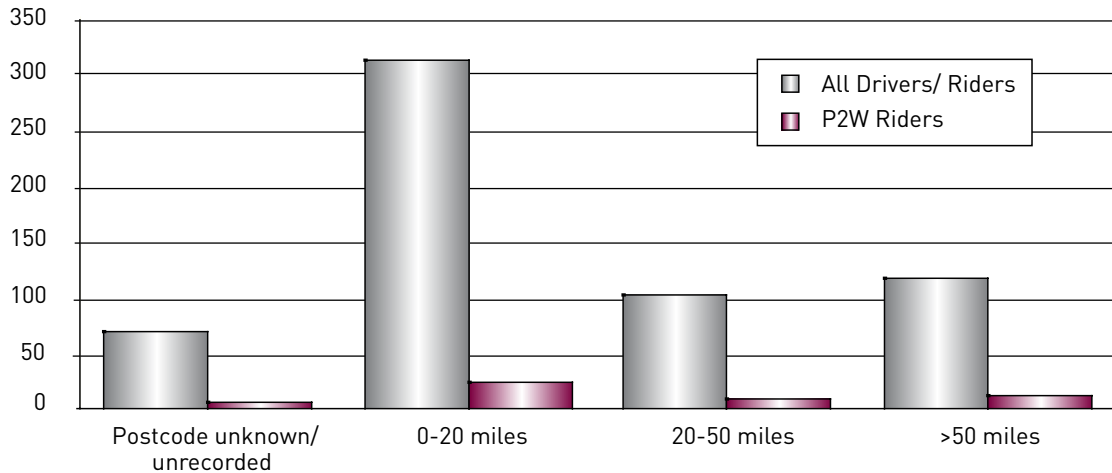
ACCIDENTS BY ROAD CLASS 2006-2008



Considering absolute numbers of accidents occurring on the various classes of road, clearly, most are on the local A-class roads. This is expected as these carry most of the traffic on the local roads. The trunk road network, although carrying high flows physically makes up only around 5% in length of the entire road network.

4.2.2 DISTANCE BETWEEN ACCIDENT LOCATION AND DRIVER'S HOME ADDRESS

DRIVER'S/ RIDER'S HOME ADDRESS AS A DISTANCE FROM LOCATION OF ACCIDENT 2006 -2008

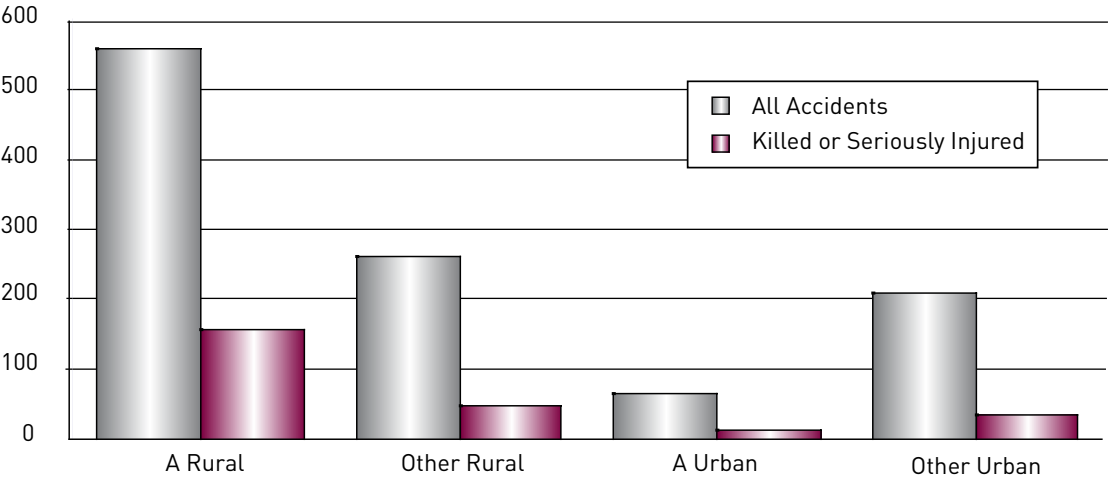


This graph illustrates that the majority of drivers or motorcycle (power two-wheeler (P2W)) riders involved in accidents in the Scottish Borders have their home address within 20 miles from the location of the accident in comparison with those 20-50 miles or more than 50 miles from the accident site.

One point of note is that there is a higher proportion of riders from over 50 miles from their home to that of drivers. It is likely that this is a consequence of riders being attracted to the Borders from further afield and perhaps lacking knowledge of the network.

4.2.3 URBAN / RURAL SPLIT

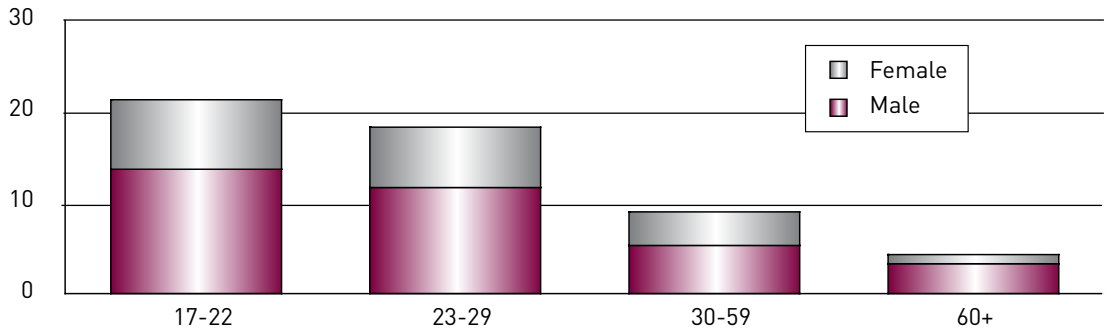
ACCIDENTS - URBAN/ RURAL SPLIT (2006 - 2008)



The above graph shows that, by far, the most accidents within Scottish Borders occur on rural roads which are defined as those outside a 40mph speed limit or less. This reflects the fact that these carry higher levels of traffic than other classes of road and that the speeds of traffic carried is also generally higher.

4.2.4 DRIVER AND RIDER AGE GROUPS

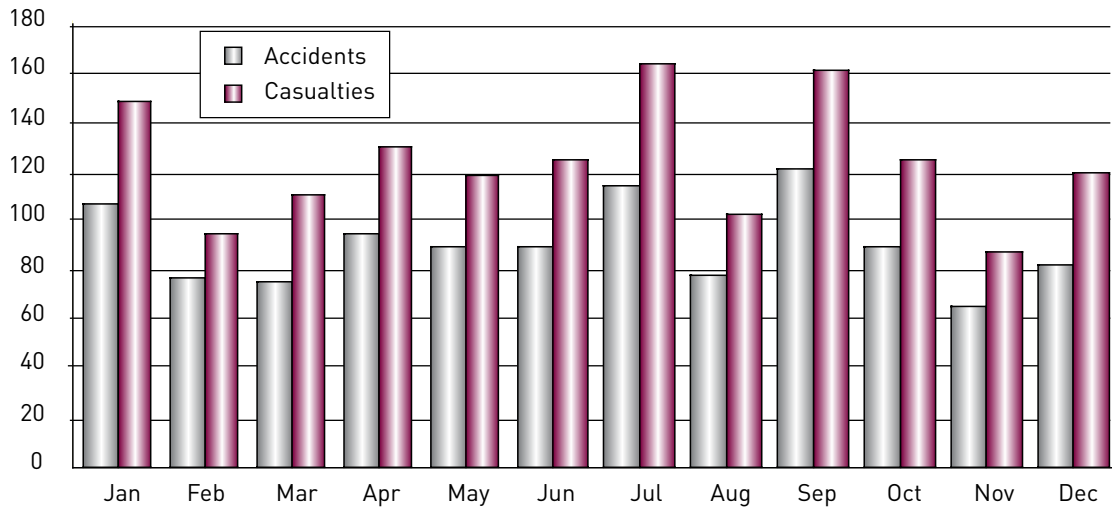
DRIVERS' / RIDERS' AGES PER HEAD OF POPULATION (000s) 2006 - 2008



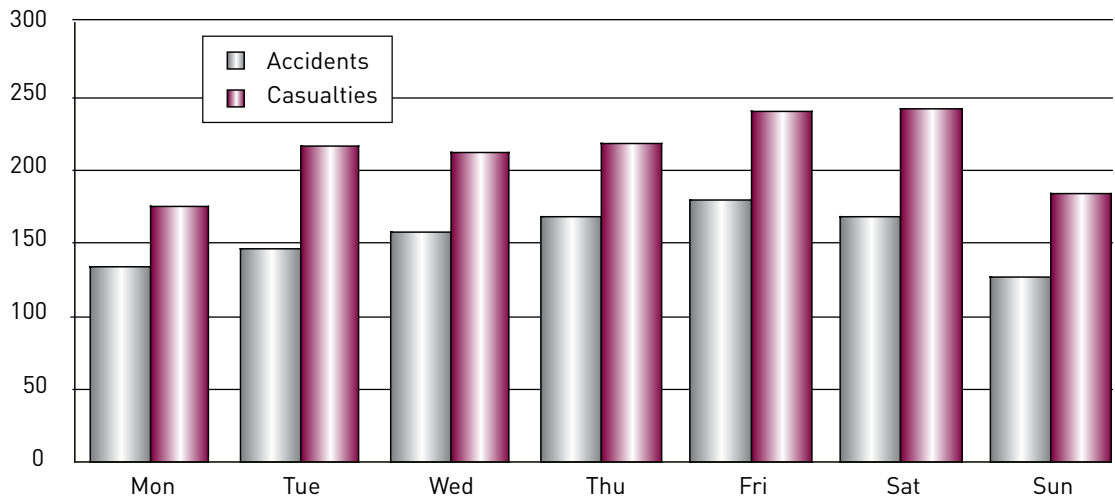
The preceding graph illustrates the spread of age groups of drivers/ riders involved in accidents in the Scottish Borders. It considers number of accidents by head of population and reveals an interesting pattern in an almost linear relationship between age of driver and accidents. This reflects a combination of drivers becoming more experienced and skilled in driving and the propensity for people to stop driving, or drive less, in later life. The pattern is in keeping with the national picture.

4.2.5 MONTH, DAY AND HOUR

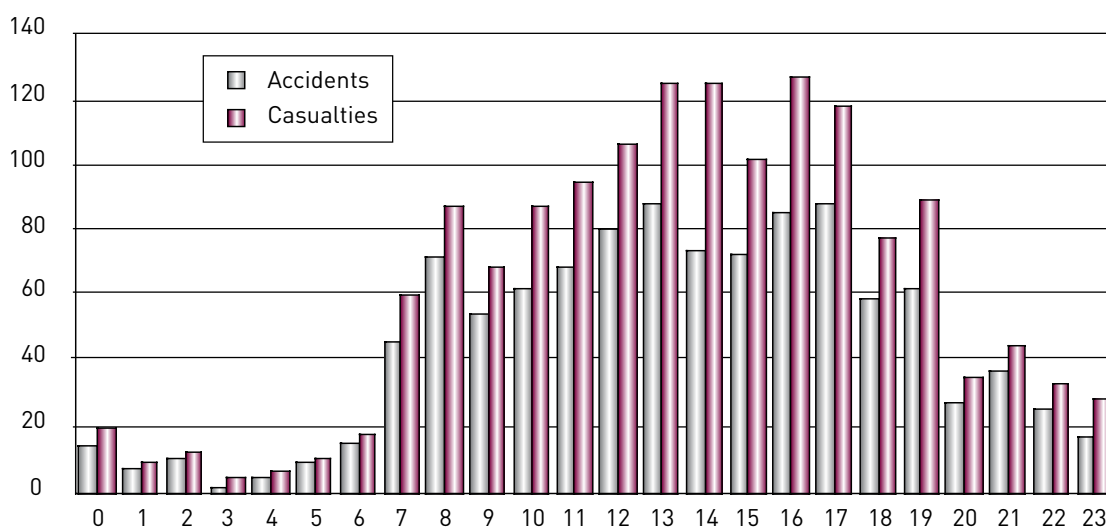
ACCIDENTS AND CASUALTIES BY MONTH 2006-2008



ACCIDENTS AND CASUALTIES BY DAY 2006-2008



ACCIDENTS AND CASUALTIES BY HOUR OF DAY 2006-2008



The profiles demonstrated in these three graphs illustrate when accidents are occurring on the Borders roads. The overall patterns are reflective of the national picture.

4.3 DISCUSSION

This section has presented a selection of key parameters involved in personal injury accidents occurring in the Scottish Borders Council area in the years 2006 to 2008.

Analysis of this data allows the Council and its partners to make informed decisions on where to target and prioritise resources towards areas where Road Safety Risk is most acute. The following sections discuss the various conventional and innovative means in which this is undertaken.

5. EDUCATION, TRAINING AND PUBLICITY (ETP)

This section details several of the key initiatives being taken forward by the Council and its partners with a view to changing road user behaviour and attitudes. Given that human error is a factor in the vast majority of accidents occurring, this element of Road Safety intervention could be viewed as treating the problem at source.

While this brings together many of the formal initiatives being taken forward by Scottish Borders Council and its partners it should be borne in mind that aspects of Education and Training are being progressed at a grass roots informal level by parents teaching children to stop look and listen at the kerbside, bike shops and cycling bodies encouraging the use of cycle helmets, etc.

A further point of note is that, although the elements discussed in this section is fairly exhaustive, road safety professionals will continue to explore emerging examples of best practice with a view to its introduction to Scottish Borders communities.

5.1 SCHOOLS

Scottish health statistics show that Road Traffic Accidents cause the majority of accidental deaths for children and young adults in the 0-19 age group. A few headline statistics are:

- Child pedestrians in the lowest socio-economic group are over four times more likely to be killed than those in the highest socio-economic group;
- Casualty rates for child pedestrians increase with age. 12-15 year olds are the most vulnerable;
- Male pedestrians are more at risk than females. In the 5-11 age group, twice as many boys are likely to be killed or seriously injured compared to girls;
- Boys are still more at risk in the 12-15 age group, although the gap between sexes is less marked; and
- The peak times for child casualties are weekdays, from 3:00pm to 5:00pm coinciding with the end of the school day. Friday is the peak day for child casualties.

These national statistics are largely reflected in the situation in Scottish Borders Council area.

5.1.1 ROAD SAFETY EDUCATION WITHIN THE CURRICULUM FOR EXCELLENCE

Learning and Teaching Scotland (LTS) is a Government body whose remit included significant involvement in Curriculum for Excellence which aims to achieve a transformation in education in Scotland by providing a coherent, more flexible and enriched curriculum from 3 to 18.

Within the curriculum, road safety education is most appropriately located within the framework provided under the banner of Physical Wellbeing. There is also considerable scope for the development of cross-curricular linkages between other subjects and road safety education. These enable key road safety skills and knowledge to be reinforced.

Road Safety Scotland is the central body that develops and co-ordinates national road safety education and publicity initiatives with an overall stated aim to raise and maintain public awareness of road safety issues.

To support its aim, Road Safety Scotland produces a range of educational resources aimed at developing these linkages. Scottish Borders Council Schools incorporate many of these within their lesson plans.

5.1.2 PRE-SCHOOL / NURSERY

- Go Safe! – Ziggy's Road Safety Mission

5.1.3 PRIMARY SCHOOL

- Streetsense
- Streetsense2
- Junior Road Safety Officer (JRSO) Scheme
- The Scottish Cycle Training Scheme (governed by Cycling Scotland)
- Ready Steady Bike (developed by Cycling Scotland)

5.1.4 SECONDARY SCHOOLS

- Your Call
- Crash Magnets
- Getinlane.com
- Theatre in Education

Theatre is an effective means of conveying information and exploring concepts with road users of all ages. Road Safety Scotland commissions a theatre group to develop and deliver theatre tours for schools throughout Scotland. Scottish Borders Safer Communities Partnership working with the schools is active in securing productions in schools.

The following productions have been and will continue to be used in Scottish Borders Schools:

- **The Journey** is forum theatre, aimed at P6 pupils. There is audience participation throughout the play, where the pupils are invited to make certain decisions and be involved in role-play. Key road safety messages in the play are: walking and cycling safely to school; transition from primary to secondary school and peer pressure when crossing the road.

- **The Nine Lives of Roddy Hogg** targets first year secondary pupils who, in the transition stage from primary, are at an increased risk of involvement in a road accident.
- **Friends Disunited** is a play for senior secondary pupils dealing with the fun and responsibilities involved in becoming a driver and getting your first car.

5.1.5 ADDITIONAL EDUCATION SUPPORT

a2bsafely is an interactive, multi-media road safety education resource for young people with mild to moderate additional learning needs.

5.1.6 BESPOKE (LOCAL) INITIATIVES

In addition to those initiatives and methods developed by Road Safety Scotland, Scottish Borders Council in partnership with other local agencies has developed a number of schools based road safety education initiatives tailored to the local needs.

- **Crucial Crew** is an experimental learning event for all P7 pupils in the Borders. It is a programme which places pupils in simulated scenarios depicting dangerous situations they may find themselves or others in. Through this, they gain hands-on experience of how to act in an emergency without endangering themselves. The Road Safety message plays a major part to this initiative
- **Driving into the Future** is a multi agency partnership to bring home the safe driving message to the young drivers of tomorrow. Aimed at 6th year students, this event offers every student a range of expertise and advice to help them become future safer drivers. Driving into the future brings together the expertise from Lothian & Borders Police, Lothian & Borders Fire and Rescue Service, Scottish Ambulance Service, the Driving Standards Agency (DSA), Alcohol and Drugs Partnership (ADP) and The Lothian & Borders Safety Camera Partnership. Experts are on hand to provide advice and information ranging from learning to drive, the benefits of the Pass Plus Scheme, speeding, the dangers of alcohol and drugs and driving, and the consequences of a road crash. The event is linked to the annual tour of a live theatre performance of 'Friends Disunited.
- Each year The Scottish Borders Safer Communities Partnership organises 'Safe T' events for secondary school students which includes a road safety element.
 - **'Safe T in the Park'** (5th year students)
 - **'Safe T going 4th'** (4th year school leavers).
- **Traffic Trails** is a Pedestrian Training initiative developed by Lothian and Borders Police aimed at Primary 2 and 3 pupils, who are just beginning to develop a degree of independence as pedestrians. It can also be developed for different age groups, from nursery children where regular walks can be formalised into established Traffic Trails, to Primary 7 pupils as part of the transition process to Secondary School.
- **Steps to Safety** is a school management resource, currently being revamped by Lothian and Borders Police that brings together all aspects of road safety from practical training schemes, road safety in the curriculum, parental involvement, pupil power, Safer Routes and Travel Plans. Its aim is to encourage long-term sustainable road safety in schools.

5.1.7 SCHOOL TRAVEL

As a commitment to the nationally adopted Safer Routes to School initiative the Council has a dedicated team whose aim is to help schools reduce unnecessary car trips to school making it safer and more desirable to walk, cycle and use passenger transport on the journey to and from school.

To achieve this aim most schools have, in partnership with the Council, developed a School Travel Plan (STP). The STP outlines travel issues the school has and how these are to be addressed both at present and in the future. In order to write a STP research needs to be done on the present situation and then a list of suggested ways to improve that situation needs to be established. All school stakeholders are given the opportunity to contribute to the research.

STPs are not only about transport, they are also about improving health, broadening education, improving the environment and contributing to the community. Improvements may therefore cover a range of areas including physical changes to the area around the school and further afield, curriculum work, promotional events, training etc.

When working through a STP and looking at Safer Routes to School it is very important to remember engineering measures, if required, are there to complement enforcement and educational initiatives.

Evaluation is an important element of STPs. Once STPs have been in place for a number of years the STP team revisit the schools to determine if the measures introduced have proved a success and to establish if any other issues have emerged.

5.1.8 SCHOOL CROSSING PATROL

Legislation exists which allows Councils to operate School Crossing Patrols (SCPs) to help children cross the road on their way to or from school. The law allows for SCPs to stop traffic to help anyone (child or adult) to cross the road.

The locations of crossing patrols in the Borders are established using criteria based on the number of children walking to and from school and the traffic flow at the site in question. The decision is also informed by representations made by the School, its Board, Parent Councils and the Scottish Borders Safer Communities Team.

Crossing Patrols, or “lollypop men/ women”, are provided at key crossing locations at over 20 primary schools throughout the Borders. All operate at school starting and finishing times with many also operating at lunch times.

5.2 YOUNG DRIVERS

YOUNG DRIVERS’ ROADSHOWS

In 2007 and 2009 the Council, in partnership with Lothian and Borders Police, organised and facilitated a series of Young Drivers’ Roadshows.

These have been designed to give young drivers and people interested in cars the chance to go along to a fun night to hear how various agencies, such as the Council, Safer Communities, and the Police and Fire Services are working to make the roads safer. Aside from the fun element the events are underpinned by the theme of safe and responsible road user behaviour.

As in other areas many young people in the Borders are enthusiastic about their vehicles and invest considerable time and money in customising them, both performance wise and cosmetically. As such the owners have been all too keen to attend these events several of which attracted upwards of 100 visitors showcasing their cars.

All the agencies were there to answer questions and the Border Ecosse car club and Institute of Advanced Motorists were in attendance to provide information on how to get involved with motorsport and how to get more from driving.

ON THE ROAD

This is an adult literacy resource produced by Road Safety Scotland, specifically targeted at young drivers. The pack aims to:

- give young drivers information about speeding, seatbelts, alcohol/drugs and driving and mobile phones;
- provide effective literacy resources for engaging 16 – 25 year olds in the development and use of a range of skills, knowledge and understanding that will be of value in everyday life; and
- offer an opportunity for learners to achieve SQA Core Skill/Key Skills qualifications.

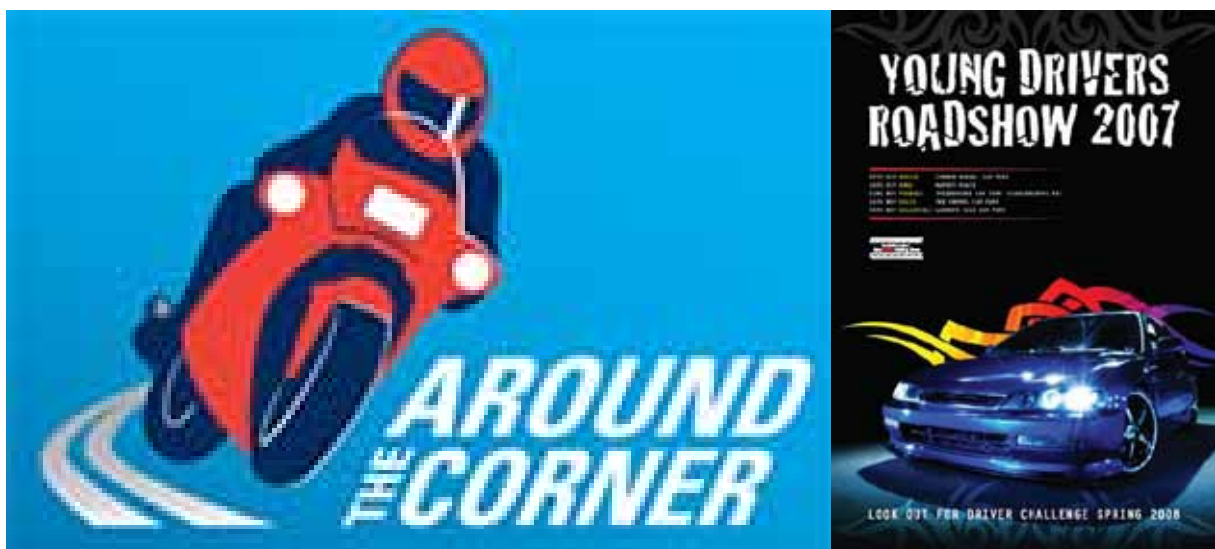
5.3 MOTORCYCLISTS

AROUND THE CORNER

The Scottish Borders is home to some of the best roads for riding on in the whole of the UK. The wide sweeping bends make the region an ideal place for a great ride-out attracting riders from throughout the UK and beyond.

In 2007 Lothian and Borders Police, in partnership with the Council and others, launched a motorcycle safety campaign branded "Around the Corner".

It was developed in recognition of the overrepresentation of motorcyclists being killed or seriously injured on the roads within Scottish Borders. It aims to support riders of all abilities and experience and to provide them with advice on enjoyable routes in the Borders with an overarching theme of safe and responsible riding.



The campaign involves a number of elements including:

- A dedicated website offering details of recommended routes, diary of events, general biking information and user forum;
- Advanced police bikers on the roads offering free advice and promotional materials to riders;
- Provision of a number of specially authorised signs informing riders of an approaching bend;
- Provision of small route markers on existing signs on recommended routes; and
- Promotion of Bikesafe; a UK wide initiative run by Police Forces who work with the biking community to help to improve rider skills.

This innovative intervention has been enthusiastically received by the motorcycling community and has been awarded a Force Excellence Award for Public Reassurance and Community Safety.

The campaign template has been adopted by the Association of Chief Police Officers in Scotland and a national website is currently being developed.

Around the Corner is promoted at the following motorcycling events in the Borders which annually attract large numbers of bikers to the area.

- BMF Bikefest Kelso; and
- Steve 'Hizzy' Hislop Memorial Run

5.4 DRIVERS

The rural nature of the Scottish Borders road network brings with it specific road problems. Reducing risk and accidents on rural roads is one of the key priorities of Scotland Road Safety Framework. The high number of fatalities and serious injuries which occur on rural roads

Rural roads have many hazards:

- Some drivers do not realise that the speed limit is often not the most appropriate speed for the road conditions;
- Wet surfaces, mud and leaves can contribute to skidding;
- Blind summits, tight bends and dips on the road;
- Dazzle and distraction caused by oncoming vehicle headlamps;
- Slower road users - agricultural vehicles, pedestrians, cyclists, etc;
- Concealed side junctions, exits from fields, etc;
- Livestock or other animals on the road; and
- Sun dazzle, particularly on east-west roads.

The Council is active in its support to national campaigns in promotion of safer driving. These are generally promoted by ACPOS and recent campaigns include:

- Speeding;
- Seat Belts;
- Drink Driving;
- Mobile Phone Usage; and
- Occupational Road Safety.

6. ENGINEERING

The role of Road Safety Engineers and Technicians in casualty reduction is to provide a safe physical environment for all road users including car drivers (and passengers), cyclists, public transport users and pedestrians including those with disabilities.

Key to the role of the road safety engineer is to know where accidents occur, what happened and why. Beyond this, the engineer must know how to reduce the risk of the continuation of accidents by making changes to the road layout, road surface, signing/ lining and lighting or a combination of factors.

This section outlines several of the key measures routinely used by Scottish Borders Council.

Similar to the approach taken in ETP, outlined in the previous section, the Council and its Partners will continue to recognise and explore national and international examples of achievements and innovations which improve road safety and can be used in or adopted to the local situation.

6.1 ACCIDENT INVESTIGATION AND PREVENTION (AIP)

The traditional engineering means to bring about casualty reduction is to identify black spots, or cluster sites, and to establish if there are any patterns or trends in the circumstances leading up to the accidents. A local safety scheme would be designed to address any issues emerging from the accident investigation.

The Council's AIP team within the Road User Group is responsible for introducing low cost safety schemes involving engineering measures on non-trunk public roads. The team's 'Moving Cursor' programme identifies crash cluster sites which meet or exceed the threshold criteria of three injury crashes within three years over a set distance which is loosely based on 200 metres. Once the sites are identified the team will investigate and draw out any common trends or patterns from the crash types at each site. Where appropriate, further investigations are carried out and proposals for remedial measures are prepared for the AIP team's consideration.

Once appropriate engineering methods have been identified, and if their cost is substantial, sites are prioritised using an economic assessment method known as First Year Rate of Return (FYRR) which is a simple, industry standard method of calculating whether a scheme can be justified, and of comparing schemes on their relative value.

The site shown in the photograph was identified as an AIP site. The Council provided an enhanced warning sign on approach to the junction as well as a similar speed activated device which is displayed when a driver is approaching at a speed over a set threshold.

Progressively, the number of cluster sites with treatable accident patterns is reducing. Other intervention tools in the engineer's armoury are link based, or area based, where we will consider routes or sections of routes which are over represented in terms of accident record in relation to the traffic carried.

It is anticipated that in future years more emphasis will be placed on targeting specific user groups in engineering terms. Similar to education based initiatives which target, for instance, young drivers, accident data will be examined to identify any other user groups which are overrepresented in the overall statistics or represent a higher rate than other similar areas.

6.2 DEVELOPMENT CONTROL

Legislation dictates that any new road or an extension of an existing road must before commencing construction obtain the consent of the local Roads Authority.

Any proposals are subject to rigorous scrutiny by a dedicated team within the council who check compliance with a number of criteria set out in their own development guidelines and/ or nationally adopted standards. Road Safety is afforded high priority in the process where a trained officer considers the proposal for drainage, lighting, visibility and operational characteristics of all development proposals incorporating new or modifies road infrastructure.

Any new road based infrastructure provided by the Council is designed and constructed with user safety at the forefront

6.3 ROAD SAFETY AUDIT

Road Safety Audit is a procedure, which Scottish Borders Council undertakes as part of the design process. The main objective of a Road Safety Audit is to ensure that all road schemes should operate as safely as possible after opening to traffic. Subsidiary objectives are:

- (i) to minimise the risk of accidents on the adjacent network;
- (ii) to enhance the importance of safety in road design; and
- (iii) to reduce the whole-life costs of a scheme by preventing future accidents.

Undertaking an audit ensures that a scheme is considered systematically and at relevant stages in its development by a team with expertise in road safety engineering and accidents and are independent of the design process.

Scottish Borders Council also requires a Road Safety Audit to be undertaken on schemes which are identified in the development control process as having an effect on the road environment.

6.4 SPEED LIMIT REVIEW

Consistent with the Council's statutory responsibility to investigate means to resource the number and severity of casualties, the then Scottish Executive issued an instruction to all Roads Authorities to undertake a formal Speed Limit Review of all A and B class roads in their respective areas.



Scottish Borders Council routinely carries out formal Speed Limit Reviews in its towns and villages therefore this exercise is being carried out on rural roads or those currently subject to national speed limit.

The review is on course to be completed in 2011 and will consider the possibility and practicability of reducing routes or sections of routes to a more appropriate limit. The review shall take into account the accident rate on specific links, the current average speeds, the level of pedestrian/ cycle activity and representations from communities.

It should be stressed that speed limits themselves will not be used to solve accident problems or perceived road safety problems. For speed limits to be effective it is essential that they are rational, consistent, readily understood and appropriate for the circumstances. They shall be considered as part of a package which may include engineering and landscaping features that respect the needs of all road users and raise the drivers' awareness of the environment.

6.5 20MPH SPEED LIMITS AROUND SCHOOLS

The Council has implemented a number and variety of 20mph speed limit zones and limits around schools. Depending on the characteristics of the surroundings and existing access pedestrian and vehicle access arrangements, these can take various forms as follows:

- mandatory 20 mph zones, featuring engineering measures (traffic calming, road humps etc);
- mandatory 20 mph speed limits indicated by standard speed limit signs;
- mandatory part-time 20 mph speed limits, which operate at times when children are going to or from school. These are indicated by electronic signs with flashing lights and are particularly suitable for through roads as delays and disruption to traffic is minimised;

- advisory 20 mph speed limits (Twenty's Plenty), which are also suitable for discrete residential areas with little or no through traffic.

The 20 mph schemes form part of a package, along with Safer Routes to School initiatives, funded through Cycling, Walking and Safer Streets allocations. The aim is to improve road safety and to encourage more children to walk or cycle to school. This is better for their health and for the environment.



6.6 SPEED ACTIVATED SIGNS

Speed Indicator Devices or 'SIDs' are temporary mobile interactive signs designed to alert passing motorists of their speed.

If the motorist's speed is within the speed limit, SID rewards them with a smiley face. If it is above the limit, SID displays a frowning face to remind them that they should slow down. The device is a non-threatening way of encouraging drivers to observe the speed limit for the benefit of community safety and quality of life.

Independent research has shown that SIDs are effective in bringing about a reduction on speed of up to 5mph when deployed.

The Council owns a number of SIDs which are available on request from Community Councils and recognised community groups on roads with a speed limit of 40mph or less.

6.7 CONVERSION OF ZEBRAS AND PELICANS TO PUFFINS

The Disability Discrimination Act 2005 places a statutory duty on Public Sector Bodies to pay due regard to promoting equality to for disabled people in every area of their work. To achieve this end, SBC has set up a Disability Forum which includes representation from:

- local disability groups;
- individuals with disabilities;
- carers; and
- staff from various council departments.

The scheme affects many aspects of the Council services from staff recruitment to facilities management. In terms of Road Safety, the Council has commenced a programme of converting all Pelican and Zebra crossings to Puffin crossings which have been found to be more user friendly by individuals with disabilities.



6.8 ROAD MAINTENANCE

The adequate maintenance of all roads, especially in the winter is an important feature of casualty reduction. Not only must road surfaces and markings be kept in good condition, but so too must road side infrastructure such as signs and barriers.

The Council operates area based network management teams who, under the leadership of their respective network manager carry out various programmes of monitoring and inspection throughout the year. Results of these inspections form the basis of maintenance work programmes.



7. ENFORCEMENT

7.1 LOTHIAN AND BORDERS POLICE

The philosophy that underpins the enforcement of Road Traffic Law is that it should primarily be targeted to those roads where there is an accident history. Furthermore, there are recognised offences that are considered to be major contributory factors in crashes involving personal injury and include:

- Drink and Drug driving;
- Speeding;
- Seatbelt use;
- Driving in a way which is dangerous, careless or otherwise threatening to other road users;
- Use of mobile phones and other electronic devices; and
- Targeting vehicles which are not road worthy and which thereby present a danger to road users.

Every police officer patrolling the roads pays particular attention to these offences and seeks to educate and encourage road users to adopt safer road behaviour.

Speed enforcement is a key element in our strategy and resources will continue to be targeted at areas where speed is a significant causal factor in injury accidents.

In addition, most communities also suffer from other anti-social driver behaviour. The police recognise public opinion in this regard, and the affects that such conduct may have. Concerted efforts will be continued to attend to complaints of this nature against the background of our overall objectives.

In partnership with other enforcement agencies the Police will continue to develop a structured, multi-agency, approach to enforcement and encourage regular and frequent joint operations. To achieve this, the Police will:

- target resources to enforce those offences that are most prevalent in crashes especially exceeding the speed limit;
- investigate accident sites within the context of an accident prevention policy and deploy resources to target accident causes;

- encourage a multi-agency approach to traffic law enforcement and maximise the use of high visibility uniform mobile patrols to:
 - deter motoring offences; and
 - reduce street nuisance and disorder.

The Scottish Road Policing Framework published by the Association of Chief Police Officers in Scotland (ACPOS) sets out a number of objectives which complement the Scottish Government's Road Safety Framework.

While enforcement plays a key role in delivering the stated objectives recognition is also afforded to the Police's role in Education, Engineering, Encouragement and Evaluation in delivering the Framework.

7.2 LOTHIAN AND BORDERS SAFETY CAMERA PARTNERSHIP

Lothian and Borders Safety Camera Partnership was set up in 2003 to reduce collisions on the region's roads, since then our aims have not changed:

- reduce the number of people killed and injured on the Lothian and Borders roads;
- help raise public awareness of the issues and dangers of inappropriate speed;
- make speeding as socially unacceptable as drink driving; and
- change long-term driver behaviour in relation to speeding and red light running.

The Partnership is made up of Lothian and Borders Police, five local authorities, the Scottish Government, NHS Lothian, NHS Borders, Lothian and Borders Fire and Rescue Service and the Scottish Ambulance Service, all dedicated to the same aim of reducing collisions.

Safety cameras have been in the Borders region since 1993; the first ones were in the Scottish Borders on the A1. More safety cameras went live on the A697 in 1996 and on the A68 in 1999. These cameras were installed by the then Scottish Office as a route strategy to slow traffic down over a distance. Since then, both fixed and mobile safety cameras have been operated where there is a history of speeding and collisions.

Since the establishment of Lothian and Borders Safety Camera Partnership, there has been a downward trend in collisions at safety camera sites by some 35%.

The Scottish Borders has a unique road situation; the majority of the roads are rural and bring the dangers that come with rural driving but there are also large urban areas as well as three major trunk roads which join Scotland to England. These different types of roads require different types of speed management, whether it be vehicle activated signs or safety cameras. The partnership will implement the most appropriate solution for each individual problem.

All safety cameras, both fixed and mobile are covered in bright livery in an effort to make road users aware of their presence with the desired outcome of reducing driver's speed. Further work is carried out to inform the public of where the mobile safety cameras will be located through local newspapers and the Partnership's website.

Lothian and Borders Safety Camera Partnership contributes to the 'engineering' aspect of Road Safety in the purchase of Vehicle Activated Signs, and the provision of the "Box brownie" signs that have to be sited on routes where fixed or mobile cameras operate.

In a bid to meet the aims and change long term driver behaviour, the Partnership attends educational public events where we are able to disseminate our aims and messages. These range from large events such the Borders Union Show to talking to sixth form pupils who are about to learn to drive.

Lothian and Borders Safety Camera Partnership undertakes three yearly operational case assessment, examining collision and speed data to ensure we deploy at relevant locations.

8. ACTION PLAN

The preceding sections have described in reasonable detail the day to day practices of Scottish Borders Council and their Partners in their efforts to reduce the number and severity of injuries incurred on the roads.

The following table is an excerpt from the action plan which is a rolling document which collates and monitors actions of the various parties involved in the Scottish Borders Road Safety Working Group.

Although, at the time of writing it is exhaustive, it should be borne in mind that the partners are constantly seeking new initiatives and emerging casualty reduction methods which may be used in the Borders

TABLE 8.1 - SCOTTISH BORDERS ROAD SAFETY WORKING GROUP ACTION PLAN 2009/2010

Education, Training and Publicity (ETP)

Action	Aim
Develop a corporate image for the Working Group within the Community Safety Forum.	Demonstrate and promote partnership approach to other agencies and the public and raise awareness of the Working group.
Support and contribute to the Community Safety Forum's yearly calendar of events including campaigns on Radio Borders and in the media.	To improve communication with the general public, ensure every opportunity of multi agency working, and remove duplication.
Insert targeted information articles in local community and age group newsletters.	Increase awareness of local road safety issues to the general public targeting appropriately.
Once problem areas and initiatives are identified, produce and distribute promotional material and merchandise.	To highlight areas of concern and educate citizens within Scottish Borders.
Share research material on road safety issues, including pedestrian safety, in particular set up a simple system to facilitate the analysis of traffic speed and density data.	Assist in identifying suitable solutions to problems, reduce costs/time in investigating collisions.
Representation at all major events across the Scottish Borders giving advice and guidance as requested. (Normally in co-operation with other groups in Community Safety Forum).	To provide all road users with a greater knowledge base and raise their awareness to road safety issues within Scottish Borders
Deliver driver awareness programmes to targeted individuals/groups covering driving laws and other issues such as speeding, drink driving and responsibilities of a road user.	<p>Engage with local people and ethnic groups to establish local problems.</p> <p>Increase road user's awareness within targeted areas of road safety issues and concerns.</p> <p>Raise awareness of road safety issues within Scottish Borders.</p> <p>To encourage young people (17 – 25 years of age) to interact with various agencies and seek advice on legal issues in relation to car modifications</p> <p>To encourage young people (17 – 25 years of age) to interact with various agencies and seek advice on legal issues in relation to car modifications</p>
Develop website to provide information on Partnership business and objectives.	Improve public re-assurance and knowledge of partnership aims and objectives.
Engage with motorcyclists to raise their awareness of unfamiliar roads and promote appropriate safe riding.	<p>To provide motorcyclists with greater awareness skills and knowledge base, identifying existing positive and negative behaviours.</p> <p>Raise awareness of current road safety issues within Scottish Borders.</p>

Encourage employers to sign up and deliver driver awareness sessions to all employees, who have any employment related driving duties, under the Fleetsure scheme.	Encourage businesses across the Scottish Borders to become members of Fleetsure and have road risk policies in place
To support the development and introduction of road safety education across the curriculum in all schools, in line with the recommendations of Curriculum for Excellence.	Encourage all schools to include road safety within the curriculum.
Evaluate the outcome of Public Attitude Survey and develop a Communications Strategy to improve public confidence and transparency of partnership business.	Improve public re-assurance and knowledge of partnership aims and objectives.
Facilitate multi agency young driver events.	To encourage young people (17 – 25 years of age) to interact with various agencies and seek advice on legal issues in relation to car modifications, speeding and other road safety issues.

Engineering

Action	Aim
Install agreed interagency signage at accident cluster locations at appropriate times and analyse their effectiveness.	Cut the number of collisions in these areas.
Establish system to ensure that signs are visible when required, including keeping signs clear of undergrowth.	Avoid duplication of effort.
Investigate the cause of collisions on roads.	To identify problems, emerging patterns or trends which require some form of intervention.
Review road collision data on a monthly basis.	
Comment on the design and engineering of all new planned roads for driver and pedestrian safety.	To encourage the design and build of safer routes.
Contribute to and comment on SBC Local Transport Strategy and other action plans from agencies such as: Transport Scotland.	To build-in road safety actions.
Install agreed interagency signage at accident cluster locations at appropriate times and analyse their effectiveness.	Cut the number of collisions in these areas
Establish system to ensure that signs are visible when required, including keeping signs clear of undergrowth.	Avoid duplication of effort.

Enforcement

Action	Aim
Direct high visibility patrols to routes that have a record of KSI collisions to deal with offenders.	To encourage better driving and reduce the instances of inappropriate driving thus potentially avoiding KSI casualties.
Robust enforcement of speeding, seat belt and drink/drug driving legislation, making appropriate use of The Road Traffic Act 1988 (Retention and Disposal of Seized Motor Vehicles) (Amendment) Regulations 2008 and the Antisocial Behaviour, etc. (Scotland) Act 2004.	To promote a safer environment for all road users within the Scottish Borders.
Analyse site collision profiles on an ongoing basis. Gather and collate camera site collision profiles for temporal comparison. Examine the use of other technologies to assist in achieving this aim.	To enable the siting of cameras for maximum effect to improve road safety.
Deploy resources to fixed and mobile sites in accord with Business Plan strategy.	Improve driver behaviour in relation to speeding and red light infringements thus reducing the incidence of offending and the number of associated road casualties.
Conduct offender trend analysis, targeting educational and media campaigns accordingly.	Reduction in the incidence of offending and corresponding casualties.

9. BUDGET

9.1 ENVIRONMENT & INFRASTRUCTURE

At the time of compiling this plan, the extent of funding beyond the current year was uncertain due to nationwide spending reviews and competing demands for limited funding. It remains, however, an essential service which the Council has a statutory obligation to fulfil.

In terms of physical road safety work ongoing and planned for the network the primary funding source is Environment & Infrastructure Revenue allocations. This Aids to Movement budget covers, not only Road Safety but also, traffic schemes in the Borders such as road signing and parking schemes. Often these have a road safety implication but are for operational reasons such as manoeuvrability and capacity. There is also a capital funding stream available for larger schemes.

In the financial year 2010/11 the Aids to Movement revenue budget was £150,000 with a further comprising £100,000 capital budget made available for road safety work. While we are unable to confirm allocations for future years, given the statutory nature of Road Safety and casualty reduction it is likely that the funding stream will remain at this level for the next few years.

Committed works for this year 2010/11 are as follows:

Description	Cost
Traffic Calming, Church Street Eyemouth	£5,000
Footpath works at Teviotdale Leisure Centre	£5,000
West Linton build out/ footway	£5,000
Old Town Peebles pedestrian crossing point	£25,000
Speeding reduction measures (Birgham, Clovenfords)	£10,000
Safety barrier A708 (AIP site)	£20,000
AIP sites 2009/2010 (carry over)	£40,000
AIP sites 2010/2011	£100,000
A7 schemes (Commitment to Safety Camera Partnership)	£25,000
Minor Schemes	£15,000
	£250,000

9.2 DISABILITY DISCRIMINATION ACT (DDA) FUNDING

As discussed earlier in the Plan, the Council supports the promotion of facilities to assist people with disabilities. In the financial year 2010/11, the Council is committed to undertake the following schemes in support of the Act.

Description	Cost
Main Street, Innerleithen - Conversion of a Zebra to a Puffin crossing	£25,000
St Peter's Primary School - Conversion of a Zebra to a Puffin crossing	£25,000

Although these schemes have a direct implication on road safety in the Borders, they are financed by a specific funding stream allocated to such DDA works.

Beyond the year 2010/11 the Council will continue the program of conversion of existing Zebra and Pelican crossings to Puffin crossings as prioritised by the Disability Forum.

9.3 CYCLING, WALKING AND SAFER STREETS (CWSS)

The CWSS Grant is paid by the Scottish Government and the Council is in receipt of funding until April 2011. This is a ring fenced grant awarded on the stipulation that it is used only for the purpose of undertaking a programme of works for local cycling, walking and safer streets projects.

It is difficult to assess exactly what is being spent on Road Safety compared to walking and cycling schemes as generally, such schemes are designed to improve the situation for all road users.

Beyond this time, the form and extent of funding to satisfy this need is uncertain.

9.4 SCOTTISH BORDERS SAFETY COMMUNITIES

In previous years the Safer Communities team allocated, from its budget, some limited funding to the various working group, amongst them, the Scottish Borders Road Safety Working Group. However, as of 2010/11 the cascading of funding will cease due to overall public sector spending restriction.

The group will however continue to explore avenues for outside funding opportunities. This may be through the private sector through sponsorship arrangement or innovation fund grant issue.

9.5 LOTHIAN AND BORDERS SAFETY CAMERA PARTNERSHIP

The Lothian and Borders Safety Camera Partnership is funded directly from the Scottish Government by means of a grant. The grant is awarded to the Partnership by the Scottish Safety Camera Programme Office (SSCPO).

9.6 OTHER OPPORTUNITIES

The Council can also receive contributions from private companies in the form of developer gain. However, these sources can be unpredictable, making budgeting difficult to achieve. In recent years the Council has successfully applied for grants from bodies such as:

- Sustrans – the Sustainable Transport Charity; and
- SESTran – the Regional Transport Authority covering the south-east of Scotland.

The Council will continue to explore opportunities for grant funding opportunities which are made available from time to time from bodies such as Scottish Government, department for Transport, EU or the BIG Lottery Fund.



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ENVIRONMENT & INFRASTRUCTURE

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