

# Road Safety Plan for the Scottish Borders

2010 - 2020

INTERIM REVIEW



**SCOTTISH BORDERS COUNCIL**

Council Headquarters Newtown St Boswells,  
MELROSE, TD6 0SA

Switchboard: 0300 100 1800 [www.scotborders.gov.uk](http://www.scotborders.gov.uk)



# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

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# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## FOREWORD



Cllr Gordon Edgar

Road safety has and will continue to be one of the main priorities for Scottish Borders Council - and its partners. People travel every day in the Scottish Borders for business, education or leisure using our roads, footways and cycleways.

Road safety involves everyone and the Scottish Borders Road Safety Working Group is committed to providing a safer road network for all. One person hurt or killed on the road is one too many.

Scotland's Road Safety Framework has the high-level aim of a Vision Zero, where a steady reduction in the numbers of those killed and those seriously injured is achieved and the ultimate vision of a future where no one is killed on Scotland's roads and the injury rate is much reduced.

In order to help achieve a Vision Zero, 3 priority focus areas were identified.

- Speed & Motorcyclists.
- Pre-drivers – 17 to 25 year olds – older drivers, and
- Cyclists and pedestrians.

We continue to make steady progress towards the targets identified in the national Road Safety Framework to 2020 as outlined in the 2010 Scottish Borders Council Road Safety Plan but further reductions in order to achieve the 2020 targets cannot be met by Council and its partners alone. Making our roads safer requires buy-in from all including community groups, businesses and individuals.

It gives me great pleasure to introduce this document which provides an update on our 2015 targets, progress towards the 2020 targets and ongoing efforts to reduce casualties on Scottish Borders' roads.

### **Councillor Gordon Edgar**

Executive Member for Roads & Infrastructure

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 1. INTRODUCTION

### 1.1 Background

'Scotland's Road Safety Framework to 2020' is the Scottish Government's national road safety plan, and was published in 2010. Each Local Authority is required to have its own Road Safety Plan and SBC's was published in 2010. This interim review should be read in conjunction with;

- Scotland's Road Safety Framework, which outlines national objectives;
- Scottish Borders Council's Road Safety Plan 2010 – 2020 which sets the strategic direction locally for the work of SBC and partners.

Scottish Borders Road Safety Working Group then has an Action Plan that sits underneath the SBC Road Safety Plan.

### 1.2 The Interim Review

This interim review follows the progress made locally towards national reduction targets and areas for action.

Since the Scottish Borders Council 2010-2020 Road Safety Plan was published, there have been many changes, not only in the external context but within our partnership working arrangements.

This mid-point review:

- Sets the current external and partnership context;
- Draws on published accident and casualty data provided by Police Scotland and presents progress towards adopted casualty reduction targets. (This data is published quarterly within **SBC's Corporate Performance Report**, presented to Executive Committee.);
- Assesses our actions and shows where we need to make necessary improvements;
- sets out the various standards and innovative methods employed by Scottish Borders Council, and partner agencies, in their efforts to reduce casualties resulting from road traffic accidents.



# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 2. SCOTTISH BORDERS CONTEXT

### 2.1 The Scottish Borders

The Scottish Borders area is 4732 square kilometres (1,827 square miles) and is located in the South East of Scotland. It has Edinburgh and the Lothians to the North, Northumberland to the South and Dumfries and Galloway to the West and is literally a gateway to the rest of Scotland, with many vehicles passing through on a daily basis. The northern areas of the region have also become key commuter areas for the Edinburgh City Region over the last 10 years. September 2015 saw the arrival of the Borders Railway from Tweedbank to Edinburgh, the first time the region has been connected to the national rail network since 1969

The region is the fourth most sparsely-populated mainland Local Authority area in Scotland after Highland, Argyll & Bute and Dumfries & Galloway. Just under 30% of the population live in settlements of under 500 people or in isolated hamlets, and no towns have a population over 14,000 people. This, combined with the lack of an integrated public transport network, means that many people travel by car, van or motorbike, on a daily basis, to and from work or study. And as a consequence, 34.2% of households own 2 or more cars/vans, higher than the Scottish average of 27.2%

SBC maintains 2,968km of roads each year, and in 15/16, 33% of Scottish Borders A-class roads were classed as in need of repair, which was higher than the Scottish average of 29%. Similar trends are also evident with B and C class roads.

### 2.2 Road Safety in the Scottish Borders

Scotland's long-term casualty reduction trends show that the number of people killed in road accidents in Scotland reduced by 31%, from an average of 292 between 2004/08 to 168 in 2015. **This reduction was also reflected in the Scottish Borders with a 41% reduction, from an average of 12 between 2004/08 to 7 in 2015.**

In terms of seriously injured casualties there was a similar national improvement from a 2004/08 average of 2605 to 1596 in 2015. Progress towards national reduction targets was even more pronounced in relation to children (under 16 years of age) with fatalities down from 15 to 7 and serious injuries down from 325 to 139. **Similar levels of reduction were reflected in the Scottish Borders for all these categories.**

Section 3 of this report provides more detail around the Scottish Borders figures.

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 2.3 PRIORITIES AND PARTNERSHIP WORKING IN THE SCOTTISH BORDERS

Scottish Borders Council published its Corporate Plan in 2012, with 8 priorities. Work towards Corporate Priority 5, “**Maintaining and improving our high quality environment**” is influenced significantly by the strategic direction set and the actions taken in relation to roads safety. SBC’s Roads Service’s business plan contains a range of actions that underpin this corporate priority.



Road safety measures are included within the performance reports that are presented to SBC’s Executive Committee each quarter, to ensure that Elected Members are aware of trends in relation to road safety. The Executive report also allows the Roads Service to say what it is doing in relation to improvements.

The safety of our residents, both within communities and on our roads is also the focus for SBC’s Safer Communities’ team, with one of their 5 priorities being to “**reduce the level and impact of poor driver behaviour through effective partnership working**”

The Safer Communities team are part of The Scottish Borders Road Safety Working Group (now referred to as ‘the Group’) and work closely with The Scottish Fire and Rescue Service and Police Scotland through the Group and the Safer Communities Fire and Police Board (a statutory committee of Scottish Borders Council).

The Group was formed in 2006, and 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 in order to meet, or exceed, casualty reduction targets set nationally.

The 2010 The Scottish Borders Road Safety Plan set the strategic direction and the Group then maintains an **Action Plan** which is a regularly updated document of actions with outcomes, responsibilities and timescales. The Action Plan, as it stands at the moment, is presented later in this document.

The Group, chaired by SBC’s Executive Member for Roads and Infrastructure, meets every second month to discuss emerging accident data, ongoing and proposed initiatives (as defined in its action plan), budgetary matters 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);
- Amey (Trunk Road managing agents for the South East Unit);
- The Royal Society for the Prevention of Accidents (RoSPA);
- Police Scotland;
- East Safety Camera Unit; and
- Scottish Fire and Rescue Service.

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 2.4 TARGETS

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.

**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 10% reduction target in the slight casualty rate will be continued to 2020.

Scottish Borders Council and its partners are committed to maximising the Borders' contribution to achieving the national targets, as articulated in the Road Safety Plan and reflected in the Group's Action Plan.

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 Council and agencies.

Progress achieved in relation to the milestones and targets, and the reductions we are working towards, are shown graphically in Section 3 of this review document.

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 2.5 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 young 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, Police Scotland.  
Other bodies  
with responsibilities in upholding these laws are the East Safety Camera Unit 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. These are discussed in the 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. This information is then used to ascertain the most effective interventions and to prioritise future measures.

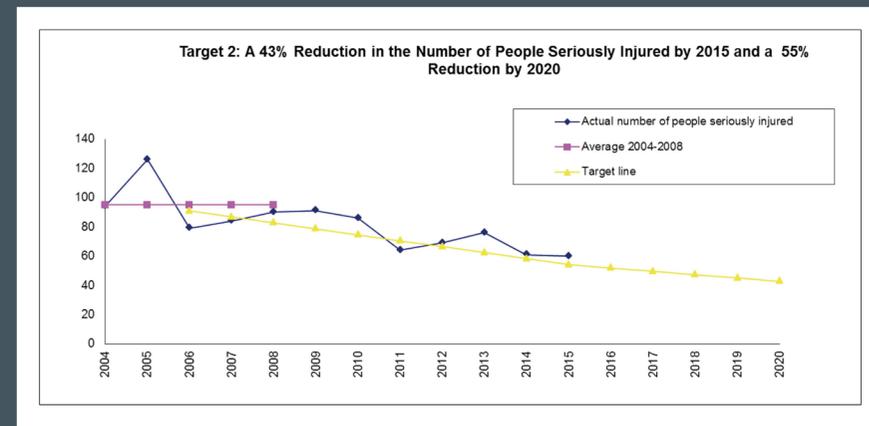
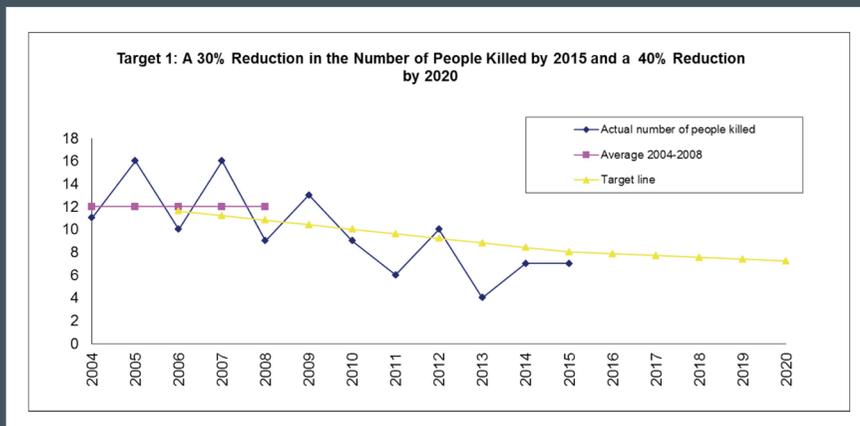
# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 3. ROAD SAFETY RECORD

### 3.1 Progress within Scottish Borders

#### 3.1.1 2015 Targets

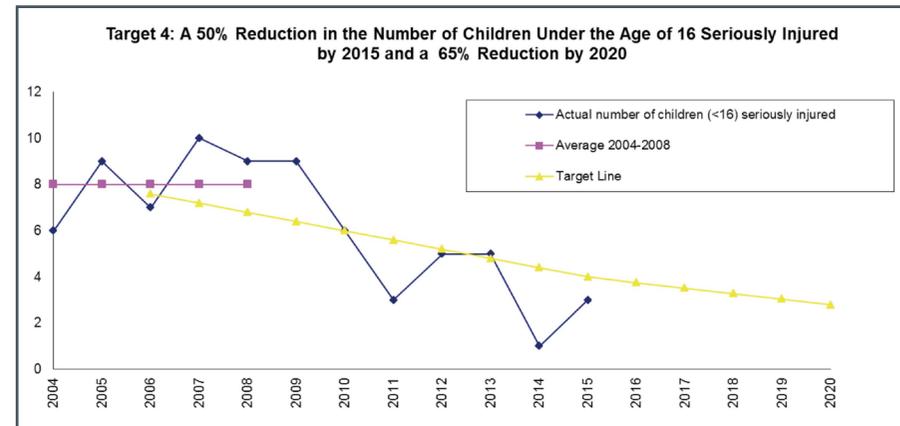
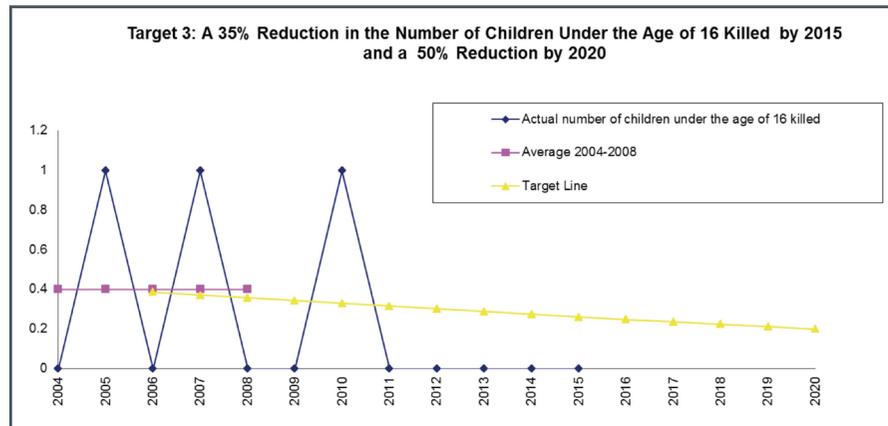
The graphs shown below illustrate Scottish Borders' progress towards achieving the targets discussed in the previous section.



# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

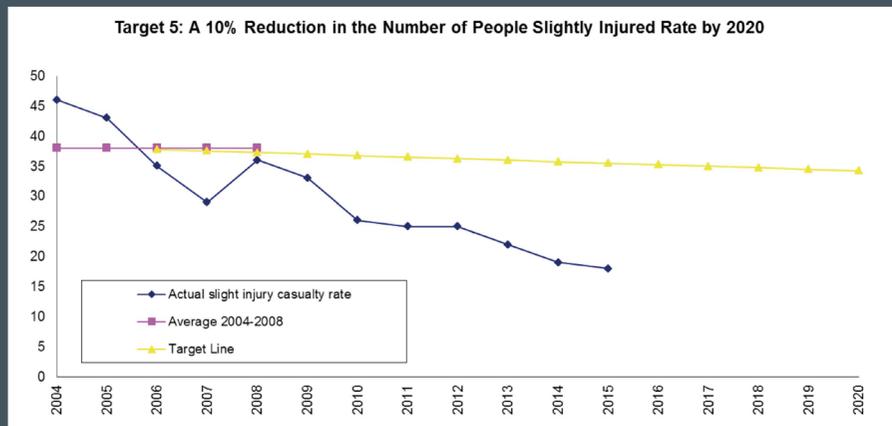
## 3. ROAD SAFETY RECORD

\* Please see 3.2.1 for explanation



# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 3. ROAD SAFETY RECORD



A key point of note is Target 2, where we remain marginally behind the 43% reduction target for the number of people seriously injured. In the other 4 areas we are currently ahead of the national reduction targets set. In particular Target 5, a 10% reduction in the number of people slightly injured rate by 2020, has already been significantly surpassed.

The difficulty in relation to serious injuries 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; in part exacerbated by 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.

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 3.2 LOOKING FORWARD

### 3.2.1 2020 Targets

Scotland's Road Safety Framework to 2020 has a high-level aim of a Vision Zero where there will be a steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no one is killed on Scotland's roads, and the injury rate is much reduced.

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                   | 1 fewer by 2020    |
| • People seriously injured        | 11 fewer by 2020   |
| • Children < 16 killed            | 0.06 fewer by 2020 |
| • Children < 16 seriously injured | 1 fewer by 2020    |
| • Slight injury accident rate     | achieved           |

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 a 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.

### 3.2.2 Priority Focus Areas

As part of The Scottish Government's Mid-term review of Scotland's Road Safety Framework which was published in March 2016, three priority focus areas were identified. These focus areas were identified through reported Road Casualties as being most likely to provide the greatest contribution towards achieving the 2020 targets. These priority areas are listed below:

- Speed and Motorcyclists;
- Pre-drivers, Drivers aged 17 to 25 and Older Drivers;
- Cyclists and Pedestrians.

The Group will now update its Action Plan to ensure that these 3 priorities are addressed in its work going forward. Available data will be examined on a regular basis by the Group to ensure that the impact of actions can be assessed and progress towards the targets can be monitored.

## SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

### 3.2.3 ONGOING STRATEGIC COMMITMENTS

In July 2015 Scottish Borders Council published its **Local Access and Transport Strategy (LATS) – Main Issues Report** which, in its Vision Statement, acknowledges a good quality road network as a key element of the overall strategy. Indeed one of its key aims reads

**“To deliver a safer and better maintained road network”**

The main issues report is the first stage in the preparation of an updated Local Access and Transport Strategy since the previous document was published in 2008.

The LATS feeds in directly to the **Road Asset Management Plan (RAMP)** which sets out the council’s plans for the maintenance of the road asset. The purpose of which is to formalise strategies for investment in the road asset and define service standards. The plan aims to improve how the road asset is managed and enable a better value for money roads service to be delivered.

**The Winter Service Plan** sets out the Council’s plans for winter maintenance on road network. This document is updated annually and identifies the arrangements for dealing with ice and snow on the region’s roads and outlines the efforts that will be made to inform the public of these interventions.

These documents, together with the Road Safety Plan, make up the **Roads Strategic Plan** which is currently under development and when complete will outline the commitment of Roads to the priorities identified within the Corporate Plan.

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 4. ACTION PLAN

The following table is an excerpt from the Scottish Borders Road Safety Working Group's Action Plan from 2016/17. However, the Action Plan is a dynamic, rolling document which collates and monitors actions of the various parties involved in the Scottish Borders Road Safety Working Group. The Action Plan is reviewed, discussed and added to if necessary at each meeting of the Group.

**Table 4.1 - Scottish Borders Road Safety Working Group Action Plan 2016/2017**

EDUCATION, TRAINING AND PUBLICITY (ETP)		ENGINEERING	
Action	Aim	Action	Aim
Exhibition	Implement communication programme to address safety issues Develop appropriate road safety publicity campaigns to target; identified road user behaviours which contribute to KSI collisions, road user groups who are identified as priority groups in KSI collisions	Accident Investigation and Prevention site analysis	Investigate the cause of collisions; identify problems, emerging patterns or trends which require some form of intervention.
Multi agency safety village incorporating road safety Junior Road Safety Officer Scheme Annual Crucial Crew	Encourage road safety in the school curriculum in line with Road Safety Scotland Strategy.	Safer routes to schools schemes	Improve pedestrian safety in built up and rural areas, by developing safer walking routes.
Advanced driving course for young drivers Drivewise Borders Motorcycle Day Biker Down first aid training TD1 road safety initiative Driving theory 4 U Scottish in-car child safety campaign	Devise specific programmes to target road safety education to identified priority/ at risk groups.	Strategic Road Safety Working Group Safe Active Travel South East Scotland	Carryout regular checks on all A & B roads for safety issues, analyse these issues and prioritise solutions.
		To be identified	Identify one known problem area and agree that this will be all agencies' priority target for intervention for an agreed period. Co-ordinate all planned interventions and analyse results.

# SCOTTISH BORDERS COUNCIL ROAD SAFETY PLAN INTERIM REVIEW

## 4. ACTION PLAN

ENFORCEMENT	
Action	Aim
ZENITH motorcycle campaign Summer Drink Drive Campaign Vulnerable Road User Campaign Speeding enforcement Young Driver enforcement checks Taxi/Private Hire checks Hazardous Loads Increased mobile camera deployment	Target offences that are known to contribute to KSI collisions
To be identified	Work with partners to interact with casualty/ vulnerable groups
To be identified	Work with partners to identify solutions to areas that cannot be resolved through enforcement.

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Contact – PLACE, Scottish Borders Council, Council Headquarters, Newtown St. Boswells TD6 0SA

Tel. No. **0300 100 1800** Email [roadsafety@scotborders.gov.uk](mailto:roadsafety@scotborders.gov.uk)



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