

NORTH EAST
SCOTLAND

ROAD CASUALTY REDUCTION STRATEGY

NORTH EAST SCOTLAND
JOINT PUBLIC SECTOR GROUP

2009

North East Scotland Road Casualty Reduction Strategy

Foreword

Agencies across the North East of Scotland have been working in partnership for some time to reduce the number and severity of casualties on our road network. By working together on education, engineering and enforcement programmes we have reduced the number of people killed and seriously injured (KSI) on our roads when compared to the average for the period 1994 to 1998.

However, this long term success has stalled as the number of people killed on the roads of the North East of Scotland rose in the period 2004-2006. Considerable effort on behalf of all partner agencies will therefore be required if the national targets set by the Scottish Government in 2000 are to be met by 2010.

This new strategy builds on the success of the work being undertaken across the area. It principally sets out the actions that we will take in the short term, in order to influence the work of the partners in the years ahead.

The outcomes from this strategy will provide the regional framework for the future development of each partner's Community / Business / Operational plans. The strategy is not intended as a replacement for such plans, as they will set out actions in far more detail, according to the specific requirements of each local authority area and each partners' functional responsibilities.

This strategy is anticipated to have a relatively short shelf life. However, by setting out a framework for a series of high priority actions, and a focus on improved joint working, it is the partners' desire that it will have a positive impact on the effectiveness of the delivery of road safety initiatives.

One of the key factors behind the strategy is our partnership approach to our activity. This strategy brings together the work of partner agencies to focus on achieving the goal of safer roads in the North East of Scotland.

Aberdeen City Council, Aberdeenshire Council, The Moray Council, Grampian Fire and Rescue Service, Grampian Police, Transport Scotland, Regional Transport Partnerships, NHS Grampian and the Scottish Ambulance Service are jointly committed to the actions set out in this strategy. With the help of all road users across the North East of Scotland we aim to achieve the Government targets by 2010 and future targets set beyond this date.

1 Introduction

- 1.1** The North East Scotland Joint Public Sector Group (NESJPSG) was formed in 2000. It comprises the Chief Executives or equivalent of Aberdeen City, Aberdeenshire and Moray Councils, NHS Grampian, Scottish Enterprise Grampian, Grampian Police and Grampian Fire & Rescue Service. The group members believe that, as the Chief Executives or equivalent of the main public sector providers in the North East of Scotland, they have a duty to consider high level matters of great strategic significance to the geographical area for which they jointly have responsibility.
- 1.2** The NESJPSG recognise that the ability to use the roads safely is important to all those living in, working in, and visiting North East Scotland. Despite a long term trend of overall year on year improvements in road safety, this progress has not been maintained in the past couple of years. There is now a risk that the North East of Scotland as a whole will fail to meet a number of national targets for road casualty reduction.
- 1.3** A working group of officers representing Aberdeen City Council, Aberdeenshire Council, Moray Council, Grampian Fire and Rescue Service, Grampian Police, Transport Scotland, and Nestrans have worked together to produce this document. This strategy has benefited from a stakeholder consultation exercise undertaken during autumn 2008. The results of this exercise have been used to further refine and develop this document.

Background

- 1.4** The North East of Scotland has maintained an excellent reputation of joint working in the pursuit of improved road safety. Regardless of functional or geographic boundaries, all partners to this strategy are aware of the significant and inter-related social and economic costs to the whole of the North East Scotland of road casualties. All partners are therefore supportive of improved joint working arrangements in order to reduce the incidence and severity of road casualties.
- 1.5** Each of the members of the road safety steering group that was set up by NESJPSG has a direct interest in achieving ongoing improvements in road safety.
- a) Grampian Police – Has a primary responsibility for enforcing road traffic law;
 - b) Grampian Fire and Rescue Service – Has a statutory function related to attending road accidents, and is heavily involved in accident prevention work; and
 - c) Local Authorities (Aberdeen City Council, Aberdeenshire Council and Moray Council) – Each have responsibilities for road safety on the local road network.
- 1.6** In addition the steering group also has representatives from Regional Transport Partnerships (Nestrans and Hitrans) who have a statutory responsibility to prepare Transport Strategies for their area, with road casualty reduction forming key objectives of these documents; and Transport Scotland who are responsible for road safety on the area's trunk road network.
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2. Key Issues and Opportunities

1.7 In summer 2009, the Scottish Government published its new National Road Safety Framework to 2020, 'Go Safe on Scotland's Roads - it's Everyone's Responsibility', outlining a set of new national road safety targets. During 2010, it is also anticipated that local authorities will revise their existing Road Safety Plans. Accordingly, this strategy is anticipated to have a relatively short shelf life, but by setting out the framework for a series of high priority actions, and a focus on improved joint working, it is the partners' desire that it will have a positive impact on the effectiveness of the delivery of road safety initiatives.

1.8 The remainder of this document is structured as follows:

- Chapter 2 provides a review of key issues and opportunities;
- Chapter 3 confirms our proposed approach;
- Chapter 4 sets out the proposed action plan; and
- Chapter 5 proposes our mechanism for delivery, monitoring and review.



2.1 This chapter provides an overview of the range of issues that are affecting road safety in North East Scotland. It starts by considering performance to date in relation to the national targets, and then identifies key issues emerging from the available evidence. This is supplemented by a brief review of the key policy messages emerging from recently approved transport policy documents.

2.2 National targets for road casualty reduction were established by the UK Government, Welsh Assembly and Scottish Executive in 2000. It stated "By 2010 we want to achieve, compared with the average for 1994-98:

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

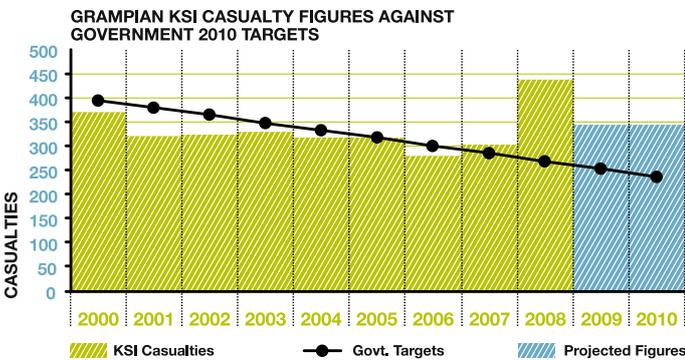
2.3 These targets are reflected in the current plans for each of the partner agencies, and most recently have been reflected in Single Outcome Agreements produced by local authorities. The targets have given a clear focus to the work undertaken by the partners in developing their plans to address road safety since 1998. The recent production of the new National Road Safety Framework to 2020 has introduced a set of new road casualty reduction targets covering the period post 2010, which will be built into future developments of this strategy.

Performance against National Targets

2.4 The following three Charts show the progress to 2007 and include the predicted figures for 2009 and 2010 using the trend line for the years 2000 – 2008 inclusive.

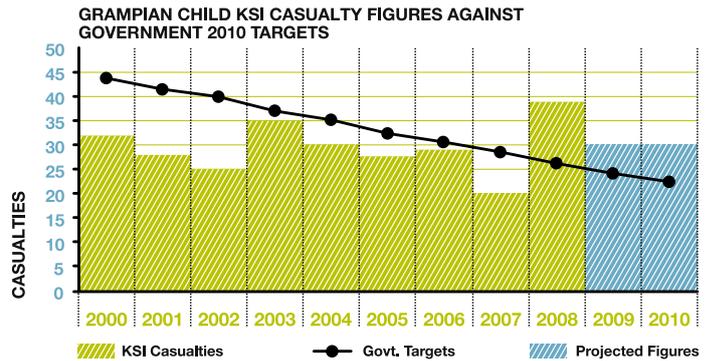
2.5 Since 2000 there has been a decrease in the number of people killed on the roads of the North East of Scotland. Whilst the overall killed and seriously injured figure (KSI) had been showing a reduction until 2007, there has been an increase that, when projected towards 2010, indicates that the Government target may not be met.

Chart 1 - Killed and Seriously Injured (KSI) Levels across Grampian Area



2.6 The position in respect of the number of children killed or seriously injured (Child KSI) is more complex. Whilst some years have seen reductions this has not continued over the last 3 years and when projected towards 2010, current statistics indicate that the Government target may not be met.

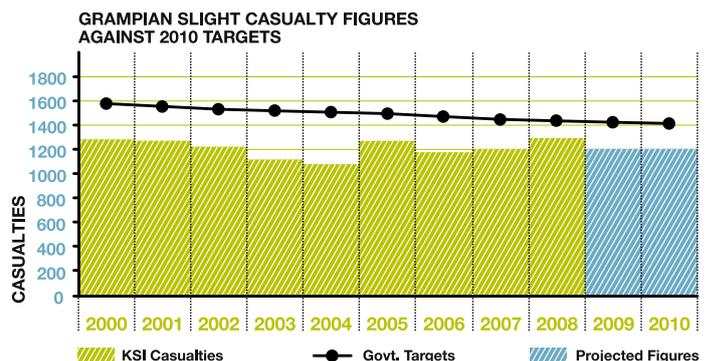
Chart 2 - Child Killed and Seriously Injured Levels across Grampian Area



2.7 During the period 2000 – 2007 inclusive there were 14 child fatalities and 208 children seriously injured. During 2008 there were 39 children killed or seriously injured in the Grampian area. The number of child fatalities and serious injuries in 2008 are both above the average of those recorded in 2000 – 2007.

2.8 Chart 3 shows that since 2000, with the notable exception of 2005, there has been a decrease in the number of people slightly injured on the roads of North East Scotland. Even allowing for the 2008 levels it is likely that the 2010 Government target figure will be met.

Chart 3 - Slight Injury Levels across Grampian Area



2.9 From these figures, which cover the Grampian area as a whole, it can be seen that the current projections for KSI casualty levels, if realised, would lead to the 2010 target, which is a rate per 100 million vehicle kilometres, not being met. Therefore, collectively the partner organisations must make significant progress to meet the overall KSI target for the North East of Scotland.

Key Issues

- 2.10** Recent work undertaken at a national level has identified a range of specific issues that forthcoming work will have to consider in the context of North East Scotland.
- a)** Road safety on rural roads – seven out of ten fatal accidents in Scotland occur on non-built up roads, and research has shown that the main types of accidents are head-on collisions, running off the road, and accidents at junctions. Further research has demonstrated that speeding on rural roads is regarded as acceptable by pre-drivers (14-17 year olds).
 - b)** There is a higher risk of accidents for young male drivers.
 - c)** Drink driving – there has been limited change in the numbers of injury drink drive accidents over the last decade, with the estimated number of drink drive fatalities being around one in nine.
 - d)** Bad driver behaviour, such as loss of control, is responsible for a growing number of accidents.
 - e)** Risk of injury for pedestrians and cyclists – pedestrians account for around one-fifth of road deaths in Scotland.
 - f)** Motorcyclists – in 2006 the number of fatal and serious motorcyclist casualties was 15% higher than the average for 1994-1998.
 - g)** Occupational health and safety – it is estimated that between 25% and 30% of fatal casualties in Great Britain are likely to be work-related.
 - h)** One in five child casualties are injured on journeys to and from school.

2.11 The different local authorities in North East Scotland recognise that the relevance of the key issues listed above can vary markedly between different parts of the region. We would anticipate that further, more detailed analysis will be provided in forthcoming Road Safety Plan revisions.

Policy Overview

- 2.12** The different organisations have confirmed a consistent and co-ordinated policy response to the pursuit of road casualty reduction. Most recently, the three Local Authorities, along with their community planning partners (which include Grampian Police, Grampian Fire and Rescue Service, NHS Grampian) have each developed Single Outcome Agreement (SOA) documents for the period 2008-2009. These documents show how the Scottish Government's key National Outcomes will be delivered at a local level. Updated documents are currently being developed for the period 2009-10.
- 2.13** Common to all three SOA's are the Scottish Government's strategic priorities, issued in 2007. The national strategic objectives relating most strongly to road casualty reduction are:
- Safer and Stronger - "help local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life"; and
 - Healthier - "help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health".

2.14 The national strategic objectives are supported by fifteen national outcomes. Those of most relevance to road casualty reduction are:

- Our children have the best start in life and are ready to succeed;
- We live longer, healthier lives;
- We live our lives safe from crime, disorder and danger; and
- We live in well designed, sustainable places where we are able to access the amenities and services we need.

2.15 The SOA's published by the three local authorities in 2008 each confirm:

- a) There is a strong commitment to achieving the established national road safety targets;
- b) There is a strong commitment to the delivery of commitments related to road safety as identified in the Local and Regional Transport Strategies;
- c) There is a strong commitment to working together with partners in the Joint Public Sector Group to achieve our joint road safety objectives; and
- d) Achievement of road safety objectives is highlighted as an important means to accomplish wider policy goals, principally those related to increased levels of active travel (e.g. walking and cycling), improved health, and reduced environmental impacts.

Summary

2.17 The review of statistics reveals that despite the steady progress made in improving road casualty statistics since 2000, recent trends demonstrate some reversal of progress in the last two years. A number of different factors are influencing these results (which vary in their levels of relative significance between the three local authorities), including issues related to driver behaviour on rural roads, vulnerable user groups and indeed the manner in which the collision data is recorded and linked to data held across the partner organisations.

2.18 The policy review has confirmed that there is a strong commitment to joint working across the North East to tackle the issue of road safety. However, the policy review has also clearly identified the important connection between improving road safety and encouraging greater levels of active travel (e.g. walking and cycling).



3 Our Approach

3.1 In keeping with the strategic objectives of National and Local Government the outcome that the partners are seeking to deliver is as follows.

Our communities will be safer places in which to live, work and travel.

3.2 This then leads to a clear vision for the strategy.

To improve road safety within the North East of Scotland in order to significantly reduce the levels of death and injury.

3.3 To realise our vision and achieve the desired outcome, all partners are committed to achieving the 2010 targets and putting in place a framework to continue to reduce the numbers of people that are killed or seriously injured whilst travelling on our roads.

Framework for Joint Action

3.4 This document provides a regional framework for the future development of each partner's Community / Business / Operational plans. The document is not intended as a replacement for such plans, as they will set out actions in far more detail, according to the specific requirements of each local authority area and each partners' functional responsibilities.

3.5 For the remainder of the period up to the end of 2010, the NESJPSG will concentrate our efforts on ten specific tasks. These are set out in the following chapter. It is through the completion of these tasks, and adoption of the resultant recommendations, the foundations for closer joint working practices will be firmly established.

How we will Work

3.6 We will deliver the desired outcome of this strategy on a joint basis through targeting resources and expertise at the actions set out above and by adopting the following principles.

Partnership working

- We will co-operate in sharing data.
- We will agree joint solutions to specific problems.
- We will support the work of all partners in providing education to target groups.

Being intelligence-led

- We will act on facts.
- We will analyse data to identify trends and patterns.
- We will allocate resources where they will be most effective in reducing casualties.

Maximising the use of technology

- We will investigate new and emerging technology.
- We will adopt procedures to achieve best value.
- We will be innovative and proactive in our approach.

Maximising community involvement

- We will engage with local communities.
 - We will work with road user groups.
 - We will consult with subject experts in the wider community.
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4 The Action Plan

Learning from the best

- We will support the good work of each partner.
- We will seek out and develop research on road safety issues.
- We will showcase the work of ourselves and colleagues.

Maximising use of the media

- We will take a proactive approach to the media.
- We will develop joint messages.
- We will answer queries positively.

3.7 Through applying these principles to the key theme areas we will be able to establish clear action plans, link to wider policy development and provide a regular evaluation of performance against our desired outcome. Our proposed approach to evaluation is set out in chapter 5.

Beyond 2010

3.8 With less than 2 years until the current targets are to be met we have already been considering our aspirations for the period beyond 2010. It is clear to the partners that our experiences of the last 8 years should inform the setting of new targets that can be used to focus on continued improvements in road safety across the North East of Scotland.

3.9 New national targets beyond 2010 have recently been unveiled within the Scottish Government's new National Road Safety Framework to 2020, and will be considered in the future redevelopment of this strategy. Looking forward, we want to ensure that targets for the post 2010 period address vulnerable user groups. In the current period this would include young drivers and motorcyclists but there is flexibility in this strategy to deal with emerging issues beyond 2010 and other local concerns. Our approach will be to readily refocus our efforts should the problem areas alter.

Our Key Actions to Deliver our Vision

4.1 We will seek to deliver our vision through specific actions within four key topic areas:

- 1) Education
- 2) Engineering
- 3) Enforcement
- 4) Encouragement

4.2 Within each of these topic areas there will be some significant areas of work such as engagement with community groups, encouragement of individual responsibility, community ownership of changing attitudes and practices, working with the private sector, consideration of funding streams, enhanced driver training, media and promotional activities, route action schemes, data collection, analysis and monitoring, and the work of the North East Safety Camera Partnership (NESCAMP).

4.3 Our key proposals for action up to the end of 2010 are set out in our Action Plan. Within the Action Plan, each of the actions has a lead Agency who will be tasked with delivering that action with and on behalf of the partners. Detailed programmes of work will be developed from each action, and this will link to the budgeting and resource allocation within each of the agencies.

4.4 Each action also has a timescale set against it from when the strategy is adopted. These are:
Short - within 6 months
Medium - within 12 months
Long - within 24 months



Our Action Plan

	Issue	Action
1.	Driving standards, vehicle specification and national policies outwith local control.	Interaction with national "Expert Panel" on technology and legislation through specific discussions by Q4 2009.
2.	Lack of ownership of Road Safety problem by private sector.	Active lobbying of business sector to achieve a doubling of private firms contributing to road safety projects by Q4 2009.
3.	Duplication of work and inconsistent data across agencies.	Establish an integrated data collection and analysis process including linkages to education and research sector. By Q4 2009.
4.	Multiple agencies with potential for conflicting priorities.	Develop options for establishing a formal Casualty Reduction Partnership to serve the North East of Scotland building on work done on "Road Safety Grampian". To be taken to Partners by Q4 2009.
5.	Level of Young Drivers involved in collisions.	Dedicated slots in school, college and university curriculums/timetables by Q4 2009 to allow targeted events based on when and where problems occur.
6.	Multiple budgets with a lack of co-ordination.	Development and delivery of a Route Strategy programme and associated budgets agreed Q4 2009 in conjunction with wide range of stakeholders.
7.	Negative perception of Safety Camera funding arrangements.	Review NESAMP approach to range of enforcement options to achieve an agreed position across partners by Q4 2009. Lobby for changes at national level as appropriate. (Average speed, route action on mobile basis etc).
8.	Public perception over range of responsibilities for tackling the road safety problem.	Establish and agree clear protocols for media engagement on multi agency basis by Q4 2009.
9.	Public perceptions of who is responsible and opportunity for changing behaviour.	Increased community engagement through Community Planning Partnerships by inclusion of proposals within this strategy in all partners Community Plans by Q4 2009.
10.	Variable outcomes across agencies.	Establish clear linkages to other Strategies that identify opportunities to reduce overall casualty levels and co-ordinate reporting of current initiatives/projects by Q4 2009.

Lead Agency	Timescale	Outcome	Action Areas
Grampian Police	Short	Commitment by National Government to review policies and regulations relating to driving and vehicles.	Encouragement
Grampian Fire and Rescue Service	Medium to Long	Increased Private Sector involvement in support and delivery of projects and initiatives.	Encouragement
Aberdeenshire Council	Short to Long	Single source of data to inform actions and performance management.	Engineering and Enforcement
Aberdeenshire Council	Medium to Long	Fully co-ordinated partnership to address road casualty reduction in the North East of Scotland.	All 4 E's
Grampian Fire and Rescue Service	Short to Medium	Increased awareness of road safety issues within under 25 age group.	Education
Grampian Police	Medium	More efficient and targeted use of existing and future budgets e.g. A96 Road Accident Reduction Plan approach.	Engineering and Enforcement
Moray Council	Medium	More positive perception of use of safety cameras and enhanced community input.	Enforcement and Engagement
Nestrans	Short	Greater public awareness of range of work that is underway and planned.	Encouragement and Education
Moray Council	Medium	Increased public awareness and community-led initiatives.	Encouragement
Aberdeen City Council	Medium	Consistent and clear actions and initiatives delivered to all communities.	Encouragement

5 Delivery

Roles and Responsibilities

5.1 Individual road users have important responsibilities for ensuring the safety of themselves and other road users. However, the public sector also bear important responsibilities for the safety of the road network, enabling residents and visitors to the North East of Scotland to travel on our road network without fear of death or serious injury. The development of this strategy under the direction of the NESJPSG demonstrates the clear acceptance of these responsibilities and the commitment that each organisation will bring to meeting them.

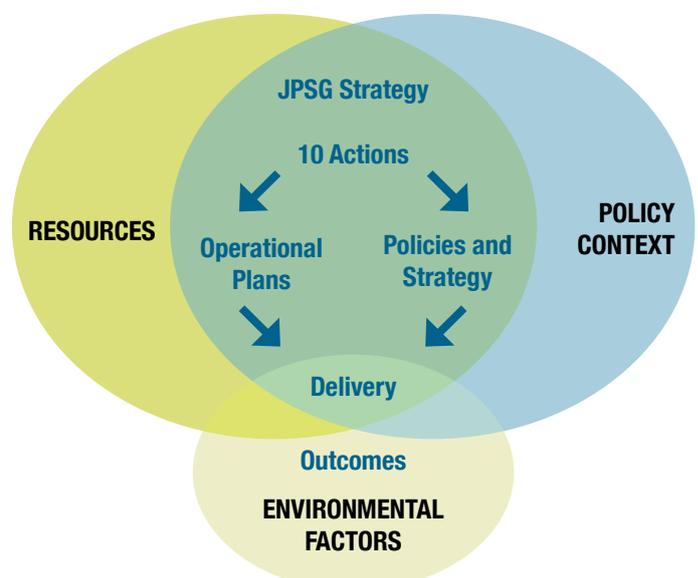
5.2 Whilst the statutory functions relating to the safe use of our road network sit with the individual organisations, we believe that they must be delivered in partnership to ensure that they are as effective as possible. Therefore a core principle of this strategy is that the NESJPSG will have an overarching responsibility for delivery of this strategy.

5.3 It is proposed that a group of senior officers representing the partner organisations will ensure performance across the full range of key actions set out in this document. This would be the Road Casualty Reduction Strategy Lead Officers Group.



5.4 This strategy has identified ten specific actions. The outcomes of these actions will influence the operational plans of each of the partners, as well as the road safety policies and strategies developed by each partner. Together, the operational plans and policies and strategies will direct delivery on the ground, enabling positive road casualty reduction outcomes to be achieved. The diagram below highlights how this process is occurring within the wider policy context (e.g. Single Outcome Agreements, Community Plans, Transport Strategies, new National Road Safety Framework), and with the resources available to each of the partners (capital expenditure, revenue expenditure, staff time). Delivery and the actual outcomes will be heavily influenced by prevailing wider environmental factors.

5.5 Clearly, for this strategy to be effective the principles and actions adopted within it will have to be fully reflected in the annual delivery plans of each of the partners. In addition annual reports on progress of the Road Casualty Reduction Strategy would be formally considered by each of the partner organisations.





Programme for Delivery of the Strategy

5.6 A proposed programme for this strategy is established below.

- **Summer 2009**
NESJPSG sign off North East Scotland Road Casualty Reduction Strategy for publication and launch.
- **Throughout 2009-2010**
Reporting to the Road Casualty Reduction Strategy Lead Officers Group, working groups pursue each of the ten actions detailed in the strategy.
- **November 2010**
Update North East Scotland Road Casualty Reduction Strategy with revised targets for beyond 2010.

Monitoring, Review and Revision

- 5.7** Each of the action areas will be monitored against the overall outcome set out in the Action Plan Table and each lead agency will be charged with developing key indicators for the outcome within the first month after the adoption of the strategy.
- 5.8** It is also proposed that a simple traffic light style be adopted to allow progress to be monitored by the Road Casualty Reduction Strategy Lead Officers Group and partner organisations. This will be developed to fit with similar approaches adopted on other NESJPSG work.
- 5.9** As further work is done on the new national targets this strategy will also then identify how the specific actions meet the new targets.

Appendix A

Linked Policy Development

A.1 Introduction

This document complements, but does not replace, the plans, policies and programmes of each of the NESJPSG partners. These will continue to set out specific road casualty reduction actions in far more detail for each local authority area and functional responsibility.

This Appendix provides further detail of the key functional and policy linkages between each partner, and provides references to the detailed policies and programmes being pursued by each.

A.2 Single Outcome Agreements

Each local authority, in partnership with its community planning partners (including Grampian Police, Grampian Fire and Rescue and NHS Grampian), are required to publish Single Outcome Agreements on an annual basis. These documents identify the priority outcomes for each area, and establish specific local indicators and targets.

Aberdeen City SOA:

Community Plan Update and Single Outcome Agreement 2008

Aberdeenshire SOA:

Single Outcome Agreement 2008-09

Moray SOA:

Moray Community Planning Partnership Single Outcome Agreement

Aberdeen City Council's 2008 SOA adopts the national road casualty reduction targets as local targets, and confirms the delivery of the Council's Local Transport Strategy, and the Nestrans Regional Transport Strategy as key actions to achieving the targets. It confirms that Aberdeen City Council, Grampian Police and Grampian Fire and Rescue Service will continue to work closely with the aim of minimising road casualties. Linkages between road safety, and wider policy goals of sustainable travel and health are also established.

Aberdeenshire Council's SOA similarly uses the national road casualty reduction targets as some of its key local targets, and also confirms delivery of their Local Transport Strategy and the Nestrans Regional Transport Strategy as key actions to achieve the targets. It confirms continued participation of all partner agencies to deliver enhanced safety for all who live, work or travel in Aberdeenshire. The SOA also cites delivery of the Health and Transport Action Plan in partnership between NHS Grampian, Nestrans, Aberdeen City Council and Aberdeenshire Council.

Moray Council's SOA addresses road casualty reduction, but it also specifically focuses on young drivers and drink driving. Further elements link to encouraging the development of school travel plans across Moray.

A.3 Grampian Police

Grampian Police has a primary responsibility for enforcing road traffic law. Road casualty reduction is a service priority, with the outcome to reduce the number of people killed or seriously injured on Grampian's roads. The Police Force currently target education at young, inexperienced and vulnerable drivers, whilst focusing enforcement on roads with identified collision hot spots. It is also a priority of the Police Force to deliver this Joint Road Casualty Reduction Strategy.

Website: www.grampian.police.uk/
Operational Plan
Performance With Our Platform for Success

A.4 Grampian Fire and Rescue Service

Grampian Fire and Rescue Service has a statutory function related to attending road accidents. It is heavily committed to the delivery of prevention campaigns, such "Safe Drive, Stay Alive".

Website: [www.grampianfrs.org.uk/](http://www.grampianfrs.org.uk/subdreamer/)
subdreamer/
Operational Plan
Three Year Action Plan Updated April 2008

A.5 Local Authorities

Local Authorities (Aberdeen City Council, Aberdeenshire Council and Moray Council) each have responsibilities for road safety on the local road network. Activities include road construction and improvements, accident investigation and analysis, traffic calming, setting speed limits, and providing facilities for vulnerable users such as pedestrians and cyclists. Each local authority publishes Road Safety Plans for their area, as well as Local Transport Strategies (LTS). The recently approved LTSs of Aberdeen City and Aberdeenshire commit to the introduction of measures to improve road safety and reduce casualty levels of all groups, as well as committing to work with partners to deliver this Joint Regional Road Casualty Reduction Strategy. Moray Council is currently developing an LTS, which is likewise anticipated to commit to improvements in road safety for all users of its network.

Aberdeen City Council

Website: www.aberdeencity.gov.uk
Local Transport Strategy
Final Local Transport Strategy 2008 - 2012
Road Safety Plan
Aberdeen City Road Safety Plan

Aberdeenshire Council

Website: www.aberdeenshire.gov.uk
Local Transport Strategy
Local Transport Strategy 2007 - 2010
Road Safety Plan
Aberdeenshire Road Safety Plan 2005 - 2010

Moray Council

Website: www.moray.gov.uk
Local Transport Strategy
Revised Local Transport Strategy in development
Road Safety Plan
Road Safety Plan 2008 - 2010

A.6 Regional Transport Partnerships

Nestrans is the regional transport partnership which covers the local authority areas of Aberdeen City and Aberdeenshire, whilst Moray is a member of Hitrans (which also covers the areas of Highland, Orkney, Argyll and Bute, and Western Isles). Nestrans recently approved Regional Transport Strategy commits to working with partners to promote road safety covering Education, Engineering, Enforcement and Encouragement measures; supports measures to enforce speed limits; and promotes the establishment of a Casualty Reduction Partnership to support the North East Safety Camera Partnership's activities. Nestrans, along with NHS Grampian is also currently promoting the delivery of a joint Health and Transport Action Plan, of which the themes "Promoting Active Travel" and "Transport and Public Health" are both directly related to road safety. Hitrans' Regional Transport Strategy specifically includes an objective to improve the safety and security of travel.

Nestrans

Website: www.nestrans.org.uk
Regional Transport Strategy
RTS 2008

Hitrans

Website: www.hitrans.org.uk
Regional Transport Strategy
Final Strategy 2008

A.7 Transport Scotland

Transport Scotland is an agency of the Scottish Government, and is responsible for road safety on the area's trunk road network.

Website: www.transportscotland.gov.uk/
Road Safety Plan
Strategic Road Safety Plan, Nov 2007

A.8 Other Regional Partners

- NHS Grampian and the Scottish Ambulance Service – Whilst providing emergency medical response, NHS Grampian is also currently helping to deliver a regional Health and Transport Action Plan, and has wider health promotions and community safety concerns.
- North East Safety Camera Partnership – The North East Safety Camera Partnership (NESCAMP) has the aim of reducing excessive and inappropriate speed by changing driver behaviour, and thus reducing the number of people killed and seriously injured on Grampian's roads. NESCAMP is a partnership of Aberdeenshire Council, Aberdeen City Council, The Moray Council, Transport Scotland and Grampian Police with support from NHS Grampian, Grampian Fire and Rescue Service and Scottish Ambulance Service. (www.nescamp.co.uk)
- Community Safety Partnerships covering Aberdeen, Aberdeenshire and Moray – These are part of the wider community planning process. With a remit focused on community safety, road safety issues have frequently been identified as priorities by many of the partnership groups.

A.9 National Government

- The Department for Transport (DfT) is responsible for GB road safety policy, including driver and vehicle licensing, driver training, vehicle standards, and road traffic offences and penalties. The DfT also commission and publish specific road safety research. (www.dft.gov.uk)
 - The Scottish Government is responsible for devolved aspects of road safety policy, including road safety education, and partnership working to improve road safety. An ongoing programme of road safety research is also commissioned and published by the Scottish Government. (www.scotland.gov.uk)
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Appendix B

Ongoing Action Areas

No	Age/Class/Group	Project Name and Description	Lead Agencies involved in delivery
	Education		
1.	Ante Natal and New Mums	Use of Seat Belts/Child Seats	Grampian Police
2.	Under 5's	Pedestrian Skills and Children's Traffic Club	Grampian Police/Road Safety Scotland
3.	5-12 years	Basic Pedestrian Skills, Edumagic, Traffic Trails, Transport/Travel Traffic Surveys	Grampian Police/Local Authorities
4.	5-12 years	Zebra Crossing, Pelican and Green Cross Code Training	Grampian Police
5.	5-12 years	Streetsense	Local Authorities/Road Safety Scotland
6.	9-12 years	Cycle Training	Grampian Police/Local Authorities
7.	10-12 years	Junior Road Safety Officer	Grampian Police/Local Authorities
8.	11-12 years	Transition Workshop (Bus travel, safe route planning, etc).	Grampian Police/Local Authority
9.	11-12 years	Theatre in Education	Grampian Police/Road Safety Scotland
10.	11-12 years	Safe Team	Multi Agency
11.	11-13 years	Road Safety Talks (Cycle/Pedestrian)	Grampian Police
12.	S2 – 12-13 years	STARS – Road Safety through Drama Workshops	Local Authority
13.	14-16 years	Crash Magnets	Local Authority/Road Safety Scotland/Grampian Police
14.	14-17 years	Momentum	Local Authority
15.	16-18 years	Driving Ahead	Grampian Police
16.	16-17 years	Safe Drive Stay Alive	Multi Agency

	Age/Class/Group	Project Name and Description	Lead Agencies involved in delivery
17.	17-18 years	Driving Ambition	Grampian Police, Driving Standards Agency, Grampian Fire & Rescue Service
18.	17-18 years	Theatre Groups in Education	Grampian Police/Road Safety Scotland
19.	17-18 years	Cars'R'Us	Multi Agency
20.	17-25 years	Young Drivers Training Days	Grampian Police, Driving Standards Agency, Grampian Fire & Rescue Service
21.	17-25 years	Pass Plus	Multi Agency Promotion
22.	17-25 years	Hot Chocolate Evenings	Local Authority
23.	17-25 years	Integration with Young Drivers	Grampian Fire & Rescue Service, Grampian Police
24.	17 years upwards	Hot Strikes	Grampian Police, Grampian Fire & Rescue Service
25.	17 years upwards	Driving Input Presentations	Grampian Police
26.	17 years upwards	Business and Community Talks	Grampian Fire & Rescue Service, Grampian Police
27.	17 years upwards	Traffic Collision Extractions	Grampian Fire & Rescue Service
28.	17 years upwards	Bikesafe	Grampian Police
29.	Young Offenders	Young Offender Talks	Driving Standards Agency
30.	Over 55 years	Theatre in Education (Urban Roadeo)	Road Safety Scotland
31.	Over 55 years	Arrive Alive Classic	Driving Standards Agency
32.	Prisoners	Pre-Release Courses	Grampian Police. Driving Standards Agency
33.	Banned Drivers	Drink/Drive Rehabilitation Course	Grampian Police, Grampian Fire & Rescue Service, Alcohol Support

	Age/Class/Group	Project Name and Description	Lead Agencies involved in delivery
34.	All Road Users	Foyer Drive (Driving Instruction Package)	Grampian Police/Road Safety Unit
35.	All Drivers	Drink Drive DVD – 2 Units R2 Much	Multi-Agency
36.	Over 55	Over 55's Driver Advice Days	Multi-Agency

	Engineering		
37.	All Road Users	Traffic Management, 20mph and Part time limits/zones.	Local Authority
38.	All Road Users	School Travel Plans	Local Authority
39.	All Road Users	Travel Plans (Business)	Local Authority
40.	All Road Users	Safer Routes to Schools	Local Authority
41.	All Road Users	Accident Investigation and Prevention	Local Authority/Transport Scotland
42.	All Road Users	Safety Audit	Local Authority

	Enforcement		
43.	All Road Users	Safety Camera Partnership	Multi Agency
44.	All Road Users	VOSA Inspection Programme of Vehicles	Grampian Police/Local Authorities
45.	All Road Users	Day to day enforcement	Grampian Police

Notes

OUR COMMUNITIES WILL BE SAFER PLACES IN WHICH TO LIVE, WORK AND TRAVEL.



Contact details

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