

# Road Safety Plan 2006 - 2009







## Introduction

Road safety affects peoples' travel choices daily. The freedom to travel safely by all modes of transport is a priority for everyone both locally and nationally. This is especially relevant to vulnerable travel groups such as, pedestrians and cyclists, older people and children and those with mobility difficulties. The number and speed of vehicles on our roads increases the real and perceived road safety impact on the travelling public.

The aim of this Road Safety Plan is to develop a structured approach to achieving a reduction in the number of road traffic accidents for the period 2006 – 2009 and beyond. It identifies local road safety issues, sets out action points, establishes priorities and targets resources, integrating complementary initiatives such as education, encouragement, enforcement and engineering.

The following national casualty reduction targets were set by the UK Government, Scottish Executive and National Assembly for Wales in March 2000 and should be compared with the 1994 - 1998 five year averages. It should be noted that these targets cannot be applied at a local level. Clackmannanshire Council will endeavour to reduce accidents and casualties wherever possible, as a contribution to achieving these targets:

- to reduce the number of people seriously injured or killed in road accidents by 40%
- to reduce the number of children seriously injured or killed in road accidents by 50%
- to reduce the number of people slightly injured per 100 million vehicle kilometres by 10%

The Road Traffic Act 1988 (Section 39) states "Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies." This Road Safety Plan outlines those measures that the Council will take over the next three years to fulfil its obligations under the Act. The Road Safety Plan has been developed to complement the Council's Local Transport Strategy.

This plan has been produced in partnership with Central Scotland Roads Accident Investigation Unit, Stirling Council, Falkirk Council, Central Scotland Police, Forth Valley Health Board and Services to People.

Clackmannanshire, Falkirk and Stirling Councils jointly operate Central Scotland Roads Accident Investigation Unit (CSRAIU) . Central Scotland Police collect data relating to all reported personal injury accidents. Both Central Scotland Police and CSRAIU jointly validate this data, CSRAIU analyse the accident data to identify trends and patterns. This information is used by roads engineers to prioritise accident prevention works, identify specific locations and to implement appropriate action.

The number of accidents sustained in Clackmannanshire is low and it is difficult to provide meaningful statistical trends and patterns; it is therefore necessary to look at regional and national accident trends when determining appropriate accident prevention measures, particularly for area and route treatment schemes.

## Cost of Accidents

All accidents have financial implications. The human cost reflects pain, grief and suffering to both the injured and their family and friends. The cost to the economy includes the emergency services costs, absence from work, the loss of output due to injury and medical costs. Accidents also include the cost of damage to the vehicles and property involved, road closures, delays and police and insurance administration. The average cost per accident by road type and severity of injury in Scotland is shown in Table S.1.

Category of Road	Accident Severity			Average for all Injury Accidents	Damage Only	Average for all Accidents
	Fatal	Serious	Slight			
Non built-up roads	1,600,471	190,988	19,348	124,160	2,123	15,991
Built up roads	1,384,178	164,646	15,848	52,756	1,423	4,168
All roads (inc. Motorways)	1,536,181	176,270	17,156	78,204	1,567	6,673

Table S.1: Accident Costs (£ at 2003 prices)

The cost per accident in Scotland is higher than the average for Great Britain. This is because there are generally more casualties per accident in Scotland and the proportion of fatal and serious casualties per accident is larger. It is clear that it is in everyone's interests to reduce both the frequency and the severity of road accidents.

## Accident Analysis in Clackmannanshire

There are seven definitions of accident severity used in Great Britain:

- a **fatal injury** is one which causes death less than 30 days after the accident;
- a **fatal accident** is an accident in which at least one person is fatally injured;
- a **serious injury** is one which does not cause death less than 30 days after the accident, and which is in one (or more) of the following categories:
  - (a) an injury for which a person is detained in hospital as an in-patient
  - or
  - (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
  - or
  - (c) any injury causing death 30 or more days after the accident;
- a **serious accident** is one which at least one person is seriously injured, but no-one suffers a fatal injury;
- a **"slight" injury** is any injury which is neither "fatal" nor "serious" - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;
- a **"slight" accident** is one in which at least one person suffers "slight" injuries, but no-one is seriously injured, or fatally injured;
- damage only** an incident where no injuries are sustained, only damage to the vehicles involved (many of these accidents are not recorded by the police, therefore 'damage only' accidents are not used in statistical analysis).

Annually there was an average of 109 accidents within Clackmannanshire during the period 1994 - 1998, resulting in 138 casualties, of these 23% of these involved killed or seriously injured casualties (KSI). The Council's priority is to reduce the number of KSI casualties by at least 40% by 2010.

Table S.2 indicates how Clackmannanshire is contributing towards the 2010 casualty reduction target.

Severity	Reduction	Number of Casualties		
		1994 – 1998 Average	1999 – 2003 Average	2010 Target
KSI	40%	42.6	37.4	25.6
Slight	10%*	95.8	88.2	86.2
Total		138.4	125.6	111.8

Table S.2: Casualties in Clackmannanshire

\*10% reduction per 100 million vehicle kilometres - as no definition on this is yet available, Clackmannanshire Council has assumed a 10% reduction to the number of slight casualties. (This is assumed throughout the document)

Across Clackmannanshire and Scotland the number of accidents is decreasing, despite the increase in traffic growth. Past initiatives such as drink driving and seat belt campaigns have had considerable influence over the number and severity of accidents, as have recent improvements to in-car safety and vehicle design. Chart S.1 shows how Clackmannanshire is progressing towards the 2010 target for casualty reduction.

2010 Target for KSI Casualties

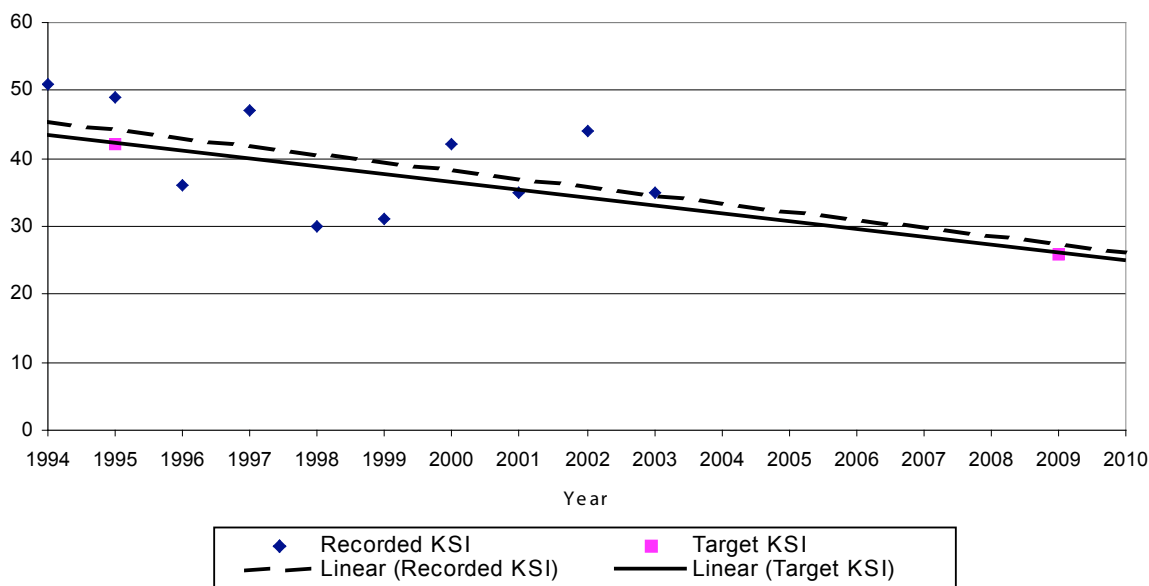


Chart S.1: Progress of Clackmannanshire to meet Government Targets

As Clackmannanshire is a small council, the number of accidents resulting in KSI casualties is also quite small. Therefore seemingly large fluctuations may arise from year to year consequently, five year averages are normally used for comparison

## Accident Reduction

Unfortunately it is highly unlikely that Clackmannanshire will ever be totally free from accidents, although this is the ultimate aim. An accident occurs due to a number of variables arising at the same time and by the actions and reactions of those involved. Road users often have higher expectations of their own ability to react to changing circumstances than is actually the case. The public perception of the effects of inappropriate speed, driver behaviour and road conditions needs to be changed, through the promotion of positive attitudes and by supporting road safety initiatives. Nevertheless most improvements carried out to date, have reduced the frequency and severity of accidents, especially amongst vulnerable groups.

One of the Government's targets is to reduce the number of child KSI casualties. Children, along with other groups of vulnerable road users such as the elderly, cyclists, pedestrians and mobility impaired, require specific attention. This plan specifically addresses these vulnerable groups.

Drivers may show little regard for the safety of other road users as their perception of safety from the 'safe cocoon' of their car can be quite different from reality. One of the main anticipated outcomes of road safety measures is to change drivers' perception of the road environment.

Through the careful implementation of traffic management techniques, drivers should become less confident of their own invulnerability and encouraged to be more aware of the consequences of their driving behaviour.

## Children

Children are one of the most vulnerable of all transport users, due to their size and lack of experience. Educating children to be aware of the hazards likely to be encountered when travelling may prevent many deaths and serious injuries in the future. The Government has recognised that Britain has a poor record relating to child pedestrian casualties and set a target of 50% reduction in the number of children killed or seriously injured by 2010.

Severity	Reduction	Number of Casualties		
		1994 – 1998 Average	1999 – 2003 Average	2010 Target
KSI	50%	13.6	7.2	6.8
Slight	10%	22.4	18	20.2
Total		36	25.2	27

Table S.3: Child Casualties in Clackmannanshire

The 2010 targets are only applicable nationally. In Clackmannanshire real success will be a continued long term reduction in casualties at current rates.

The number of children injured on Clackmannanshire's roads is directly related to the percentage of the population that this age group accounts for. There is a larger proportion of children injured in the 11 to 16 year old range and this age group has been shown to be at risk nationally. This could be due to their relative inexperience and growing independence.

In order to address the issue of child accidents a range of road safety initiatives is being pursued relating to the journey to school or targeted at the school day:

- School Travel Plans incorporating Safer Routes to School
- 20mph zones and speed limits outside schools
- Traffic calming outside schools
- Road safety education in schools
- Cycling proficiency within schools
- Road safety campaigns aimed at children including Hedgehog Road Safety Campaign, The Green Cross Code and Junior Road Safety Officers
- Road safety campaigns aimed at older children including Crash Magnets and Streetwise Guys

Whilst it makes sense to focus on the school environment and the routes to school most accidents involving children occur away from these areas and outside school hours. With this in mind Clackmannanshire Council considers children when prioritising its traffic management programme. Streets near to formal and informal play areas, local shops, youth clubs, sports centres and other facilities that attract children are given priority. The resulting traffic management schemes usually include:

- 20mph zones in residential areas
- Measures to reduce severance on main streets
- Carefully located pedestrian crossings
- Wider footways

A measure of success in removing real and perceived danger is the growing increase in young children who feel comfortable using residential streets as play areas.

## Older People

Older people can be vulnerable when travelling as they generally have slower reactions and are more prone to suffering serious injury if involved in accidents. For the purposes of this plan, older people are defined as being 55 years of age or older. The number of older people injured as a result of accidents in Clackmananshire is shown in Table S.4.

Severity	Reduction	Number of Casualties		
		1994 – 1998 Average	1999 – 2003 Average	2010 Target
KSI	40%	6.2	6.8	3.7
Slight	10%	11	11.2	10
Total		17.2	18	13.7

Table S.4: Older Casualties in Clackmannanshire

While much effort has been directed to the safety of younger people Table 4.4 indicates that specific attention should be turned to improving the accident record involving older people.

Older drivers may be less able to deal with modern traffic management measures such as mini roundabouts; bus lanes and zebra crossings. The proliferation of traffic management information and infrastructure in urban areas can be confusing, particularly to older drivers.

The needs of older people will be taken into account in design of all traffic management, road safety and other roads and transportation projects.

## Mobility Impaired

People with disabilities and mobility impairments are particularly vulnerable when travelling. Disabilities include physical, mental, visual and aural impairment and each of these disabilities can lead to accidents due to a lack of awareness or understanding. As the police do not record if any casualties involved in an accident have a disability it is difficult to determine the accident rate or vulnerability of this group.

Some of the measures that the Council implement specifically benefit those with disabilities or mobility impairments:

- Consideration of the mobility impaired in all new schemes and at sensitive locations
- Provision of dropped crossing points and tactile paving
- DDA compliant infrastructure
- Removal of unnecessary street furniture
- Prioritisation of main routes used by those with mobility impairments



- Provision of benches and seating
- Provision of accessible ramps
- Audible & tactile facilities at PUFFIN crossings

## Pedestrians

In 2003, 21% of all accidents in Clackmannanshire involved pedestrians, of which 22% of these resulted in killed or seriously injured casualties. The percentage of accidents involving pedestrians in Scotland in the same year was only 16%. Notwithstanding that this is only a snapshot over one year, it does indicate that reducing the number of accidents involving pedestrians must be a priority in Clackmannanshire.

Severity	Reduction	Number of Casualties		
		1994 – 1998 Average	1999 – 2003 Average	2010 Target
KSI	40%	16.2	7.6	9.7
Slight	10%	21.4	18.2	19.3
Total		37.6	25.8	29

Table S.5: Pedestrian Casualties in Clackmannanshire

Although the rate of pedestrian casualties in Clackmannanshire is currently less than the 1994 - 1998 baseline average, as shown in Table S.5, the Council cannot become complacent. The number of casualties is still high. Recent engineering improvements that have contributed to the reduction in pedestrian accidents include:

- Traffic management in Alloa town centre
- Programme of new pedestrian crossing provision
- Traffic calming in residential areas
- Speed reduction measures on main roads

A recent success in Clackmannanshire has been the traffic management and pedestrian priority scheme in Alloa town centre. Since its implementation accidents on the shopping streets have reduced from an annual average of nine to less than one. Many of the Council's policies are aimed at increasing the number of pedestrian trips, thus increasing the risk of conflict. This underpins the need for continued progress with pedestrian related action.

## Cyclists

Cycling levels within Clackmannanshire are relatively low, estimated at around 1% for travel to work and school. The Council aims to increase cycling as a mode of travel as part of the Local Transport Strategy, in line with the Government's ambition. Table S.6 shows the number of cyclist casualties resulting from accidents in Clackmannanshire.

Severity	Reduction	Number of Casualties		
		1994 – 1998 Average	1999 – 2003 Average	2010 Target
KSI	40%	2.6	2.8	1.6
Slight	10%	10	4.2	9
Total		12.6	7	10.6

Table S.6: Cyclist Casualties in Clackmannanshire

There have been no deaths involving a cyclist since 1987 and this is a statistic the Council would hope to maintain. However if the Council is successful in increasing cycle usage then the number of accidents may increase. In order to reduce the interaction between vehicles and cyclists the Council in partnership with Sustrans has developed the National Cycle Network locally, utilising quiet roads and off road paths. Additional measures introduced by the Council include:

- On road cycle lanes in Clackmannan and Alloa
- Devon Way and Waggon Way cycle routes
- Off road leisure routes at Gartmorn Dam
- Cycle facilities at junctions and traffic calming schemes
- Cycle audits in new schemes

Most of the off-road and leisure routes link Alloa with its surrounding urban area and with nearby towns and villages. To encourage the use of this network for travel to work, many of the links will be resurfaced and adequately drained. By making more use of off-road routes, cycling and walking can increase without increasing the exposure to risk of having an accident.

## Young Drivers

Between 1999 and 2003, 21% of all car drivers involved in an accident were aged between 17 and 24 (13.8 casualties per year). This age group accounts for only 11% of the driving age population. The number of passenger casualties in this age group, sustained in an accident during the same period averaged 10.2 per year, although it is not known if the driver was in the same age range.

This age group is statistically the most likely to be involved in an accident by any mode, however the 5 year average casualty rate per 100,000 population for Clackmannanshire is lower than the Scottish 5 year average. This may be due in part to the smaller proportion of rural roads in Clackmannanshire.

In order to address the road safety of all drivers the Council has put into place:

- Speed reduction measures in residential and other sensitive areas to reduce inappropriate driving
- Central Scotland Safety Camera Partnership
- Vehicle speed actuated 'Slow Down' signs
- Route treatment
- Junction improvements, and
- Horizontal and vertical alignment improvements.

## Other Vulnerable Users

Motorcyclists and horse riders are also at high risk when travelling. Both groups are afforded very little protection in the event of an accident. Motorcyclists are especially vulnerable due to the higher speeds involved and equestrians can have difficulty controlling a horse 'spooked' by passing vehicles.

The number of accidents involving these groups is small. Despite this the Council is committed to making improvements for the benefit of the whole community, including:

- Reducing the amount of street furniture and road markings which can be a hazard to motorcyclists
- Maintaining and increasing the existing rural path network for equestrians, segregated from motorised traffic
- Continuing to maintain the standard of road surfaces

## Aims and Objectives

In order to contribute to meeting the national road safety targets and to carry out the Council's statutory duties, the overall objectives of the road safety plan are to:

- Improve the transport environment to reduce actual and perceived safety hazards.
- Determine the types and extent of the road safety issues.
- Identify a programme of measures to address them.
- Inform local people and businesses about road safety and the measures they can take to improve their own safety and the safety of others.

The road safety plan recognises and develops the objectives relating to road safety and traffic management as included in the Local Transport Strategy 2006-2009.

- To improve safety for all users of the transport network, with particular attention to the vulnerable users.
- To reduce the speed of vehicles in sensitive areas particularly where pedestrian volumes are high.
- To improve perceived and physical safety of all transport users.
- To reduce conflicts between pedestrians and vehicles.
- To reduce the number of fatal and serious accidents.

## Engineering

The provision of physical engineering measures can have a significant impact on road safety. There are many engineering measures in place and proposed throughout Clackmannanshire which contribute towards a safer road network.

Central Scotland Roads Accident Investigation Unit is responsible for analysing accident information in order to identify accident clusters and trends. The unit also undertakes accident studies, safety audits and recommends remediation measures.

Improving factors such as road surface condition, alignment, profile, drainage, street lighting, road markings, signing and junction design can all contribute towards accident reduction. In addition the Council provides winter maintenance and 24 hour standby services to mitigate the impacts of severe weather on priority roads and footpaths and to maintain essential and emergency access.

All major new infrastructure promoted by the council and by developers is subject to road safety audit. The development control process is utilised during the design stage to mitigate against adverse safety impacts and to identify opportunities for improvements to the existing network. The Council's 'Development Roads – Guidelines and Specifications' document is based on good practice in design and road safety standards and is regularly updated.

Increasingly traffic management is being used to reduce traffic volume and speed in sensitive areas such as residential streets, outside schools and through towns and villages. Traffic management includes the use of traffic calming such as speed cushions, the introduction of speed limits and other prohibitions, improved pedestrian crossing facilities and the reallocation of road space for vulnerable road users.

## Enforcement

In many instances the use of physical engineering measures to enforce behaviour is either inappropriate or not enough in isolation. In these circumstances the Council requires the assistance of Central Scotland Police. The police undertake speed enforcement, where necessary, to impose speed limits and to educate drivers. It is also the duty of the police to enforce other aspects of the law in respect to driving including dangerous/careless driving, mobile phone use, drink/drug driving, disqualified driving, vehicle conditions, inappropriate parking, obstructions and seatbelt use.

Central Scotland Police take the lead on road safety education and publicity and are involved in a number of initiatives aimed at improving road safety. This is done through joint working with other organisations with an interest in road safety and support of national and local road safety campaigns. The Association of Chief Police Officers in Scotland has produced 'Safer Roads in Scotland' a National Road Policing Strategy 2001 – 2006, providing policy for road safety enforcement.

## Encouragement

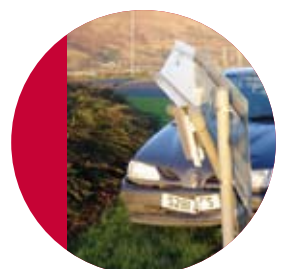
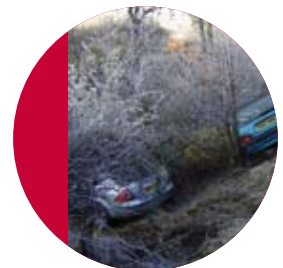
In the past campaigns such as 'Don't Drink and Drive' and 'Foolspeed' have successfully raised awareness of the issues and reduced the public's acceptance of such behaviour. By continuing to make the public aware of the dangers and the consequences of their actions when travelling it is possible to encourage safer behaviour by the community as a whole. There is a need to be less tolerant of drivers who break speed limits or who talk on the phone while driving.

There are a number of publicity campaigns aimed at improving road safety, many of which are promoted by Road Safety Scotland.

## Education

Education and associated training aim to alter and influence the behaviour of people to develop a positive attitude towards road safety. Use of the media has played a significant role in education and raising awareness of dangers and hazards when travelling.

Education within schools conveys road safety messages to children as they develop, from the Green Cross Code for very young children and cycling proficiency for older children and continuing with teenagers as they learn to drive. Much of the road safety education within schools in Clackmannanshire is delivered by Central Scotland Police and is supported by the Council's School Travel Coordinator and other interested groups.



## Central Scotland Safety Camera Partnership

Key organisations in Central Scotland are working together to reduce vehicle speeds and improve road safety for all road users.

The Central Scotland Safety Camera Partnership has been formed to reduce casualties from collisions through a combination of speed enforcement and education. Inappropriate speed is a contributory factor in many collisions where death and serious injury occur. The Partnership is aiming to further drivers' understanding of the need for speed reduction and to change driver behaviour so that speeding is considered to be as anti-social as drink driving.

The Central Scotland Safety Camera Partnership is made up of Clackmannanshire Council, Falkirk Council, Stirling Council, Central Scotland Police, the Scottish Executive, Area Procurator Fiscal and Clackmannan, Falkirk and Stirling District Courts. Supporting Partners are Forth Valley NHS Board, the Scottish Ambulance Service and Central Scotland Fire and Rescue Service.

In line with 45 other Safety Camera Partnerships now operating across the UK, the Central Scotland Partnership has been formed as an effective way of investing monies raised from fixed penalty fines in road safety. Any surplus income will be returned to the Treasury.

The Partnership will operate 2 mobile camera units at 12 identified sites with a history of inappropriate vehicle speeds and casualties. The following three sites are located in Clackmannanshire.

- A908 Sauchie
- A907 Cambus
- A908 Devonside, Tillicoultry

All locations where the mobile cameras are operating are well sign-posted and the mobile camera vans are highly visible.

### Accident Remediation

Table S.7 below shows the reduction in the number of accidents at 22 treated blacksites, between the years 1982 and 2004.

Summary of 22 Treated Blacksites		
Accident Severity	Three Year Period	
	Before	After
Fatal	5	0
Serious	42	17
Slight	56	23
Total	103	40

Table S.7: Reduction in Accidents due to Remedial Works



## Action Plan

Action	Responsibility	Timescale
<b>Engineering</b>		
Monitor accident information, undertake accident studies and safety audits and identify remedial action.	CSRAIU	Ongoing
Implement traffic management prioritisation process, 20mph zones, pedestrian facilities and safer streets	Clackmannanshire Council Roads and Transportation	Ongoing
Utilise traffic management, speed reduction measures and environmental improvements to change driver perception of street environment to encourage increased awareness of other users	Clackmannanshire Council Roads and Transportation	Ongoing
Maintain and improve footpaths, road surfaces and street lighting to improve safety and security.	Clackmannanshire Council Roads and Transportation	Ongoing
Major road and junction improvement schemes see table 4.9	Clackmannanshire Council Roads and Transportation	Ongoing
To promote and manage the current CCTV system as a community safety tool, expanding coverage where necessary.	Clackmannanshire Council Corporate Development	Ongoing
<b>Enforcement</b>		
Appropriate use of speed cameras in areas where speeding is identified as an issue.	Central Scotland Safety Camera Partnership Central Scotland Police	Ongoing
Continued enforcement of Traffic Orders	Central Scotland Police	Ongoing
Continue to implement vehicle safety campaigns.	Central Scotland Police	Annually
<b>Encouragement</b>		
Promote and support national and local road safety campaigns.	Central Scotland Police Clackmannanshire Council	Ongoing
Maintain an effective school crossing patrol service.	Clackmannanshire Council Services to People	Ongoing
Work with Central Scotland Police to develop ways of improving communication, consultation and input into various projects.	Clackmannanshire Council Central Scotland Police	Ongoing
Develop working partnerships with both internal and external partners to ensure that road safety is addressed in new initiatives and developments.	All	Ongoing
<b>Education</b>		
Implement School Travel Plans	Clackmannanshire Council Services to People	Ongoing
Improve classroom learning about road safety	Clackmannanshire Council Central Scotland Police	Ongoing
Relaunch young driver training schemes	Clackmannanshire Council Central Scotland Police	2009

Table S.8: Action Plan

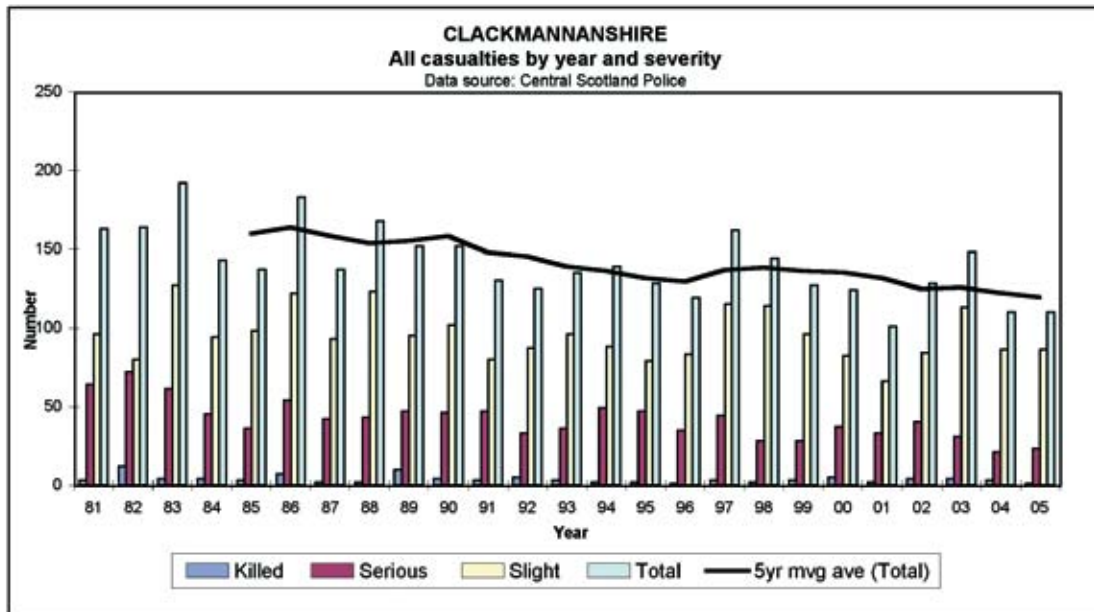
## Individual Schemes 2006 – 2009

Scheme Name	Description	Timescale	Cost
B9140 Collylands	Replacement of existing staggered crossroad with roundabout	2006	£450,000
A907/B910 Clackmannan Junction	Removal of short section of two lane dualling and slip roads to be replaced with a roundabout	2006/07	£700,000
B9140 King O'Muirs	Carriageway realignment	2006/07	£750,000
Speed Reduction	Introduction of 20mph zones	2008	£200,000
Main Urban Distributor Roads	Traffic management and removal of severance	2008	£80,000
B9096 Pedestrian Facilities	Installation of pedestrian crossing facilities	2009	£75,000
Rural Road Safety	Introduction of pedestrian crossings, signing, village gateways and bend treatment, anti-skid surfacing, A907 Cambus check on vertical and horizontal alignment – mitigate if required	2009	£225,000

Table S.9: 2006 – 2009 Scheme Action Plan

# Appendices





- 2005 mid-year estimate of population 48,630
- Estimated 5 ya casualty rate per 100,000 population 249
- Estimated Scottish casualty rate per 100,000 population 372

Base period for the casualty reduction target set in 1987

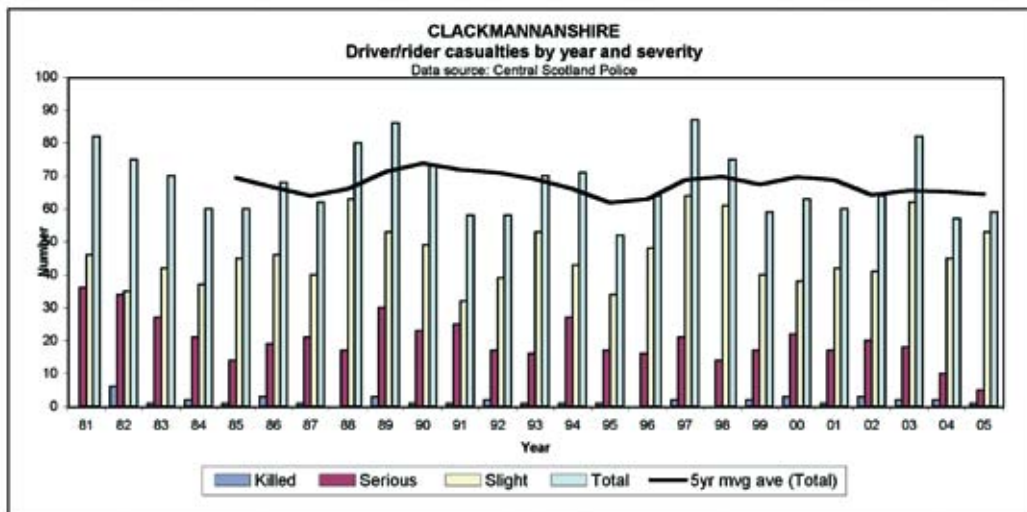
All casualties by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	5.2	2.8	-46.2
Serious	55.6	29.6	-46.8
Slight	99.0	87.0	-12.1
<b>Total</b>	<b>159.8</b>	<b>119.4</b>	<b>-25.3</b>
KSI	60.8	32.4	-46.7
Severity ratio	0.38	0.27	-28.68

Base period for the casualty reduction target set in 2000

All casualties by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	2.0	2.8	40.0
Serious	40.6	29.6	-27.1
Slight	95.8	87.0	-9.2
<b>Total</b>	<b>138.4</b>	<b>119.4</b>	<b>-13.7</b>
KSI	42.6	32.4	-23.9
Severity ratio	0.31	0.27	-11.84

All casualties by class			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	69.4	64.4	-7.2
Passenger	47.4	34.4	-27.4
Pedestrian	43.0	20.6	-52.1
<b>Total</b>	<b>159.8</b>	<b>119.4</b>	<b>-25.3</b>

All casualties by class			
Ave no. per year for periods			
Class	'94-'98	'99-'03	% change
Driver	69.8	64.4	-7.7
Passenger	31.0	34.4	11.0
Pedestrian	37.6	20.6	-45.2
<b>Total</b>	<b>138.4</b>	<b>119.4</b>	<b>-13.7</b>



- Percentage of all casualties classed driver in 2005

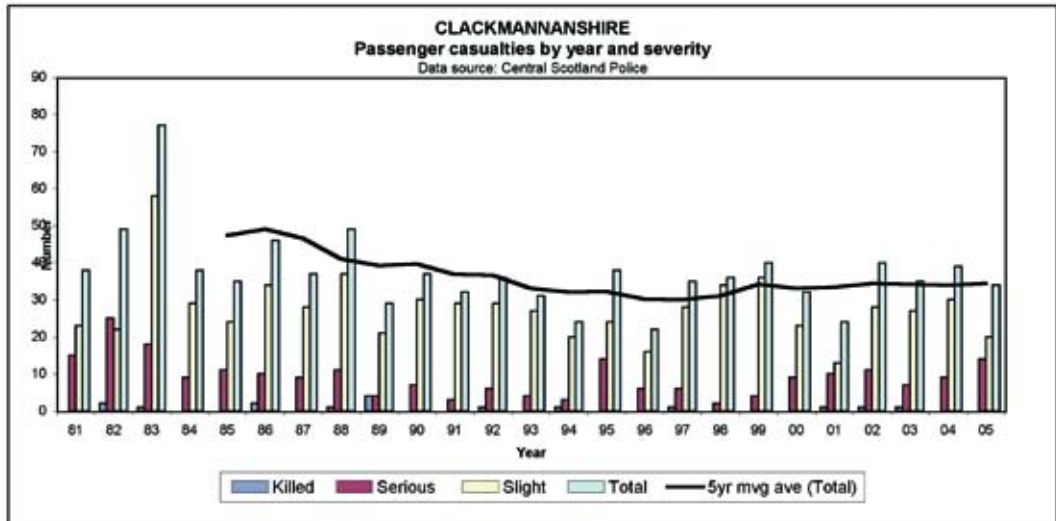
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Base period for the casualty reduction target set in 1987

Base period for the casualty reduction target set in 2000

Casualties classed driver by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	2.0	1.8	-10.0
Serious	26.4	14.0	-47.0
Slight	41.0	48.6	18.5
<b>Total</b>	<b>69.4</b>	<b>64.4</b>	<b>-7.2</b>
KSI	28.4	15.8	-44.4
Severity ratio	0.41	0.25	-40.0

Casualties classed driver by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.8	1.8	125.0
Serious	19.0	14.0	-26.3
Slight	50.0	48.6	-2.8
<b>Total</b>	<b>69.8</b>	<b>64.4</b>	<b>-7.7</b>
KSI	19.8	15.8	-20.2
Severity ratio	0.28	0.25	-13.5



- Percentage of all casualties classed passenger in 2005

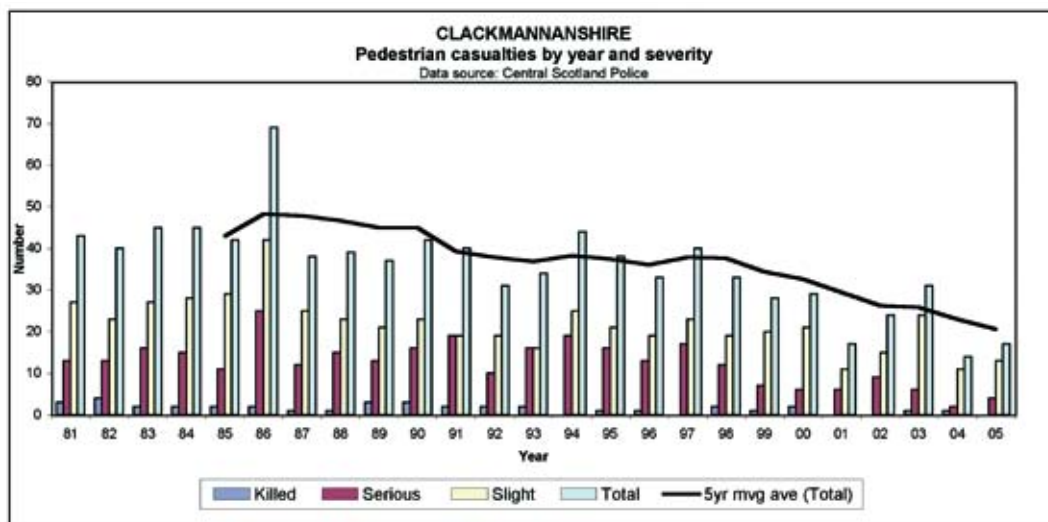
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Base period for the casualty reduction target set in 1987

Base period for the casualty reduction target set in 2000

Casualties classed passenger by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.6	0.6	0.0
Serious	15.6	10.2	-34.6
Slight	31.2	10.8	-65.4
<b>Total</b>	<b>47.4</b>	<b>34.4</b>	<b>-27.4</b>
KSI	16.2	10.8	-33.3
Severity ratio	0.34	0.31	-8.1

Casualties classed passenger by severity			
Ave no. per year for periods			
Severity:	'94-'98	'99-'03	% change
Killed	0.4	0.6	50.0
Serious	6.2	10.2	64.5
Slight	24.4	10.8	-55.7
<b>Total</b>	<b>31.0</b>	<b>34.4</b>	<b>11.0</b>
KSI	6.6	10.8	63.6
Severity ratio	0.21	0.31	47.5



- Percentage of all casualties classed pedestrian in 2005

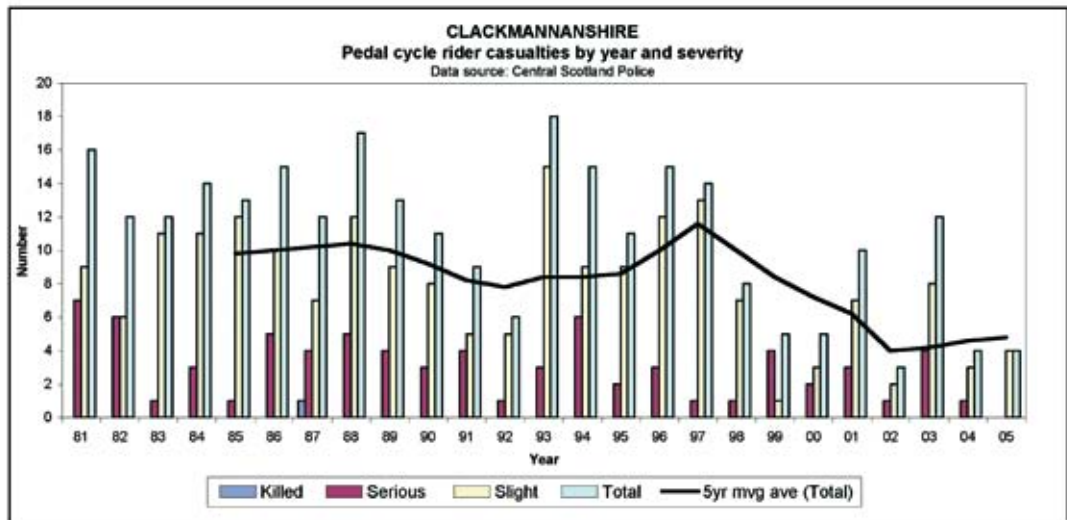
15

Base period for the casualty reduction target set in 1987

Base period for the casualty reduction target set in 2000

Casualties classed passenger by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	2.6	0.4	-84.6
Serious	13.6	5.4	-60.3
Slight	26.8	0.3	-78.4
<b>Total</b>	<b>43.0</b>	<b>20.6</b>	<b>-52.1</b>
KSI	16.2	5.8	-64.2
Severity ratio	0.38	0.28	-25.3

Casualties classed passenger by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.8	0.4	50.0
Serious	15.4	5.4	-64.9
Slight	21.4	5.8	-72.9
<b>Total</b>	<b>37.6</b>	<b>20.6</b>	<b>-45.2</b>
KSI	16.2	5.8	-64.2
Severity ratio	0.43	0.28	-34.7



- Percentage of all casualties classed pedel cycle rider in 2005

11

Base period for the casualty reduction target set in 1987

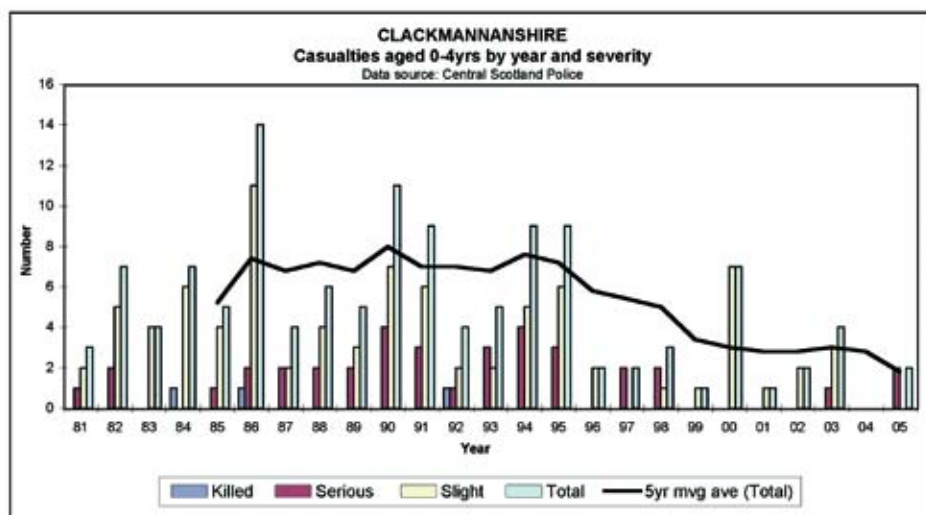
Base period for the casualty reduction target set in 2000

Casualties classed PC rider by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.0	0.0	#DIV/0!
Serious	3.6	1.8	-50.0
Slight	9.8	4.8	-51.0
<b>Total</b>	<b>13.4</b>	<b>6.6</b>	<b>-50.7</b>
KSI	3.6	1.8	-50.0
Severity ratio	0.27	0.27	1.5

Casualties classed PC rider by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.0	0.0	#DIV/0!
Serious	2.6	1.8	-30.8
Slight	10.0	4.8	-52.0
<b>Total</b>	<b>12.6</b>	<b>6.6</b>	<b>-47.6</b>
KSI	2.6	2.8	7.7
Severity ratio	2.60	2.80	32.2

Note: 'pedal cycle rider' is a sub-set of the 'driver' classification





- 2005 mid-year estimate of population aged 0 to 4years 2584
- %age of entire population 5
- %age of all casualties 2
- Estimated casualty rate per 100,000 population aged 0 to 4years 70
- Estimated Scottish casualty rate per 100,000 population aged 0 to 4years 123

Base period for the casualty reduction target set in 1987

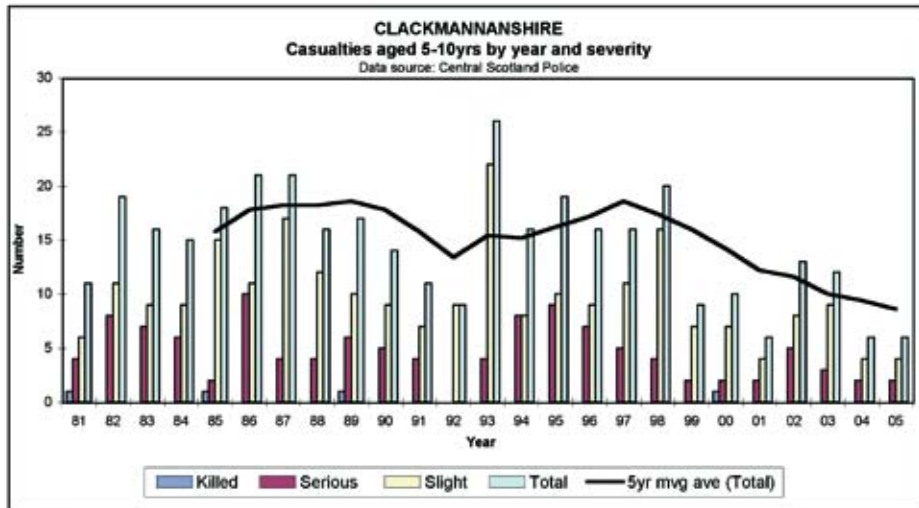
Base period for the casualty reduction target set in 2000

Casualties aged 0-4 by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.2	0.0	-100.0
Serious	0.8	0.6	-25.0
Slight	4.2	1.2	-71.4
<b>Total</b>	<b>5.2</b>	<b>1.8</b>	<b>-65.4</b>
KSI	1.0	0.6	-40.0
Severity ratio	0.19	0.33	73.3

Casualties aged 0-4 by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.0	0.0	#DIV/0!
Serious	2.2	0.6	-72.7
Slight	2.8	1.2	-57.1
<b>Total</b>	<b>5.0</b>	<b>1.8</b>	<b>-64.0</b>
KSI	2.2	0.6	-72.7
Severity ratio	0.44	0.33	-24.2

Casualties aged 0-4 by class			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	0.4	0.2	-50.0
Passenger	1.8	0.6	-66.7
Pedestrian	3.0	1.0	-66.7
<b>Total</b>	<b>5.2</b>	<b>1.8</b>	<b>-65.4</b>

Casualties aged 0-4 by class			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	0.6	0.2	-66.7
Passenger	1.4	0.6	-57.1
Pedestrian	3.0	1.0	-66.7
<b>Total</b>	<b>5.0</b>	<b>1.8</b>	<b>-64.0</b>



- 2005 mid-year estimate of population aged 5 to 10 years 3519
- %age of entire population 7
- %age of all casualties 7
- Estimated casualty rate per 100,000 population aged 5 to 10 years 232
- Estimated Scottish casualty rate per 100,000 population aged 5 to 10 years 284

Base period for the casualty reduction target set in 1987

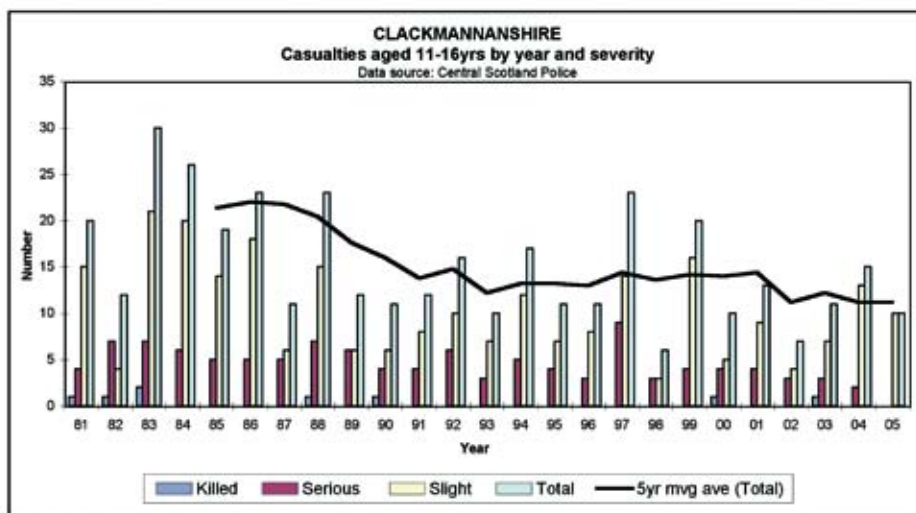
All casualties aged 5-10 years by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.4	0.0	-100.0
Serious	5.4	2.8	-48.1
Slight	10.0	5.8	-42.0
<b>Total</b>	<b>15.8</b>	<b>8.6</b>	<b>-45.6</b>
KSI	5.8	2.8	-51.7
Severity ratio	0.37	0.33	-11.31

All casualties aged 5-10 years by class			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	3.2	1.4	-56.3
Passenger	1.8	2.8	55.6
Pedestrian	10.2	4.4	-56.9
<b>Total</b>	<b>15.2</b>	<b>8.6</b>	<b>-43.4</b>

Base period for the casualty reduction target set in 2000

All casualties aged 5-10 years by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.0	0.0	#DIV/0!
Serious	6.6	2.8	-57.6
Slight	10.8	5.8	-46.3
<b>Total</b>	<b>17.4</b>	<b>8.6</b>	<b>-50.6</b>
KSI	6.6	2.8	-57.6
Severity ratio	0.38	0.33	-14.16

All casualties aged 5-10 years by class			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	4.2	1.4	-66.7
Passenger	1.4	2.8	100.0
Pedestrian	11.4	4.4	-61.4
<b>Total</b>	<b>17.0</b>	<b>8.6</b>	<b>-49.4</b>



- 2005 mid-year estimate of population aged 11 to 16 years 4012
- %age of entire population 8
- %age of all casualties 9
- Estimated casualty rate per 100,000 population aged 11 to 16 years 278
- Estimated Scottish casualty rate per 100,000 population aged 11 to 16 years 401

Base period for the casualty reduction target set in 1987

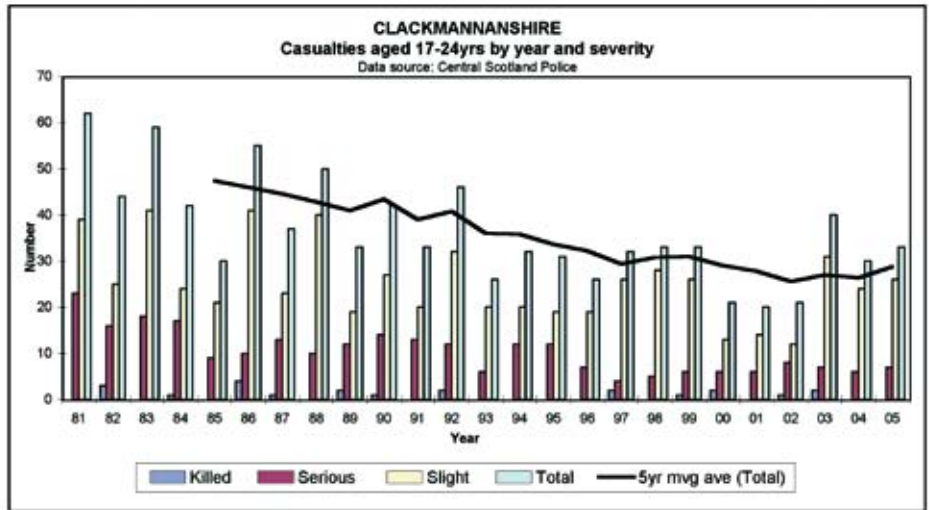
All casualties aged 11-16 years by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.8	0.2	-75.0
Serious	5.8	2.4	-58.6
Slight	14.8	8.6	-41.9
<b>Total</b>	<b>21.4</b>	<b>11.2</b>	<b>-47.7</b>
KSI	6.6	2.6	-60.6
Severity ratio	0.31	0.23	-24.73

Base period for the casualty reduction target set in 2000

All casualties aged 11-16 years by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.0	0.2	#DIV/0!
Serious	4.8	2.4	-50.0
Slight	8.8	8.2	-2.3
<b>Total</b>	<b>13.6</b>	<b>11.2</b>	<b>-17.6</b>
KSI	4.8	2.6	-45.8
Severity ratio	0.35	0.23	-34.23

All casualties aged 11-16 years by severity			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	5.2	2.2	-57.7
Passenger	5.6	4.4	-21.4
Pedestrian	10.6	4.6	-56.6
<b>Total</b>	<b>21.4</b>	<b>11.2</b>	<b>-47.7</b>

All casualties aged 11-16 years by severity			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	2.0	2.2	10.0
Passenger	3.6	4.4	22.2
Pedestrian	8.0	4.6	-42.5
<b>Total</b>	<b>13.6</b>	<b>11.2</b>	<b>-17.6</b>



- 2003 mid-year estimate of population aged 17 to 24 years 4591
- %age of entire population 9
- %age of all casualties 24
- Estimated casualty rate per 100,000 population aged 17 to 24 years 659
- Estimated Scottish casualty rate per 100,000 population aged 17 to 24 years 765

Base period for the casualty reduction target set in 1987

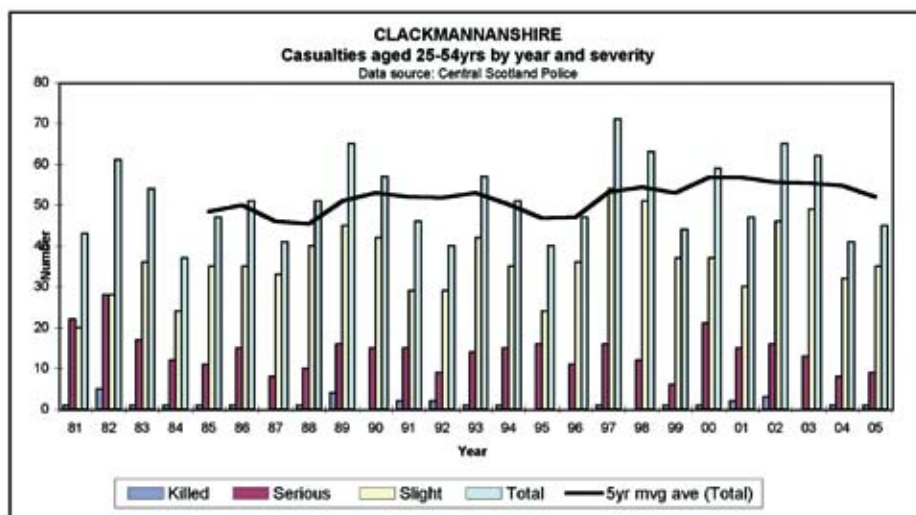
All casualties aged 17-24 years by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.8	0.6	-25.0
Serious	16.6	6.8	-59.0
Slight	30	21.4	-28.7
<b>Total</b>	<b>47.4</b>	<b>28.8</b>	<b>-39.2</b>
KSI	17.4	7.4	-57.5
Severity ratio	0.37	0.26	-30.00

All casualties aged 17-24 years by class			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	26.8	16.0	-40.3
Passenger	15.6	10.8	-30.8
Pedestrian	5.0	2.0	-60.0
<b>Total</b>	<b>47.4</b>	<b>28.8</b>	<b>-39.2</b>

Base period for the casualty reduction target set in 2000

All casualties aged 17-24 years by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.4	0.6	50.0
Serious	8.0	6.8	-15.0
Slight	22.4	21.4	-4.5
<b>Total</b>	<b>30.8</b>	<b>28.8</b>	<b>-6.5</b>
KSI	8.4	7.4	-11.9
Severity ratio	0.27	0.26	-5.79

All casualties aged 17-24 years by class			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	18.8	16.0	-14.9
Passenger	9.8	10.8	10.2
Pedestrian	2.2	2.0	-9.1
<b>Total</b>	<b>30.8</b>	<b>28.8</b>	<b>-6.5</b>



- 2005 mid-year estimate of population aged 25 to 54 years 20154
- %age of entire population 41
- %age of all casualties 44
- Estimated casualty rate per 100,000 population aged 25 to 54 years 257
- Estimated Scottish casualty rate per 100,000 population aged 25 to 54 years 416

Base period for the casualty reduction target set in 1987

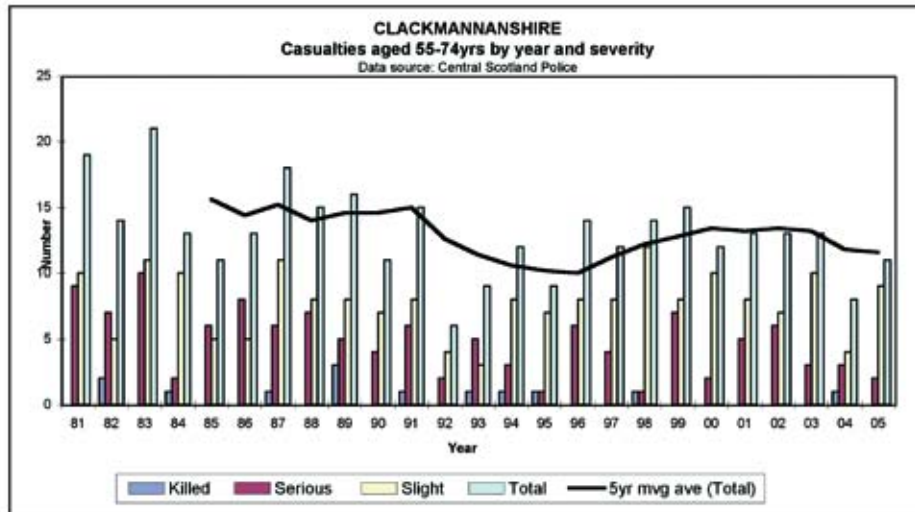
Base period for the casualty reduction target set in 2000

All casualties aged 25-54 years by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	1.8	1.4	-22.2
Serious	18.0	12.2	-32.2
Slight	28.6	38.4	34.3
<b>Total</b>	<b>48.4</b>	<b>52.0</b>	<b>7.4</b>
KSI	19.8	13.6	-31.3
Severity ratio	0.41	0.26	-36.07

All casualties aged 25-54 years by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.4	1.4	250.0
Serious	14.0	12.2	-12.9
Slight	40.0	38.4	-4.0
<b>Total</b>	<b>54.5</b>	<b>52.0</b>	<b>-4.4</b>
KSI	14.4	13.6	5.6
Severity ratio	0.26	0.26	-1.20

All casualties aged 25-54 years by severity			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	26.2	37.6	43.5
Passenger	15.0	10.4	-30.7
Pedestrian	7.2	4.0	-44.4
<b>Total</b>	<b>48.4</b>	<b>52.0</b>	<b>7.4</b>

All casualties aged 25-54 years by severity			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	37.4	37.6	0.5
Passenger	9.8	10.4	6.1
Pedestrian	7.2	4.0	-44.4
<b>Total</b>	<b>54.4</b>	<b>52.0</b>	<b>-4.4</b>



- 2005 mid-year estimate of population aged 55 to 74 years 10557
- %age of entire population 22
- %age of all casualties 10
- Estimated casualty rate per 100,000 population aged 55 to 74 years 117
- Estimated Scottish casualty rate per 100,000 population aged 55 to 74 years 225

Base period for the casualty reduction target set in 1987

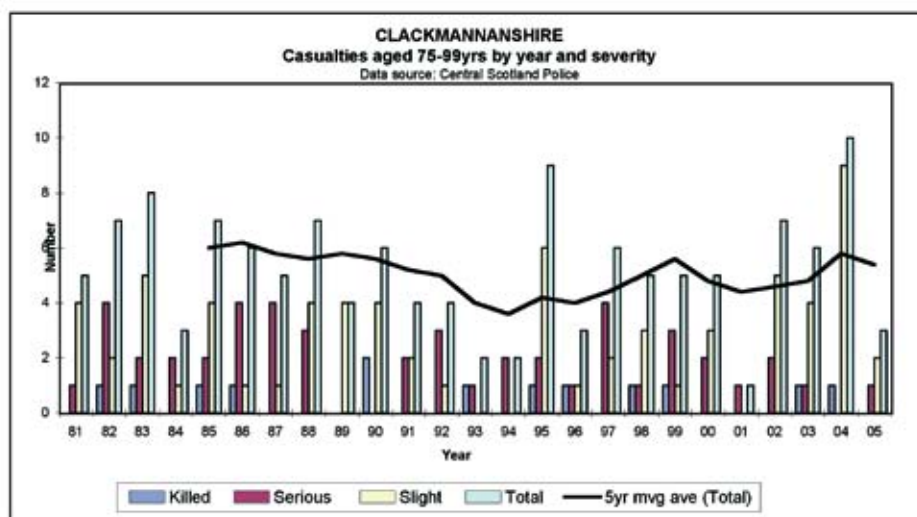
All casualties aged 55-74 years by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.6	0.2	-66.7
Serious	6.8	3.8	-44.1
Slight	8.2	7.6	-7.3
<b>Total</b>	<b>15.6</b>	<b>11.6</b>	<b>-25.6</b>
KSI	7.4	4.0	-45.9
Severity ratio	0.47	0.34	-27.31

All casualties aged 55-74 years by class			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	6.2	5.8	-6.5
Passenger	5.0	3.4	-32.0
Pedestrian	4.4	2.4	-45.5
<b>Total</b>	<b>15.6</b>	<b>11.6</b>	<b>-25.6</b>

Base period for the casualty reduction target set in 2000

All casualties aged 55-74 years by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.6	0.2	-66.7
Serious	3.0	3.8	26.7
Slight	8.6	7.6	-11.6
<b>Total</b>	<b>12.2</b>	<b>11.6</b>	<b>-4.9</b>
KSI	3.6	4.0	11.1
Severity ratio	0.30	0.34	16.86

All casualties aged 55-74 years by class			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	5.6	5.8	3.6
Passenger	3.2	3.4	6.2
Pedestrian	3.4	2.4	-29.4
<b>Total</b>	<b>12.2</b>	<b>11.6</b>	<b>-4.9</b>



- 2005 mid-year estimate of population aged 75 to 99 years 3213
- %age of entire population 7
- Estimated 5ya casualty rate per 100,000 population 5
- Estimated casualty rate per 100,000 population aged 75 to 99 years 165
- Estimated Scottish casualty rate per 100,000 population aged 75 to 99 years 203

Base period for the casualty reduction target set in 1987

Base period for the casualty reduction target set in 2000

All casualties aged 75-99 years by severity			
Ave no. per year for periods			
Severity:	'81-'85	'01-'05	% change
Killed	0.6	0.4	-33.3
Serious	2.2	1.0	-54.5
Slight	3.2	4.0	25.0
<b>Total</b>	<b>6.0</b>	<b>5.4</b>	<b>-10.0</b>
KSI	2.8	1.4	-50.0
Severity ratio	0.47	0.26	-44.44

All casualties aged 75-99 years by severity			
Ave no. per year for periods			
Severity:	'94-'98	'01-'05	% change
Killed	0.6	0.4	-33.3
Serious	2.0	1.0	-50.0
Slight	2.4	4.0	66.7
<b>Total</b>	<b>5.0</b>	<b>5.4</b>	<b>8.0</b>
KSI	2.6	1.4	-46.2
Severity ratio	0.52	0.26	-50.14

All casualties aged 75-99 years by severity			
Ave no. per year for periods			
Class	'81-'85	'01-'05	% change
Driver	1.4	1.2	-14.3
Passenger	2.0	2.0	-0.0
Pedestrian	2.6	2.2	-15.4
<b>Total</b>	<b>6.0</b>	<b>5.4</b>	<b>-10.0</b>

All casualties aged 75-99 years by severity			
Ave no. per year for periods			
Class	'94-'98	'01-'05	% change
Driver	1.2	1.2	0.0
Passenger	1.4	2.0	42.9
Pedestrian	2.4	2.2	-8.3
<b>Total</b>	<b>5.0</b>	<b>5.4</b>	<b>8.0</b>

**CASUALTY SUMMARY**

CLASS	AGE GROUP (YEARS)							
	0-99	0-4	5-10	11-16	17-24	25-54	55-74	75-99
<b>All</b>								
Population	48630	2584	3519	4012	4591	20154	10557	3213
%age population	100	5	7	8	9	41	22	7
'99-'03 rate (per 105 popn)	249	70	232	<u>278</u>	<u>659</u>	<u>257</u>	117	165
<b>Casualty Class All</b>								
'01-'05 ave no. casualties	119.4	2	9	11	29	52	12	5
%age change in 5yr ave	-14	-64	-51	-18	<u>-6</u>	<u>-4</u>	<u>-5</u>	<u>8</u>
'01-'05 ave severity ratio	0.27	<u>0.33</u>	<u>0.33</u>	0.23	0.26	0.26	<u>0.34</u>	0.26
<b>Driver/rider</b>								
'01-'05 ave no. casualties	64.4	0.2	1.4	2.2	16.0	37.6	5.8	1.2
%age change in 5yr ave	-8	-67	-67	<u>10</u>	-15	<u>1</u>	<u>4</u>	<u>0</u>
'01-'05 ave severity ratio	0.25	0.000	<u>0.29</u>	<u>0.36</u>	0.21	<u>0.25</u>	<u>0.31</u>	0.00
<b>Passenger</b>								
'01-'05 ave no. casualties	34.5	0.6	2.8	4.4	10.8	10.4	3.4	2
%age change in 5yr ave	11	-57	<u>100</u>	<u>22</u>	10	<u>6</u>	<u>6</u>	<u>43</u>
'99-'03 ave severity ratio	0.31	0.33	0.43	0.18	<u>0.37</u>	<u>0.35</u>	0.29	0.00
<b>Pedestrian</b>								
'01-'05 ave no. casualties	20.6	1	4.4	4.6	2	4	2.4	2.2
%age change in 5yr ave	-45	-67	-61	<u>-43</u>	<u>-9</u>	<u>-44</u>	<u>-29</u>	<u>-8</u>
'01-'05 ave severity ratio	0.28	<u>0.40</u>	0.27	0.22	0.00	0.15	<u>0.50</u>	<u>0.64</u>

Note: %age change in 5yr ave is a comparison of the averages for the periods '94-'98 and '01-'05.

Where a figure in a row exceeds the figure in the column headed 0-99, figure is shown in blue, bold and underlined.

Where a figure in a cell relating to the driver/rider, passenger or pedestrian class exceeds the corresponding figure in the green shaded cell for all classes, the cell is shaded orange.

		Age group (years)							
	Class	0-99	0-4	5-10	11-16	17-24	25-54	55-74	75-99
Rates	All				<u>x</u>	<u>x</u>	<u>x</u>		
Numbers	All					<u>x</u>	<u>x</u>	<u>x</u>	<u>x</u>
	Driver/rider				<u>x</u>		<u>x</u>	<u>x</u>	<u>x</u>
	Passenger			<u>x</u>	<u>x</u>				<u>x</u>
	Pedestrian				<u>x</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>x</u>
Severity ratios	All		<u>x</u>	<u>x</u>				<u>x</u>	
	Driver/rider			<u>x</u>	<u>x</u>		<u>x</u>	<u>x</u>	
	Passenger		<u>x</u>	<u>x</u>		<u>x</u>	<u>x</u>		
	Pedestrian		<u>x</u>					<u>x</u>	<u>x</u>



