

Impact Assessment: Road Safety Plan 2011-14



Section 1 : General Information

1. Name of function or policy: Road Safety Partnership: Road Safety Plan 2011-14	
2. This is a new plan, to replace the previous Road Safety Plan 2005 - 2008.	
3. Lead persons: ACFO Hamish McGhie, DGFRS Inspector Neil Hewitson, DG Constabulary	
4. Name of Officers completing this form:	ACFO Hamish McGhie, DGFRS Inspector Neil Hewitson, DG Constabulary Sue Livermore, Performance Coordinator, DGFRS Sharon Melville, Diversity Officer, DG Constabulary
5. Date of Impact Assessment screening: This document was impact assessed as an ongoing process as detailed in question 7 below.	
6. Lead Partners involved in the delivery of this function or policy: Dumfries and Galloway Constabulary Dumfries and Galloway Safety Camera Partnership Dumfries and Galloway Fire and Rescue Service Dumfries and Galloway Council – Planning and Environment, Education Transport Scotland Advanced Motorists and Motorcyclists Crown Office and Procurator Fiscal Service Scottish Ambulance Service NHS Dumfries and Galloway	
7. How have they been involved in the Impact Assessment process? The impact assessment was initiated at the meeting of the Strategic Group (RSP) on 11 June 2012. This group leads on the strategy, policy and development of the Road Safety Plan. The implementation of the Plan is driven by the Tactical Group. This assessment will be considered by the Tactical Group (RSP) to ensure that practical issues and information has not been overlooked. The document will be signed off by the Chair of the RSP Strategic Group and published on-line alongside the Road Safety Plan 2011-14.	

Section 2 : Aims of the function or policy

8. What are the main aims of the function or policy?

This is best summarised by the Dumfries and Galloway Road Safety Vision, adopted by the partnership:

'A steady reduction in the numbers of those killed and those seriously injured (in Road Traffic Collisions), with the ultimate vision of a future where no-one is killed on Dumfries and Galloway's roads and the injury rate is much reduced'.

9. Who is intended to benefit from the function or policy?

The general public due to increased safety and lower mortality, partner agencies due to reduced use of resources and reduction of emotional impact on staff.

10. Is the function or policy intended to increase equality of opportunity by permitting positive action or action to redress disadvantage?

Yes

The policy specifically targets those known to be most at risk – which is age-related – to ensure that safety is achieved. This is justified by research and statistical findings relating to Road Traffic Collisions in this region and nationally.

Section 3 : Evidence

11. What evidence will be used to identify any potential positive or negative impacts?

Consultation	Public consultation was undertaken on the content and direction of the Scottish Road Safety Framework to 2020, from which the key direction of the Road Safety Plan is taken. A local consultation on the draft Road Safety Plan 2011-14 was undertaken in early 2010.
Research	The D&G Road Safety Plan has its roots in the Scottish Road Safety Framework to 2020, which used extensive research to produce national goals and targets relating to Road Safety which have been adopted by the Road Safety Partnership in their production of the Road Safety Plan, while taking into account local risk factors as revealed by the monitoring data listed below. ACPOS Strategic Assessment findings and recommendations were also taken into account.
Officer/Practitioner knowledge and experience	The range of partners involved (see item 6) in the production and implementation of this plan will ensure that a broad spectrum of expertise is brought into play at all stages of production, implementation and review. The Scottish Road Safety Framework to 2020 was based on the findings of a panel of experts across a range of disciplines and roles to ensure that relevant decisions were made on the way forward.
Monitoring data	Reported Road Casualties Scotland 2009 Constabulary data 2000 – present on a range of indicators, including fatalities and injuries for adults/children. Examination of disaggregated data to identify any underlying trends

Section 4 : Impacts

	+ve	Neutral Impact	-ve	Comments
12. Race		✓		While there are no apparent issues of disadvantage in the Road Safety Plan, the document is flexible and monitoring will be used to ensure that discriminatory or disadvantageous trends and risks are not overlooked. For example, disaggregated data collected by Dumfries and Galloway Constabulary takes account of the incidence of Road Traffic Collisions involving drivers from outwith the UK, and would identify any trend relating to the well-being of cross-continental drivers or drivers unused to UK road systems and regulations. At present there is no discernible trend related to race within the figures collated. Should this change, and a trend emerge, the Road Safety Partnership would consider it without delay and produce actions to address it. This document will be reviewed and updated should this occur. Previous Road Safety activity has been targeted towards particular migrant worker groups to address arising problems, and this was very effective.
13. Disability		✓		At present, as with the Race findings above, there is no discernible trend relating to mobility, eyesight, hearing loss or learning disability issues impacting on the aims of the Road Safety Partnership. However, disaggregated data will be examined as outlined in the previous item so that any emergent trend is acted on promptly. This document will be reviewed and updated should this occur. Findings for disability may, in future, come to be linked with those on age if deteriorating eyesight as a result of the ageing process were identified as a risk from Road Traffic Collision data. With an ageing demographic clearly identified for the Dumfries and Galloway area over the coming 5 – 10 years this is likely to become increasingly important.
14. Gender	✓			Current research strongly suggests that young men are at a higher risk than any other group. Local figures bear this out, with fatalities and casualties following no particular gender pattern in the higher age brackets. The activities aimed at Schools means that both young men and women receive the relevant safety information and the risk is thereby reduced. Peer pressure on young drivers is a potent force, so having all young adults fully aware of Road Safety issues is essential for success. If the Road Safety Plan is successful, research shows that young men will probably be the group to benefit most directly.

15. Sexual orientation		✓		There were no identifiable issues relating to sexual orientation or religion or belief. However, this document is flexible and any arising issues will be dealt with as they emerge.
16. Religion and Belief		✓		
17. Age	✓			Data at both a national and local level shows that young drivers, particularly young men, are more likely than any other population group to be involved in a serious Road Traffic Collision which results in fatality or injury. The Road Safety Plan takes this into account by targeting hard hitting Road Safety initiatives such as the Hit and Run Theatre and Safe Drive Stay Alive. These initiatives target street racers at known locations and our young people through school involvement. The inclusion of the Education department in the Road Safety Partnership reflects this importance of the work done with this group. While there is as yet no suggestion of other trends in terms of age – relating to older drivers, for example – disaggregated data is monitored carefully to ensure that new trends in behaviour and risk are not missed. As stated previously, the Road Safety Partnership will act on trend when they emerge, and will update this document accordingly.
18. Economic Sustainability	✓			The Road Safety Partnership's work is underpinned by the fact that each fatality in a Road Traffic Collision costs the economy an estimated £1.9 million. This figure includes factors such as the use of resources by emergency services in dealing with such incidents, the knock on effect on the economy of closed roads and delays for perishable goods that result, and the loss of trade resulting from lack of confidence if the road network is regularly compromised. In addition, injuries resulting from Road Traffic Collisions can mean sustained absence from workplaces. Road Traffic crashes which result in serious injury also have a significant economic effect through the same factors listed above.
19. Social sustainability	✓			Fatalities have a devastating effect on the fabric of local society, particularly a rural society such as that of Dumfries and Galloway. Communities can be badly affected if there are regular diversions through otherwise quiet road networks due to Road Traffic Collisions on major roads nearby. If the breadwinner of a particular family is killed or injured in a Road Traffic Collision, this can have considerable impact on family life and, almost inevitably, the wider community.
20. Health	✓			Avoiding fatalities is clearly of paramount importance here, and its impact on the provision of bereavement support. Injuries can result in long-term disability, and have a clear impact on the on-going care provision required from NHS partners. There are also health issues for the wider public to take into account should a Road Traffic Collision involve chemical spillages. The mental health of emergency services staff is also a significant consideration, given the distress caused by assisting at Road Traffic Collisions involving deaths or injuries.

21. Environmental sustainability	✓			<p>Increased usage of diversions from trunk roads could lead to faster deterioration of the local road network. Incidents involving chemical spillages can have a significant effect on the local environment, especially if spillages affect water courses. The recent appearance of chemical suicides, which threaten the health of emergency service staff, is another issue to be aware of.</p> <p>Any reduction in attendance activity for the emergency services will result in lower carbon emissions.</p>
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22. Assessment of impact

Using your knowledge and evaluation of the evidence, complete the chart below to assess the level of impact:

		<u>Negative Impact</u>			<u>Neutral Impact</u>		<u>Positive Impact</u>	
		High	Medium	Low	No Relevance	Low	Medium	High
Race		High	Medium	Low	No Relevance	Low	Medium	High
Disability		High	Medium	Low	No Relevance	Low	Medium	High
Gender		High	Medium	Low	No Relevance	Low	Medium	High
Sexual Orientation		High	Medium	Low	No Relevance	Low	Medium	High
Belief		High	Medium	Low	No Relevance	Low	Medium	High
Age		High	Medium	Low	No Relevance	Low	Medium	High
Economic Sustainability		High	Medium	Low	No Relevance	Low	Medium	High
Social Sustainability		High	Medium	Low	No Relevance	Low	Medium	High
Health		High	Medium	Low	No Relevance	Low	Medium	High
Environmental Sustainability		High	Medium	Low	No Relevance	Low	Medium	High

23. Having assessed the level of impact, outline what action will be taken. This will form part of the recommendation section of the summary sheet.

The impacts identified suggest that the only action required at this stage is to continue to examine disaggregated data to ensure that trends and risks are dealt with as they emerge.

Section 5: Monitoring and Reviewing

24. How will the implementation of the policy be monitored?	The Road Safety Plan has identified a range of indicators which will be monitored over the lifetime of the Plan. Monitoring of the key indicators is undertaken on a quarterly basis and will be reported to the Strategic Group for consideration and appropriate action.
25. What (if any) environmental data is to be monitored and who is responsible for the collection of this data?	N/A
26. How will the results of the monitoring be used to develop the policy?	Where a new trend or risk is identified, the appropriate action required will be identified and the Plan updated to include it. Dumfries and Galloway Council's Planning and Environment Service has been tasked with preparing these annual plans, although monitoring data will be collated in Covalent for ready access by key partners.
27. When and how is the plan due to be reviewed	An annual report will be prepared on progress each financial year for the Community Planning Partnership. However, should new risk or trends emerge this would trigger a review of the direction outlined in the Plan.
28. Public Reporting of Results	The Annual report will be available to view on the www.dgrsp.co.uk following approval by the relevant bodies.