

Strategic Road Safety Plan

2017 - 2020



**Dumfries and Galloway
Road Safety Partnership**

www.dgrsp.co.uk

Foreword

On behalf of the Dumfries and Galloway Road Safety Partnership I introduce the Strategic Road Safety Plan 2017 – 2020 which provides a comprehensive and sustainable foundation for dealing with the many challenges we face on our regions roads.

This plan recognises the many varied measures that have been implemented through the previous Road Safety Plan and seeks to enhance those existing measures through an effective and cohesive working partnership of all key road safety stakeholders.

As chair of the Partnership, I am encouraged to report that we have made great progress towards meeting the 2020 road safety targets as set by the Scottish Government, but we must continue to strive and where possible surpass the expectations set. Every death and every serious injury is one too many. We need to maintain the huge effort made by all partners.

It is the responsibility of every single road user in Scotland to make our roads safer and this is only achievable through the continued hard work of this Partnership in its commitment to and promotion of the 5 Es – Education, Engineering, Enforcement, Encouragement and Evaluation.

I believe that this Strategic Road Safety Plan will further improve the joint approach between our partner agencies and communities and we will continue to see good progress being made on the reduction of those killed or seriously injured in the years to come.



Area Manager Hamish McGhie

Scottish Fire and Rescue Service Local Senior Officer – Dumfries and Galloway
Chair of Dumfries and Galloway Road Safety Partnership



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Introduction

The Scottish Government and members of Dumfries and Galloway Road Safety Partnership are committed to the outcome of safer road travel in Scotland for everyone. The Scottish Government's Road Safety Framework to 2020 "Go Safe on Scotland's Roads Its Everyone's Responsibility" sets out the framework for improving roads in Scotland until the end of the decade and beyond. It includes the vision, aims, commitments and targets for reductions in road deaths and serious injuries.

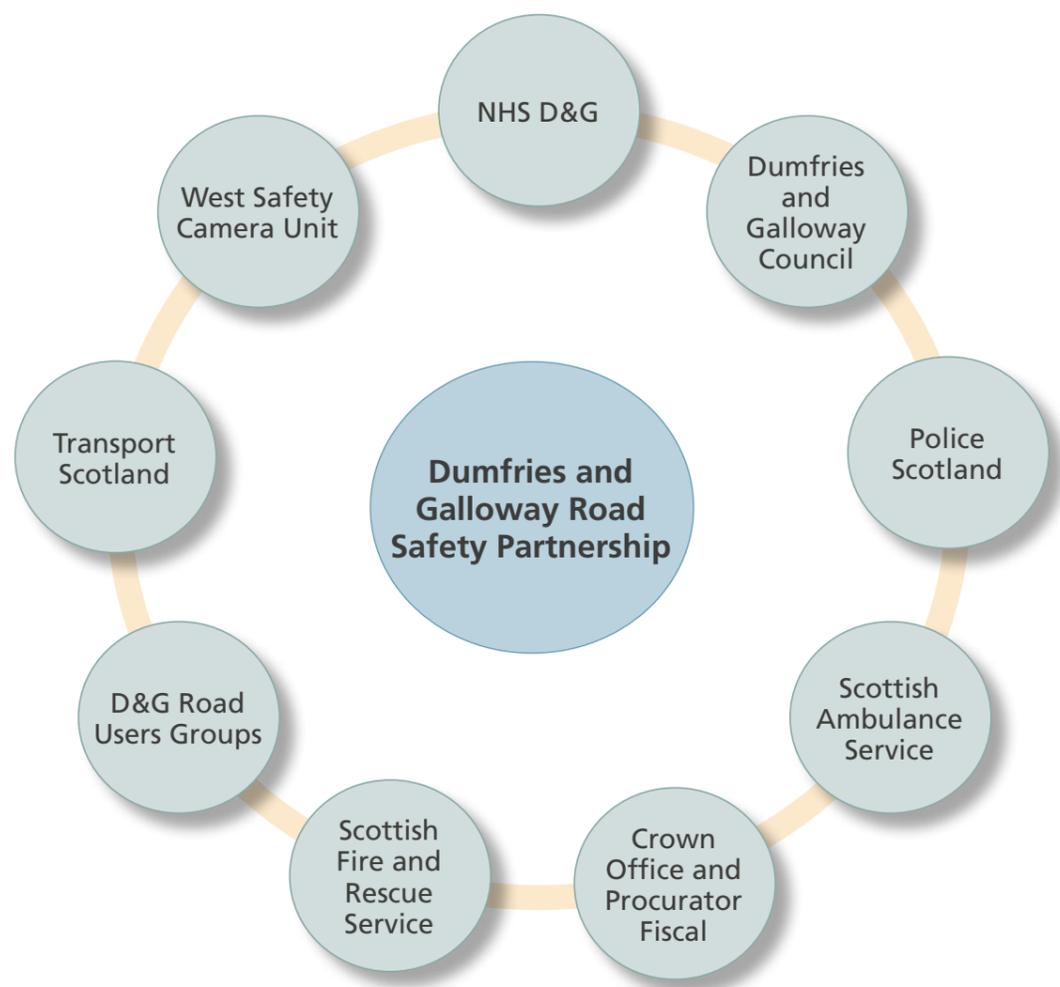
The ambitions will not be realised without the help of delivery partners, communities and the road users themselves. Therefore, the 'Dumfries and Galloway Road Safety Strategy 2017 – 2020' builds on the Scottish Framework with data and intelligence taken from previous road safety plans as well as the Scottish Government's "Road Safety Framework Mid-term Review", and provides focus on targets and on the three nationally identified priority focus areas (speed, age and vulnerable road users) to reduce accidents and casualties on Dumfries and Galloway's road network.

The Strategic Plan provides a detailed action plan for all members of the partnership until 2020. The action plan will be based on a series of commitments which are grouped under 5 Es, these being Education, Engineering, Enforcement, Encouragement and Evaluation.



Structure

Dumfries and Galloway Road Safety Partnership Structure



Members

The Dumfries and Galloway Road Safety Partnership comprises the following members:

Police Scotland

Responsible for enforcing road traffic law, the investigation, reporting and analysis of road crashes, education and liaison with communities whilst supporting initiatives at local and national level.

West Safety Camera Unit

Promote and encourage speed limit compliance through targeted camera enforcement, thereby reducing the number of people killed or injured.

Scottish Fire and Rescue Service

Statutory duty to attend road traffic collisions and a duty to promote "community safety" which includes safety on Scotland's roads through various road safety initiatives.

Dumfries and Galloway Council – Economy, Environment and Infrastructure

Development and delivery of Council's road safety programmes and initiatives and management and maintenance of the local road network

Dumfries and Galloway Council – Children, Young People and Lifelong Learning

Delivering road safety education through the school curriculum.

Scottish Ambulance Service

Attend road accidents when required. Its crews provide vital lifesaving treatment, treating patients at the scene of accidents and, when necessary, taking them to hospital. The Service is a member of the Scottish Occupational Road Safety Alliance and the Royal Society for the Prevention of Accidents and supports a range of casualty reduction initiatives.

Transport Scotland

Development and delivery of the Scottish Government's road safety programmes and initiatives and management and maintenance of the trunk road network within Dumfries and Galloway.

Dumfries and Galloway Institute of Advanced Motorists and Motorcyclists

Improving driving standards through coaching improved driving skills and through education initiatives.

Crown Office and Procurator Fiscal Service

Taking action against traffic offenders where appropriate. Supporting Road Safety Partnership strategies and action plan and assisting with education initiatives.

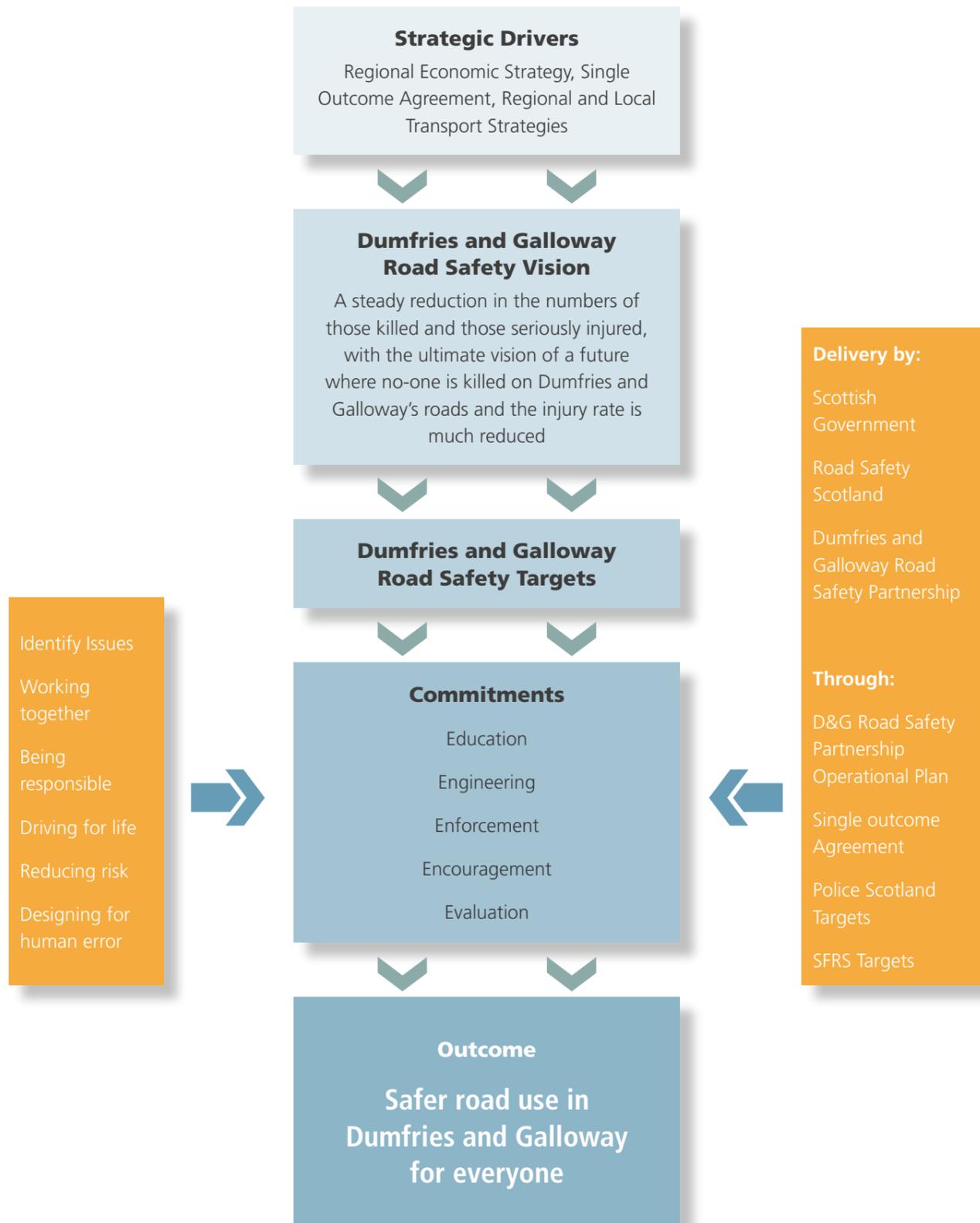
NHS Dumfries and Galloway

Assessing, planning and delivering care and treatment to the injured as a consequence of incidents on the roads. Work in partnership with all other agencies towards the safety of all those using the road network.



Strategy and Outcomes

Review of Road Safety Plan 2011 - 2014



Review of Road Safety Plan 2011 – 2014

The Dumfries and Galloway Road Safety Plan 2011 – 2014, produced by members of the Road Safety Partnership through widespread community consultation was widely circulated. The plan contained eight main priorities as directed through Scotland's Road Safety Framework to 2020 "Go Safe" in an effort to reduce the number of people killed, seriously injured, and to progress the implementation of the associated agreed actions. The plan contained many and varied actions and great progress has been made with the majority and in particular those involving young people.

Scottish road safety priorities were identified through a public consultation exercise, expert opinion, research and statistics. These priorities were included in the Safety Plan 2011 – 2014 and focused on:

- leadership
- sharing intelligence and good practice
- children
- drivers aged 17-25
- rural roads
- drink driving
- seatbelts
- speed

A mid-term review of Scotland's Road Safety Framework to 2020 "Go Safe" was carried out in March 2016. The review identified three key priority areas that would re-focus activity and likely provide the greatest contribution towards the 2020 casualty reduction targets. Those priority areas are:

- Speed and Motorcyclists (Speed)
- Pre-drivers, Drivers aged 17 to 25 and Older Drivers (Age)
- Cyclists and Pedestrians (Vulnerable Road Users)

The Dumfries and Galloway Road Safety Partnership has reviewed its action plan contained within the previous Road Safety Plan 2011 – 2014 to refocus on the above priority areas and show the commitment of the partnership through a continued emphasis across the five framework pillars of Education, Engineering, Enforcement, Encouragement and Evaluation.



Current Casualty Situation for Dumfries and Galloway

Figures for 2015 indicate that the targets for 2015 (as set in 2010) have been achieved in most target areas. People killed remains slightly above the 2015 milestone.

A summary of progression within Dumfries and Galloway towards the 2020 targets is indicated in the table below.

Target	2004 - 2008 ¹ Average	% Reduction	2015 Milestone	% Reduction	2020 Targets	Actual Values ²					
						2010	2011	2012	2013	2014	2015
Fatalities	14	30%	10	40%	8	5	9	6	12	11	11
Seriously Injured	127	43%	72	55%	57	67	84	83	65	74	58
Fatal Child Casualties ³	0 ⁵	35%	0	50%	0	0	0	0	0	0	0
Children Seriously Injured ³	12	50%	6	65%	4	4	6	6	1	5	2
Slight Casualty Rate ⁴	24	-	-	10%	22	20	17	17	15	15	16

1 Source: Table 42 of "Reported Road Casualties Scotland 2008", except for children killed.

2 Sources: Reported Road Casualties Scotland 2010, 2011, 2012, 2013, 2014 and 2015.

3 Children aged below 16 years of age.

4 Number of people injured per 100 million vehicle kilometres. Source: Table 41 of "Reported Road Casualties Scotland 2015"

5 This is the average. It does not mean zero killed in 2004 - 2008.

The values in this table for each year are as reported in that year's edition of Reported Road Casualties. On occasions some values are slightly different in more recent versions of the publication.

The following pages and graphs analyse progress towards these targets in more detail.



Figure 1 below shows the number of people killed compared to the 2015 milestone. It indicates that the number of people killed has been significantly below the 2004 – 2008 average value and generally below the reduction line towards the 2020 target. Published figures for 2015 indicate a number slightly above the 2015 target value. However, this is common with such low values being recorded. With the exception of the slight rise, the long term trend since the targets were adopted is a generally downwards.

Figure 1: Number of People Killed

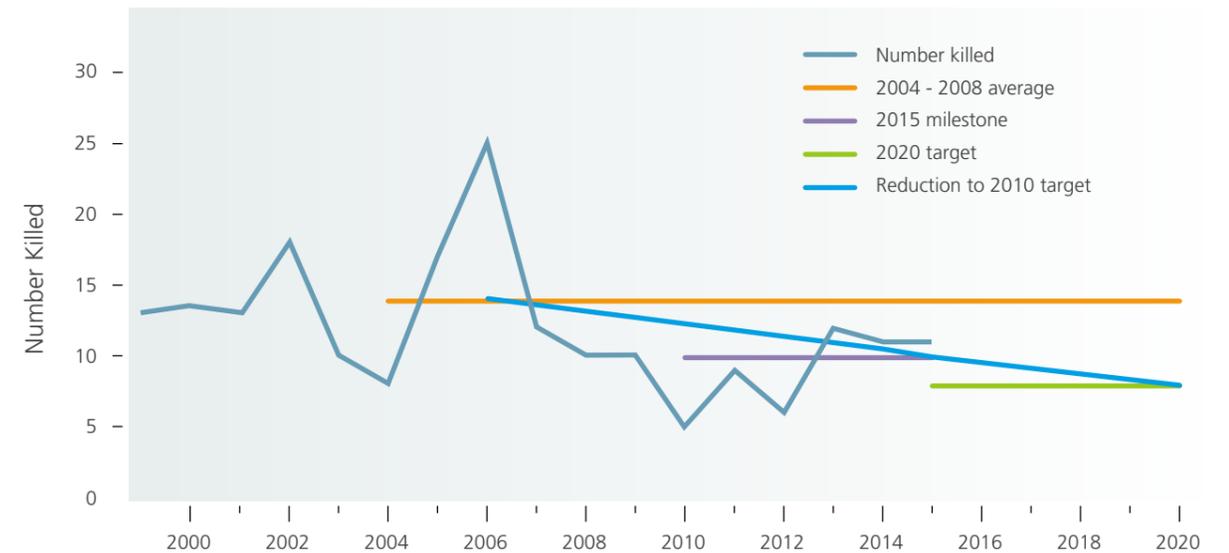


Figure 2 below shows the number of people seriously injured compared to the 2015 mid-term milestone. It indicates that there has been a large reduction from numbers reported in 2007/2008 with current figures well below the 2004 to 2008 average value. As would be expected with lower values being recorded, there now appears to be a year to year fluctuation around the 2015 milestone target. The long term trend since targets were adopted shows a steady reduction sitting below the reduction target line to 2020.

Figure 2: Number of People Seriously Injured



Figure 3 below indicates the slight casualty rate per 100 million vehicle kilometres compared to the 2020 target. Since targets were adopted this value was positioned at or above the 2004 to 2008 average for Dumfries and Galloway until 2006. However, the rate has been decreasing at a fast rate and is positioned well below the 2020 target. It should be noted that this rate reflects both traffic volume and casualty numbers. Since traffic levels have been increasing the rate will be reducing, even if the slight casualty numbers are unchanged. Therefore the following figure looks in more detail at slight casualty numbers.

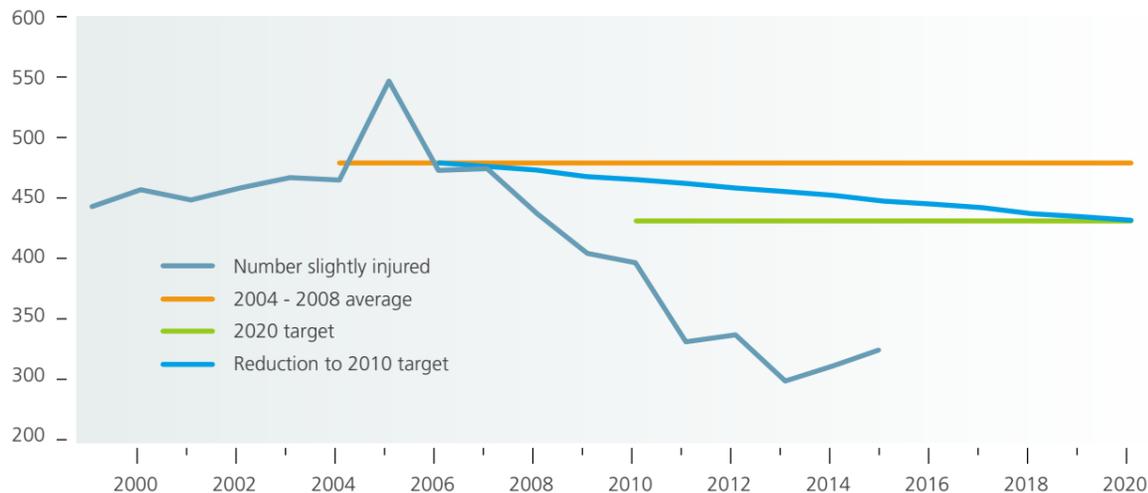
Figure 3: Slight Casualty Rate



Figure 4 indicates the number of slight casualties. The target reduction for slight casualties was a reduction in the accident rate as discussed for Figure 3. However, this uses traffic flows which are very “broad brush” and therefore it is also considered appropriate to illustrate the actual slight casualty numbers. The green line is for a 10% reduction in actual numbers from the 2004 to 2008 average, but as discussed, an increasing traffic level means that the reduction in slight casualty numbers does not need to be 10% to allow the slight casualty rate to be met.

The number of slight casualties was consistently above the previous 1994 to 1998 average (not shown). Since 2005 the numbers have been dropping and these have significantly surpassed the theoretical target set for 2020.

Figure 4: Number of Slight Casualties



Reported Casualties by Type, Road Type and Year

Tables 1 to 3 below illustrate reported casualties by type on trunk and local roads between 2004 and 2015. The situation in Dumfries and Galloway is influenced by the trunk road network which carries a mixture of long distance and local traffic.

Table 1 - Network - Trunk Roads

Category	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2004-08 average
Killed	4	10	17	8	5	8	3	8	1	6	4	9	9
Seriously Injured	38	51	56	61	35	47	25	25	25	22	26	22	48
KSI Total	42	61	73	69	40	55	29	33	26	28	30	31	57
Children KSI	6	5	4	6	1	4	0	3	3	1	1	1	4
Slight	173	208	159	176	161	147	118	113	95	110	105	117	175
All Casualties	215	269	232	245	201	202	146	146	121	138	135	148	232

Table 1 shows the number of persons killed on trunk roads within the region has continuously been below the 2004 to 2008 average from 2007 onwards with the exception of 2015 where a slight increase saw the figure match the average. On trunk roads, the all casualties figure saw a significant drop of 41% (average for those recorded during a five year period between 2010 and 2014) against the 2004 to 2008 average figure of 232.

Table 2 - Network - Local Roads

Category	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2004-08 average
Killed	4	7	8	4	5	2	2	1	5	6	7	2	6
Seriously Injured	61	76	90	97	70	73	42	59	58	43	48	36	79
KSI Total	65	83	98	101	75	75	44	60	63	49	55	38	85
Children KSI	8	7	9	7	7	6	4	3	3	0	4	2	8
Slight	292	341	314	298	276	256	269	217	242	189	207	207	304
All Casualties	357	424	412	399	351	331	313	277	305	238	262	245	389

Table 2 also illustrates a significant drop in all areas compared to the 2004 to 2008 average figures with the exception of those killed. The overall long term trend has seen a reduction for those killed on local roads with a slight increase in recent years however, when dealing with such small numbers, any fluctuation in this group will be emphasised.

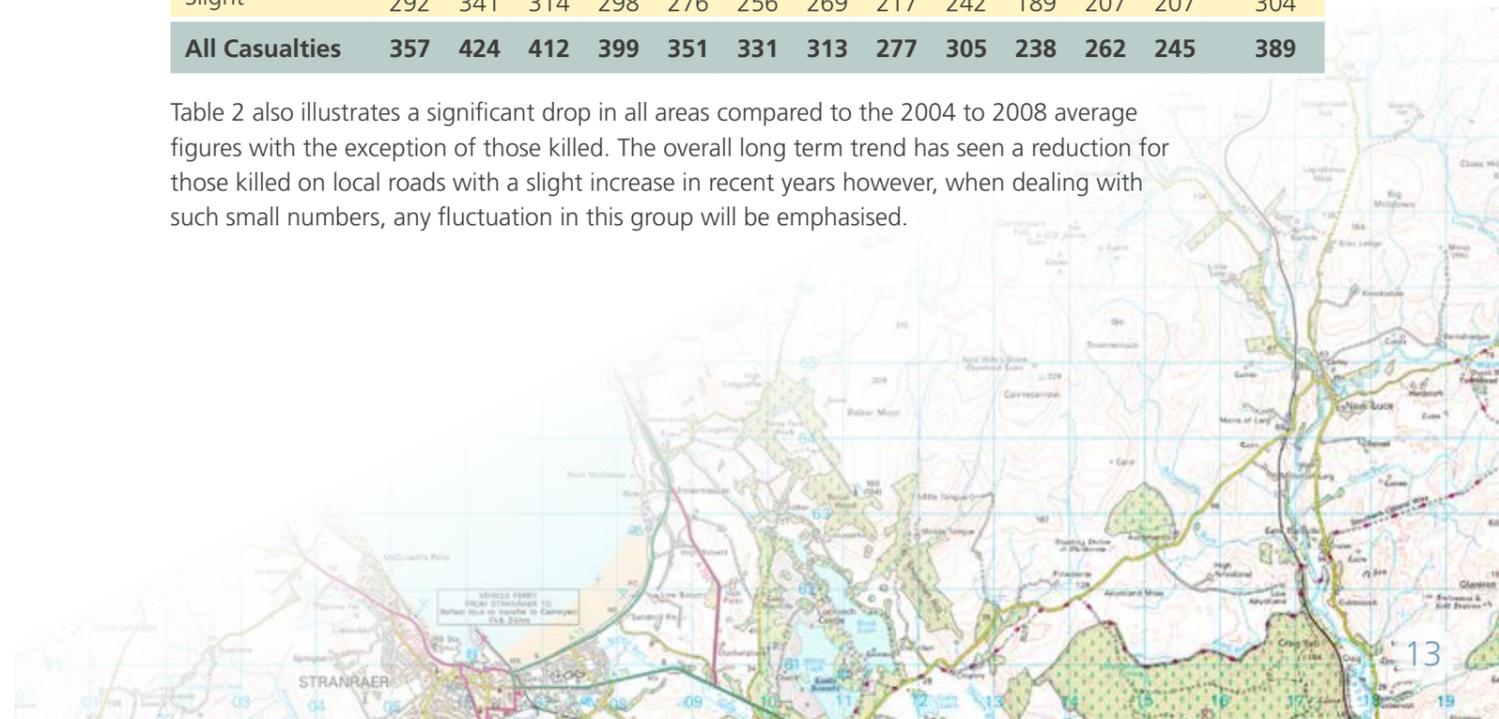


Table 3 - Network - All Roads

Category	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2004-08 average
Killed	8	17	25	12	10	10	5	9	6	12	11	11	14
Seriously Injured	99	127	146	158	105	120	67	84	83	65	74	58	127
KSI Total	107	144	171	170	115	130	72	93	89	77	85	69	141
Children KSI	14	12	13	13	8	10	4	6	6	1	5	3	12
Slight	465	549	473	474	437	403	387	330	337	299	312	324	480
All Casualties	572	693	644	644	552	533	459	423	426	376	397	393	621

Sources:

All values from: "Reported Road Casualties Scotland 2008, 2009, 2010, 2011, 2012, 2013, 2014 and 2015"

Killed, seriously injured and all values from Table 36. (Slight values by calculation)

All "Child killed and seriously injured" values from Table 40.

The values in these tables for each year are as reported in that year's edition of Reported Road Casualties. On occasions some values are slightly different in more recent versions of the publication.

Table 3 indicates a substantial reduction in all categories for all roads combined against the 2004 to 2008 average figures.

Although the trunk road network forms 8% of the public road network within Dumfries and Galloway, it carries approximately 65% of all traffic, as indicated in table 4 below. Whilst the proportion of the road network length in the region being trunk is broadly similar to that for all of Scotland, the traffic volumes, in terms of vehicle kilometres is substantially different. This difference on the trunk road network compared to the national figure is also reflected in the proportion of crashes by road type (Tables 1 to 3).

Table 4 – Public Road Length by Type and Traffic (as of May 2014)

Network	Length ¹		Traffic ²	
	km	%	Mvk ³	%
D&G				
Trunk	346	7.7	1307	64.9
Local	4160	92.3	707	35.1
Total	4506		2015⁴	
Scotland				
Trunk	3570	6.4	17103	38.2
Local	52417	93.6	27686	61.8
Total	55987		44789	

1 Source: Table 4.2 "Scottish Transport Statistics No. 34 2015 Edition".

2 Source: Table 5.4 "Scottish Transport Statistics No. 34 2015 Edition".

3 Million vehicles kilometres.

4 Rounded to nearest whole number

Dumfries and Galloway Road Network



Scotland's Road Safety Framework Delivery Plan to 2020

Overarching Assumption: The Safe System

The Safe System approach recognises that humans as road users are fallible and will make mistakes and that there are limits to the severity of an impact or collision that people can withstand. A key part of the Safe System approach is that the road system is designed to take account of these errors and vulnerabilities so that road users are able to avoid serious injury or death on the road and that interim road safety targets are set to move systematically towards Vision Zero.

Partners	
Scottish Government	➤➤
TRBO, SSCP, Transport Scotland Analytical Services, Community Safety Unit, Transport Scotland Road Safety Policy, RSS, SCSN	➤➤
Local Government	➤➤
COSLA, SCOTS, SOLACE, LAs	➤➤
National Agencies	➤➤
PS, SFRS, NHS Scotland, SAS, COPFS	➤➤
Road User Groups	➤➤
MAG Scotland, RHA Scotland	➤➤
Third Sector	➤➤
Good Egg Safety, Cycling Scotland, IAM, Living Streets Scotland, RoSPA Scotland	➤➤

High Level Activity Delivered through:

- National Transport Strategy
- Strategic Road Safety Plan
- Building Safer Communities Programme Phase II
- Scottish Government's Climate Change Report on Policies and Proposals
- Police Scotland Road Safety & Crime Strategy
- The Scottish Fire and Rescue Service Strategic Plan for 2016-2019
- The Town Centre Vision
- Community Planning Partnerships
- Local Authority Single Outcome Agreements
- Scotland's Economic Strategy 2015
- NHS Scotland 2020 Vision
- Cycling Action Plan
- Scottish Government Active Travel Strategy
- The Walking Strategy
- Cycling by Design 2010

Indicators:

STATS19, RITS, Local Authority, Service Providers & Schools and College information

RISKS Local road safety resources, UK Government Spending review and delivery of public services, Change of Scottish Government Administration, Police Scotland and Scottish Fire and Rescue Service capacity and priorities, Governance of Road Safety Framework Strategic Partnership Board.

Progress towards **Vision Zero**

Priority Focus Areas Overarching Outcomes



Speed

Increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers.



Pre-drivers

Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.



Cyclists

Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with, road traffic laws and safe practices by all road users.



Motorcyclists

Improve the safety of motorcycling by reducing levels of motorcycle injury accidents on the road network to support reducing road casualty numbers.



Drivers aged 17 to 25

Increase safer driving behaviours by young drivers after they pass their test.



Pedestrians

Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness of and compliance with, road traffic laws and safe practices by all road users.



Older drivers

Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving.

Road Safety Targets to 2020

- 40%** reduction in fatalities
- 55%** reduction in serious injuries
- 50%** reduction in fatal child casualties
- 65%** reduction in children seriously injured
- 10%** reduction in slight casualties

Vision Zero

National Outcomes

- We live our lives safe from crime, disorder and danger
- We live longer healthier lives
- We have tackled the significant inequalities in Scottish society
- We realise our full economic potential with more and better employment opportunities for our people
- We reduce the local and global environmental impact of our consumption and production
- We value and enjoy our built and natural environment and protect it and enhance it for future generations

Scotland's Casualty Reduction Targets for 2020

Scotland's Road Safety Framework to 2020 has a high-level aim of a Vision Zero where there will be:

"A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no one is killed on Scotland's roads, and the injury rate is much reduced."

Dumfries and Galloway Road Safety Partnership are committed at working towards Vision Zero and adopt the targets set within the Framework.

The Framework takes a distinctive approach to deliver the outcome of safer road travel in Scotland for everyone. The table below contains the 2015 milestones and 2020 targets.

Target	2015 Milestone	2020 Targets
	% Reduction	% Reduction
People Killed	30%	40%
People Seriously Injured	43%	55%
Children (Aged <16) Killed	35%	50%
Children (Aged <16) Seriously Injured	50%	65%
Slight Casualty Rate		10%

Scotland's long-term casualty reduction trends show that the number of people killed in road accidents in Scotland reduced by 31%, from an average of 292 between 2004/08 to 200 in 2014. The overall number of people killed or injured in road accidents fell from the 2004/08 average of 17,097 to 11,268 in 2014, a reduction of 34%.

The 'Framework Strategic Delivery Plan to 2020' on the following page shows the priority focus areas as highlighted in the mid-term review with a detailed progression towards the 'Vision Zero' final outcome evident.



Partnership Approach 2020

Organisation and responsibility for road safety policy and its delivery within Dumfries and Galloway is spread across key road safety stakeholders through a partnership approach. Responsibility for the local roads network and trunk roads network are independent of each other with Dumfries and Galloway Council and Transport Scotland each having their own responsibilities. However, all road safety matters are addressed collectively through this partnership. Organisations involved in the partnership are detailed on page 7.

The Dumfries and Galloway Road Safety Partnership formed in 2009 has been approved by the Community Safety Partnership and the Council's Corporate Policy Committee.

The partnership takes guidance and direction from the Scottish Government and aligns itself to 'Go Safe', Scotland's Road Safety Framework to 2020. In addition, the partnership will use information and data from mid-term reviews, Scottish Transport statistics publications and analytical figures compiled by Police Scotland. This approach ensures that the priority focus areas are addressed through their inclusion in the Road Safety Partnership Strategic and Annual Tactical Operational Plans and will support partners in working towards the casualty reduction target set for 2020.

- 40% reduction in fatalities;
- 55% reduction in serious injuries;
- 50% reduction in fatal child casualties;
- 65% reduction in children seriously injured and a
- 10% reduction in the slight casualty rate.

All of the actions within the plan have been identified by Partnership members, who will retain ownership of them. It is the responsibility of the relevant partners to deliver the actions within agreed timescales. The action will be SMART (Specific, Measurable, Achievable, Realistic, Time based) where possible, and performance reports will be made back to the Tactical Group on a quarterly basis. All actions have been agreed by the partnership as a whole and are summarised on the following pages.

This Strategic Action Plan sets the foundation for the Operational Plan which is produced annually and supplements the strategic intent of this document with specific objectives that are formed from the continued analysis of data and guidance, and through consultation.



Strategic Action Plan with Targets – Education

No.	Action	Objective	Measure	Lead Partner/s	Other Partner/s
1.	Participate in the provision of road safety education to school children.	Provide education towards those identified as being vulnerable road users to Improve knowledge and understanding of road and pedestrian safety	The number of children involved in injury collisions.	Education, Police Scotland, SFRS	
2.	Provide and support road safety education to secondary school pupils	To improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving through initiatives such as "Safe Drive Stay Alive"	Reduction of injury or death, Number of participants.	Police Scotland, SFRS, SAS, Education.	NHS D&G, COPFS.
3.	Promote road safety	Increase driver awareness in relation to the dangers of speeding by attending local events	Number of events attended per year	West Safety Camera Unit	
4.	Provide and support road safety education to all school attending pre-drivers as part of the SVQ Safe Road User Award	An increase in safer driving behaviours by young drivers after they pass there test	Number of secondary school pupils receiving interactive educational intervention (Young Drivers Project). The number of drivers aged between 17-25 involved in injury collisions	Education	Police Scotland, SFRS, SAS.
5.	Provide and support education in relation to the fitting of child seats/safety restraints.	To increase compliance and provide and/or support education to target groups in relation to the correct fitting of child safety restraints within vehicles.	The number of child passengers involved in injury collisions.	Police Scotland NHS D&G	Good Egg Safety
6.	Promote cycle safety in primary education	Examine and establish cycle training scheme for primary school children to improve knowledge and understanding of cycle safety.	Number of participants, Reduction of injury or death in children	Children, Young People and Lifelong Learning	Cycling Scotland, Other cycling groups/ associations.



Strategic Action Plan with Targets – Engineering

No.	Action	Objective	Measure	Lead Partner	Other Partners
1.	Review existing safety camera sites and identify possible new sites through analysis of crash locations.	Confirm current camera sites are still relevant/required. Select potential new sites.	Number of enforcement sites.	West Safety Camera Unit	
2.	Report road defects and analysis of crash hot spots to the appropriate road authority.	Reduce road casualties in collaboration with our partners.	Reduction in casualty numbers	Police Scotland, DGC: EEI, Transport Scotland	
3.	Implement 20mph speed limits as per the agreed prioritisation mechanism.	Increase proportion of urban road network with a 20mph speed limit. Increase number of schools with 20mph speed limit. Long term objective is a 20mph limit at all schools on restricted roads (as required).	Percentage of urban road network which has a 20mph speed limit. Proportion of primary and secondary schools with 20mph speed limits. Proportion of primary and secondary pupils at schools with 20mph speed limits.	DGC: EEI	Police Scotland, Transport Scotland



No.	Action	Objective	Measure	Lead Partner	Other Partners
4.	Undertake an annual Accident Investigation and Prevention programme (AIP) on local and trunk road networks.	Reduce accident numbers at identified locations.	Accident numbers at AIP sites. Overall accident and casualty numbers on the local road network.	DGC: EEI, Transport Scotland	Police Scotland
5.	Implement findings of a one off review of speed limits on local A and B class roads.	Have a consistent approach to speed limits and extent of limits across region to increase compliance. Reduce accident numbers at rural locations on the local A and B class road network with high accident rates.	Speeds at community locations. Accident and casualty numbers at rural locations on the local A and B class road network with high accident rates.	DGC: EEI	Police Scotland
6.	Undertake road safety audits on changes to the local and trunk road networks.	Reduce likelihood of accidents occurring when the network is altered.	Number of audits undertaken/ number considered necessary per year. Accident numbers at locations where changes made.	DGC: EEI, Transport Scotland.	Police Scotland
7.	Pursue a strategic approach to targeted road maintenance.	Reduce the likelihood of accidents occurring by including the analysis of accident data and road safety considerations in decision making process for the determination of future maintenance programmes.	Overall accident and casualty numbers on the local road network.	DGC: EEI,	Police Scotland
8.	Increase physical provision for cyclists and pedestrians on local and trunk road networks.	Reduce accident numbers involving cyclists and pedestrians.	Number of accidents involving cyclists and pedestrians on the local and trunk road network.	DGC: EEI, Transport Scotland	Police Scotland, SWestrans

Strategic Action Plan with Targets – Enforcement

No.	Action	Objective	Measure	Lead Partner	Other Partners
1.	Attend road crashes within target times	Improve road traffic crash casualty and morbidity and mortality(C,M&M) by attending crashes within target time	Percentage of patients reached within 8 minutes. C,M&M rate	SAS.	Police Scotland SFRS NHS D&G
2.	Improve specialist assistance at crashes	Arrange for attendance of Emergency Medical Retrieval Service (EMRS) by helicopter or road to augment the standard of pre-hospital care delivered	Percentage of patients reached within 8 minutes. C,M&M rate	SAS.	EMRS
3.	Enforcement of speed limits at existing safety camera sites	Reduction in the number of crashes at these sites by the deployment of safety camera vans	Deployment hours per month. Crash numbers at safety camera sites.	West Safety Camera Unit	
4.	Enforcement of offences relating to irresponsible driver behaviour.	Influence driver behaviour and reduce road casualties through targeting of known contributory offences.	The number of drivers reported for Drink/Drug Driving, Dangerous/Careless Driving, Seatbelt, Mobile Phone and Speeding Offences.	Police Scotland	COPFS, West Camera Safety Unit
5.	Enforcement of Anti-Social (ASB) - motorcycle riding behaviour and other related offences.	Influence rider behaviour and reduce motorcycle casualties through targeting of ASB riding and other associated contributory offences.	The number of motorcyclists reported for ASB riding and other associated offences. The number of motorcyclists involved in injury collisions.	Police Scotland	COPFS, West Camera Safety Unit
6.	Enforcement of fitting/wearing of child seats/safety restraints within vehicles	Reduce child casualties through targeting of known contributory offences.	The number of children involved in injury collisions.	Police Scotland	COPFS



Strategic Action Plan with Targets – Encouragement

No.	Action	Objective	Measure	Lead Partner	Other Partners
1.	Develop Communication Strategy	Increase awareness and knowledge of road safety issues and events. Media campaigns including national and local press/radio and social media.	Robust strategy meeting communication aims and objectives of partnership	All partners	
2.	Attend events to promote Road Safety	Promote road safety and reduce the likelihood of crashes occurring	Number of events attended	All partners	
3.	Placement of the Vehicle Activated Sign at areas of concern	Encourage drivers to comply with statutory speed limits	Record vehicle speeds	West Safety Camera Unit	Police Scotland
4.	Concentrate on elderly drivers who present a risk to themselves and other road users.	Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving.	The number of elderly drivers self-referring to the 'Mature Driver Scheme'. The number of drivers aged 65 and older involved in injury collisions.	NHS D&G, Health & Wellbeing. Police Scotland	IAM.



Strategic Action Plan with Targets – Evaluation

No.	Action	Objective	Measure	Lead Partner	Other Partners
1.	Review measures, actions, initiatives and campaigns	Ensure that actions under other 4 Es meet the objectives and satisfy targets and measures	5 Es	All	
2.	Evaluate national initiatives	Analyse best practice in other Scottish and UK road safety initiatives and adopt where practicable.	Success of initiatives, 5 Es	All	



Appendix 1: The Partners

Police Scotland

Remit of Organisation:

- Yearly reduction of road crashes and casualties
- Support and provide road safety education
- Work with partners to improve road design and address community concerns
- Identify and target the causes of road traffic crashes
- Identify and target crash hot spots throughout the region
- Maintain police presence on our roads

Other Information:

General road safety advice can be obtained by visiting the Partnership's website.

Contact Details:

Police Scotland
 D&G Division, Business Support Unit
 Cornwall Mount, Dumfries, DG1 1PZ
 Tel - 01387 270448 email: DumfriesGallowayBSU@Scotland.pnn.police.uk
 Website: <http://www.scotland.police.uk/>
 Twitter: @policescotland
 Facebook: www.facebook.com/policescotland

West Safety Camera Unit

Remit of Organisation:

The two main objectives of the Safety Camera Programme are:

- to reduce the number of people killed or injured on Scottish roads through targeted camera enforcement at sites that meet criteria in force at the time they are established
- to engender a culture of speed limit compliance by providing a visible and effective deterrent

Other Information:

The West Safety Camera Unit has an exhibition trailer which is available for use at various events if deemed appropriate.

Also available is a Vehicle activated sign used to record speeds at locations where local communities have raised concerns regarding vehicles travelling at speed.

Contact Details:

West Safety Camera Unit
 Divisional Headquarters, Cornwall Mount, Dumfries, DG1 1PZ
 Tel: 01387 242240. email: OSDSCUDumfries@scotland.pnn.police.uk
 Website address: www.safetycameras.gov.uk



Scottish Fire and Rescue Service

Remit of Organisation:

- To ensure that, through partnership working, SFRS efforts support the Road Safety Partnership objectives and are in synergy with other key agencies involved in road traffic crash prevention and safety promotion.

This will be achieved through engagement, education, and emergency response

Contact Details:

Group Manager – Prevention and Protection

Scottish Fire and Rescue Service

Dumfries and Galloway LSO Area HQ, Brooms Road, Dumfries, DG1 2DZ

Tel: 01387 252222. email: W.DGAdmin@firescotland.gov.uk

Website address: www.firescotland.gov.uk

Dumfries and Galloway Council – Economy, Environment and Infrastructure

Remit of Organisation:

- Council Priority 3.4. “Keep our communities safe”.¹
- PES Objective 3. “To facilitate travel through the provision of sustainable transport systems which are safe, accessible, well maintained and integrated”.²

Contact Details:

Service Manager Network Strategy

Infrastructure and Transportation

Economy, Environment and Infrastructure Dumfries and Galloway Council

Militia House, English Street, Dumfries, DG1 2HR

Tel: 030 33 33 3000. email: pe.networkstrategy.rsp@dumgal.gov.uk

Website address: www.dumgal.gov.uk

Dumfries and Galloway Council – Education Services

Organisation Information:

Education Services operates within the wider Council Directorate of Children, Young People and Lifelong Learning. It oversees the provision of Early Learning and Childcare provision through to Senior phase secondary schooling for those in the 2-18 age range. The service and individual schools can and do work with a range of partners to promote Road Safety awareness. The first point of contact to progress such issues as relating to individual schools is the Head Teacher. The service are represented on the Road Safety Partnership and will consider area wide initiative as relating to schools as necessary.

Contact Details:

Contact Details:

Head of Education

Children, Young People and Lifelong Learning

Woodbank, 30 Edinburgh Road, Dumfries, DG1 1NW

Tel: 01387 260427 email: DirectorateSupport@Dumgal.gov.uk

Website address: www.dumgal.gov.uk

¹ <http://www.dumgal.gov.uk/article/15608/Council-priorities>

² Planning and Environment Services Business Plan 2015-18. Appendix 1 to item 5 on agenda of 12/05/15 meeting of the EEI Committee. Link: <http://agenda.dumgal.gov.uk/aksdumgal/users/public/admin/kab12.pl?cmte=EEI&meet=10&arc=71>

Transport Scotland, Strategic Road Safety Unit

Remit of Organisation:

To reduce crashes/ casualties on the trunk road network through the following range of initiatives and actions:

- Monitor the road safety performance of the trunk road network
- Manage the annual road safety programme for the trunk road network
- Promote professionalism and high standards amongst road safety engineers
- Work in partnership with enforcement and education stakeholders
- Liaise with road safety forums
- Partner with Scottish Safety Camera Partnerships
- Instigate debate on best practice and improved standards
- Harness developments in Intelligent Transport Systems for road safety solutions
- Publish results of pilot studies and disseminate experience
- Commission road safety research and publish findings
- Answer Parliamentary queries on safety matters

Other Information:

The unit also provides support to Scottish Ministers and MSPs.

Contact Details:

Transport Scotland
Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
Tel: 0141 272 7100. email: info@transportscotland.gsi.gov.uk
Website address: www.transportscotland.gov.uk

Dumfries and Galloway Group of Advanced Motorists and Motorcyclists

Remit of Organisation:

The Institute of Advanced Motorists and its associated local groups are a charitable organisation, dedicated to raising driving standards through their Advanced Driving Test and engaging with the road using public (via news releases and driving tips). It is run entirely by volunteers and funded through subscription and donation.

Contact Details:

Secretary
Dumfries and Galloway Group of Advanced Motorists and Motorcyclists
Tel: 07707 035518. email: dumfries@groups.iam.org.uk
Website address: www.iamdumfries.org.uk/

Crown Office and Procurator Fiscal Service

Remit of Organisation:

To take action against road traffic offenders where appropriate and support Road Safety Partnership strategies and actions and assist with education initiatives.

Contact Details:

District Procurator Fiscal for Dumfries
44 Buccleuch Street, Dumfries, DG1 2AP
Tel: 0844 561 3620. email: PFODumfries@copfs.gsi.gov.uk
Website address: www.copfs.gov.uk/

Scottish Ambulance Service

Remit of Organisation:

Our main role is to respond to 999 calls. We also provide a patient transport service to hospital for qualifying patients. We work closely with the police and fire services to deal with major incidents.

Other Information:

For general information go to our web site: www.scottishambulance.com

Contact Details:

Head of Ambulance Services (Dumfries and Galloway)
Scottish Ambulance Service, Holmpark Industrial Estate, Minnigaff, Newton Stewart, DG8 6AW
Tel: 0774 776 8973 e-mail: kmcfadzean@nhs.net
Website Address: www.scottishambulance.com

NHS Dumfries and Galloway

Remit of Organisation:

To assess, plan and deliver care and treatment of those injured as a consequence of incidents on the roads in Dumfries and Galloway.

Contact Details:

Chief Operating Officer
NHS Dumfries and Galloway,
Dumfries and Galloway Royal Infirmary, Bankend Road, Dumfries, DG1 4AP
Tel: 01387 246246. e-mail: dg.feedback@nhs.net
Website address: www.nhsdg.scot.nhs.uk

