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**REPORT TO: POLICE AND FIRE AND RESCUE SERVICES COMMITTEE ON  
2 MAY 2024**

**SUBJECT: THEMATIC REPORT – ROAD SAFETY AND CASUALTY  
REDUCTION**

**BY: CHIEF INSPECTOR CHRIS KERR & INSPECTOR LORRAINE  
MACKIE, POLICE SCOTLAND**

**1. REASON FOR REPORT**

- 1.1 To inform the Committee on the work of the Road Policing and Community Policing Teams in respect of Road Safety.
- 1.2 This report is submitted to Committee in terms of Section III (J) (4) of the Council's Scheme of Administration relating to the monitoring of delivery of the Police and Fire & Rescue Services in Moray.

**2. RECOMMENDATION**

- 2.1 It is recommended that the Police and Fire & Rescue Services Committee scrutinise and note the information contained within this report.**

**3. BACKGROUND**

**COLLISION DATA AND OUR RESPONSE**

- 3.1 The number of people killed on the roads in Moray for the previous 5 years:
- 2019-2020 – **8** (2 motorcyclists, 1 pedestrian and 5 car passengers all on the A96)
  - 2020-2021 – **2** (1 car driver and one pedestrian on the A96)
  - 2021-2022 – **4** (2 motorcyclists on the A941 and 2 car drivers on the A96)
  - 2022-2023 – **2** (2 motorcyclists, A920 and on an unclassified road)
  - 2023-2024 – **3** (1 motorcyclist on the A96, and 2 pillion motorcycle passengers on the A941)

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- 3.2 The number of people seriously injured on the roads in Moray for the year 2023/24 is **20**, which is an increase of **1** compared to the 2022/23 period.
- 3.3 The 5 Year Average statistics are impacted due to the reduced traffic during COVID-19 restrictions, although they provide a general decrease in fatalities from the 2019/20 period.
- 3.4 Through daily analytical review of collision causation and crash data we identify our highest risk roads and casualty class. The main contributory factors are termed as 'the fatal five' and relate to the following offences: mobile telephones, speeding, drink/drug driving, seatbelts, and careless driving. Our response is to deploy resources to the right place at the right time to target a specific demographic of road user.
- 3.5 The Priority Routes for Moray are the A96, A941, A920 and the A95. It is recognised that motorcyclists are disproportionately affected on these routes. We conduct dedicated 'Days of Action' every month between March and October, on key motorcycle routes such as the A939, A941 and the A95. In February 2024, officers from Road Policing delivered presentations to 120 motorcyclists at a motorcycle safety event in Moray College.

## 4. **RESPONSE**

### **ONGOING LOCAL AND NATIONAL ROAD SAFETY INITIATIVES**

#### **RIDER REFINEMENT NORTH**

- 4.1 This is a bespoke one-day course delivered to voluntary attendees from the motorcycling community and aims to raise road safety awareness and encourage riders to think about the consequences of risk-taking behaviour. Led by Police Advanced Motorcyclists and accompanied by an Institute of Advance Motorists observer, the course considers key risk factors and provides riders with the knowledge and skills to ride in a safe manner. The course involves demonstration rides and observation rides with feedback from Officers, and inputs on pre-ride motorcycle examination/safety checks of the machines.

#### **OPERATION CEDAR (CHALLENGE, EDUCATE, DETECT AND REDUCE)**

- 4.2 This builds on established practices and continues to focus on a collaborative approach to reducing road casualties in the area. Operation CEDAR involves proactive multi-agency enforcement operations on the roads which compliments preventative activity aimed at improving driver behaviour. Partner agencies continue to work together to improve understanding of the factors which could contribute to improving road safety for everyone on the roads and together respond to these issues.

### **DRIVER ENGAGEMENT NORTH**

- 4.3 This innovative road safety initiative focuses on interacting with older drivers and their friends and families at a variety of venues within the North East where we encourage open and honest conversations about 'fitness to drive'. We use an interactive driving simulator designed to assess and highlight a participant's reactions, hazard awareness and any potential vulnerabilities.

### **NEW DRIVER EARLY INTERVENTION SCHEME**

- 4.4 Introduced to the Northeast in 2022, the aim of this scheme is to promote safe driving practices amongst new and learner drivers, focussing on drivers between 17-25 years of age who are statistically more likely to be involved in a collision. Inputs are delivered to young drivers such as Apprentices, Students and other private/public sector employees across the region. Police Scotland, and the Scottish Fire and Rescue Service, have recently collaborated to jointly deliver the scheme to senior secondary school pupils within Moray.

### **OPERATION CLOSE PASS**

- 4.5 Close Pass is a cycle safety initiative which aims to highlight how much room motorists should allow when passing cyclists, who are considered vulnerable road users. This initiative is aimed at changing driver behaviour through engagement, interaction, and enforcement.

### **VISITOR MANAGEMENT**

- 4.6 We recognise that visitors from across the world make use of our road network when enjoying a holiday to the area, often having to drive on the opposite side of the road to their home nation. Along with our partners within the Visitor Management structures, Police Scotland aims to reduce the risk of collision through education and distribution of road safety advice such as 'drive on the left' wrist bands and other associated material.

### **GOOD EGG SAFETY**

- 4.7 Good Egg Safety are the child car seat specialists. We work in partnership with Good Egg Safety Representatives to carry out checks at venues such as a local supermarket. This is an opportunity for parents or persons with children to have their child's car seat checked by an expert to identify if it is the correct seat for the vehicle and the child. This road safety initiative is an advisory engagement session to improve outcomes for children by educating drivers carrying child passengers.

**5. SUMMARY OF IMPLICATIONS**

**(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

The Moray Council's responsibilities with regards to the Police and Fire Reform (Scotland) Act 2012 are directly relevant to Corporate Plan and 10 Year Plan.

The work undertaken tackling Cybercrime is closely aligned to the overarching LOIP outcome for Moray of "Raising Aspirations."

The work of the partnership contributes directly to priorities 2, 3 and 4 of the LOIP:

"Building a better future for our children and young people in Moray";  
"Empowering and connecting communities" and "Improving the wellbeing of our population."

**(b) Policy and Legal**

This report is presented to the Moray Police and Fire & Rescue Services Committee within its remit for local scrutiny of the Police.

**(c) Financial implications**

There are no identified financial implications.

**(d) Risk Implications**

There are no identified risk implications.

**(e) Staffing Implications**

There are no identified staffing implications.

**(f) Property**

Not applicable.

**(g) Equalities/Socio Economic Impact**

Not applicable.

**(h) Consultations**

The Local Police Plan, upon which the performance is reporting, was subject to consultation with elected representatives and was heavily influenced by ongoing feedback from local communities within the Moray Council area.

**6. CONCLUSION**

- 6.1 The Road Safety Framework (RSF) with interim targets to 2030, has challenging reductions in the number of adults and children killed and seriously injured from a 2014/18 baseline, working towards the Vision Zero target of no deaths and no serious injuries on Scotland's roads by 2050.
- 6.2 To tackle the number of fatalities on Scotland's roads Police Scotland has identified a number of key opportunities, including an in-depth Fatality Study supported by a Transport Scotland funded dedicated analyst and seconded Roads Policing Sergeant. The study will allow us to learn from previous collisions and introduce new preventative measures to further mitigate risk to all road users. To date, Police Scotland has delivered on all its commitments made to support the Road Safety Framework 2030.
- 6.3 We continue to work with the Scottish Government, Transport Scotland and a range of other road safety partners to improve road safety in Scotland. Road safety will always be a priority with Officers supporting this each day through education and enforcement.

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Background Papers: n/a

Ref: n/a