

Item: 4

Development and Infrastructure Committee: 26 March 2024.

Orkney's Road Safety Strategy.

Report by Corporate Director for Neighbourhood Services and Infrastructure.

1. Purpose of Report

To consider the draft Orkney's Road Safety Strategy to 2030 and Delivery Plan 2024-25 in so far as it relates to the remit of the Council.

2. Recommendations

The Committee is invited to note:

2.1.

That, on 19 April 2016, the Policy and Resources Committee recommended approval of the Road Safety Strategy 2016-20.

2.2.

That Orkney's Road Safety Forum, a multi-agency group, is committed to working together to improve safety on the roads throughout the islands thus reducing the number of road crashes and road casualties in Orkney.

2.3.

The draft Road Safety Strategy to 2030, attached as Appendix 1 to this report, has been developed by the Road Safety Forum, in consultation with local partners who have an interest in road safety in Orkney.

2.4.

That the draft Delivery Plan 2024-25, attached as Appendix 2 to this report, which complements and supports Orkney's Road Safety Strategy to 2030, will be reviewed on an annual basis to assist the Council to achieve significant reductions and meet all its targets.

It is recommended:

2.5.

That Orkney's Road Safety Strategy to 2030 and Delivery Plan 2024-25, attached as Appendices 1 and 2 respectively to this report, be approved in so far as they relate to the remit of the Council.

2.6.

That the Corporate Director for Neighbourhood Services and Infrastructure should submit to the Development and Infrastructure Committee, on an annual basis, the review of Orkney's Road Safety Strategy Delivery Plan.

3. Introduction

3.1.

The Scottish Government's new Road Safety Framework to 2030 builds on what has already been achieved over the last decade and sets out a vision for Scotland to have the best road safety performance in the world and an ambitious long-term goal where no-one dies or is seriously injured or killed on roads by 2050.

3.2.

Orkney's Road Safety Forum, a multi-agency group, comprising representatives from the Council; Police Scotland; NHS Orkney; Scottish Fire and Rescue Service; Scottish Ambulance Services and other interested parties, has been paramount in the production of Road Safety Plans for Orkney. The Forum is committed to working together to improve safety on the roads throughout the islands thus reducing the number of road crashes and road casualties in Orkney.

3.3.

Orkney's Road Safety Forum is a stakeholder in one of Transport Scotland's three new Local Partnership Forums formed to expand and grow the connections between national and local road safety across Scotland. The remit of the Local Partnership Forums is to review, analyse information and evidence supporting delivery of the strategic actions of the Scottish Government's Road Safety Framework and share information and best practice between members.

3.4.

The Orkney Road Safety Forum has produced Road Safety Plans and associated Action Plans over the years the last being in 2016-20.

4. Draft Local Road Safety Strategy and Delivery Plan

4.1.

The Scottish Government has initiated the Road Safety Framework to 2030 which sets new interim targets to 2030 with intermediate outcomes. The framework sets out five strategic outcomes which describe the road safety environment and align with the five pillars of the Safe System:

- Safe Road Use.
- Safe Vehicles.
- Safe Speeds.
- Safe Roads and Roadsides.
- Post-crash Response.

4.2.

A Safe System involves those who manage and design the roads as well as those who use them; each is responsible for, and must contribute to, eradicating fatal and serious injuries. Ultimately, all road users are expected to use the roads safely and comply with the rules.

4.3.

The draft Road Safety Strategy to 2030, attached as Appendix 1 to this report, has been developed by the Road Safety Forum in consultation with local partners who have an interest in road safety in Orkney.

4.4.

The draft Delivery Plan 2024-25, attached as Appendix 2 to this report, has been produced and complements and supports Orkney's Road Safety Strategy to 2030 and will be reviewed on an annual basis to assist the Council to achieve significant reductions and meet all its targets.

4.5.

The Corporate Director for Neighbourhood Services and Infrastructure will review and update the Delivery Plan annually, with progress reported on a quarterly basis to the local Road Safety Forum. An annual report will be submitted to the Development and Infrastructure Committee.

5. Links to Council Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Council Plan strategic priority of Developing our Infrastructure.

6. Links to Local Outcomes Improvement Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Local Outcomes Improvement Plan priority of Local Equality.

7. Financial Implications

7.1.

There are no financial implications stemming directly from this report. However, the Road Safety Strategy Delivery Plan 2024-25, attached as Appendix 2 to the report, describes certain actions within various Council Services and Agencies which have been approved or will be approved in due course, through their own approval processes, which could include separate reports to the relevant Service committee.

7.2.

Improvements, maintenance and repair to the Council's roads network are funded through the Road Asset Replacement Programme and the Roads revenue budget, whilst promotion of road safety has a separate cost centre under the Civil Contingencies area of the Council's revenue budget.

7.3.

The Road Safety Strategy Delivery Plan 2024-25 identifies various funding sources that are available to the Council and other agencies, and work to access those funds is an ongoing part of delivering the Road Safety Strategy.

8. Legal Aspects

8.1.

Section 39 of the Road Traffic Act 1988 requires that each local authority must, along with other duties:

- Prepare and carry out a programme of measures designed to promote road safety.
- Carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area; and
- In light of these studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads.

8.2.

Approving the recommendations in this report will assist the Council in discharging the duties referred to at paragraph 8.1. above.

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10. Appendices

Appendix 1: Orkney's Road Safety Strategy to 2030.

Appendix 2: Orkney's Road Safety Strategy Delivery Plan 2024-25.

Orkney's Road Safety Strategy to 2030



Scottish Ambulance Service

Working in Partnership with Universities



POLICE SCOTLAND
Keeping people safe



SCOTTISH FIRE AND RESCUE SERVICE
Working together for a safer Scotland

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Document Control and Council Approval

Version Number/Date.	v1/December 2023.
Approved by Council	General Meeting of the Council(to be confirmed).
Next Update Due.	December 2030.

DRAFT

Foreword

It is with pleasure I introduce you to the Orkney Road Safety Strategy to 2030. This is a key document that complements the Scottish Government's Road Safety Framework that ambitiously seeks to make Scotland's roads the safest in the world.

Road traffic collisions, be those between two or more vehicles or a single vehicle colliding with a fixed object should never be referred to as 'accidents' as such incidents are often unconsciously considered as unfortunate events that happen either by chance, unintentionally and unexpectedly.

The truth is that all road traffic collisions are *wholly avoidable* if road users simply drive according to the road conditions and observe the rules and legislation designed to ensure their safety.

Besides the painful human cost to families and communities arising from fatal or life-changing road incidents, there is also a huge financial burden on the public purse, especially in respect of crash investigation, frequent legal/court actions and the NHS, to highlight just some of the key elements.

The aspiration to make Orkney's roads crash-free and thereby the safest anywhere is achievable.

Orkney's public and voluntary agencies will therefore work in partnership focusing on what is known as the 'Safe System' concept – namely Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-crash Response can make this vision become a reality.

Awareness raising of responsible driving among road users (safe road use), robust policing of our roads (safe vehicles/safe speeds), identifying and addressing road design etc. (safe roads and roadsides) and the scrutinising/acting upon data to, for example, pinpoint the possible cause of crashes recurring at a specific location (post-crash response) enabled through a co-ordinated approach can only be beneficially productive.

However, none of this will work quite so effectively without the co-operation of all who use Orkney's roads. Drink-driving, speeding, failing to wear a seatbelt and using mobile 'phones when driving all tend to feature significantly in crashes where people are either killed or seriously injured. We must make these unacceptable behaviours a thing of the past and can only ultimately be accomplished with your co-operation.

The responsibility that every driver bears is awesome. Getting behind the wheel of a motor vehicle must never be taken lightly. Your life and those of others depends on your behaviour.

I hope you find in the pages to follow a useful and workable strategy that will lead to road tragedies and life-altering incidents becoming history.

Finally, I'd like to thank all involved in developing this document together with the various public services that work tirelessly to keep our roads safe and to all responsible and careful road users whose behaviour can only encourage others.

Cllr. Dave Dawson

Chair – Orkney Road Safety Forum



Introduction

The Scottish Government's new Road Safety Framework to 2030 builds on what has already been achieved over the last decade and sets out a vision for Scotland to have the best road safety performance in the world and an ambitious long-term goal where no-one dies or is seriously injured or killed on our roads by 2050.

Orkney's Road Safety Forum, a multi-agency group, comprising representatives from Orkney Islands Council; Police Scotland; NHS Orkney; Scottish Fire & Rescue Service; Scottish Ambulance Services and other interested parties, has been paramount in the production of Road Safety Plans for Orkney. The Forum is committed to working together to improve safety on the roads throughout the islands thus reducing the number of road crashes and road casualties in Orkney.

Orkney's Road Safety Forum is a stakeholder in one of Transport Scotland's three new Local Partnership Forums formed to expand and grow the connections between national and local road safety across Scotland. The Local Partnership Forum's remit is to review, analyse information and evidence supporting delivery of the strategic actions of the Scottish Government's Road Safety Framework and share information and best practice between members.

The North Forum comprises representatives from the following Councils:

- Aberdeenshire
- Aberdeen
- Angus
- Comhairle nan Eilean Siar
- Dundee
- Highlands
- Moray
- Orkney
- Perth and Kinross
- Shetland

The Highway Code

The Highway Code rules were updated in 2022 to improve the safety of people walking, cycling and riding horses and introduced 3 new rules about the new 'hierarchy of road users'. This concept places those road users most at risk in the event of a collision at the top of the hierarchy. The hierarchy does not remove the need for everyone to behave responsibly.

Local Authority Statutory Duties

The Roads (Scotland) Act 1984 places the statutory responsibility for local roads improvement, maintenance and repair with local authorities.

The Road Traffic Act 1988 places a statutory duty on local authorities and they must prepare and carry out a programme of measures to promote road safety and take appropriate measures to prevent such accidents, including the dissemination of information and advice relating to the use of roads, and practical training to road users.

National Progress towards Scottish Government's Road Safety Targets 2010-20

The previous road safety framework was published in 2009 and set out a collaborative approach and the vision for road safety in Scotland, the main priorities and issues. It included five Scotland-specific targets to 2020 associated with milestones to 2015. It initially contained 96 commitments to be delivered by 2020.

Target	2015 milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed *	35%	50%
Children (aged < 16) seriously injured	50%	65%

Table 1: Casualty reduction targets in Scotland's 2009 Road Safety Framework

2004/08 baseline	2020 target	2020 actual figures	final status
292	175 = 40% reduction in people killed	141 = 52% reduction	exceeded target
4,865	2,191 = 55% reduction in people seriously injured	1,547 = 68% reduction	exceeded target
15	8 = 50% reduction in children killed	6 in 2020 but average for the 2018- 2020 period was 4 a year= 76% reduction	exceeded target
626	219= 65% reduction in children seriously injured	144 = 77% reduction	exceeded target
27.01 casualties per 100 million vehicle kilometres	24.3 = 10% reduction in the slight casualty rate	8.85 = 67% reduction	exceeded target

Table 2: Progress against five national casualty reduction targets for 2020 since 2004/08 baseline

Local Progress towards Scottish Government's Road Safety Targets 2010-20

Target	2010-15 Target	2010-15 Actual	2016-20 Target	2016-20 Actual
People killed	4	9	7	7
People seriously injured	23	17	8	21
Children (aged <16) killed	0	0	0	0
Children (aged <16) seriously injured	3	3	2	2

Table 3 - Local progress towards Scottish Government's Road Safety Targets 2010-20

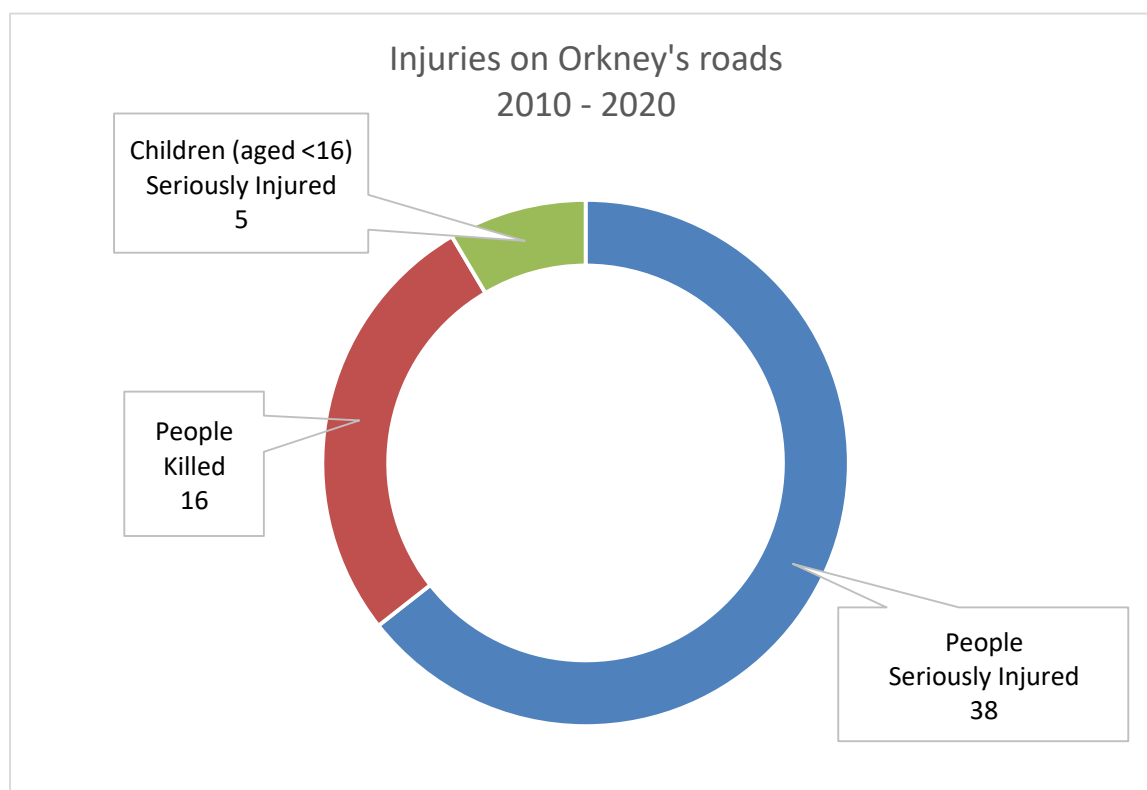


Figure 1 – Injuries on Orkney's roads 2010-2020

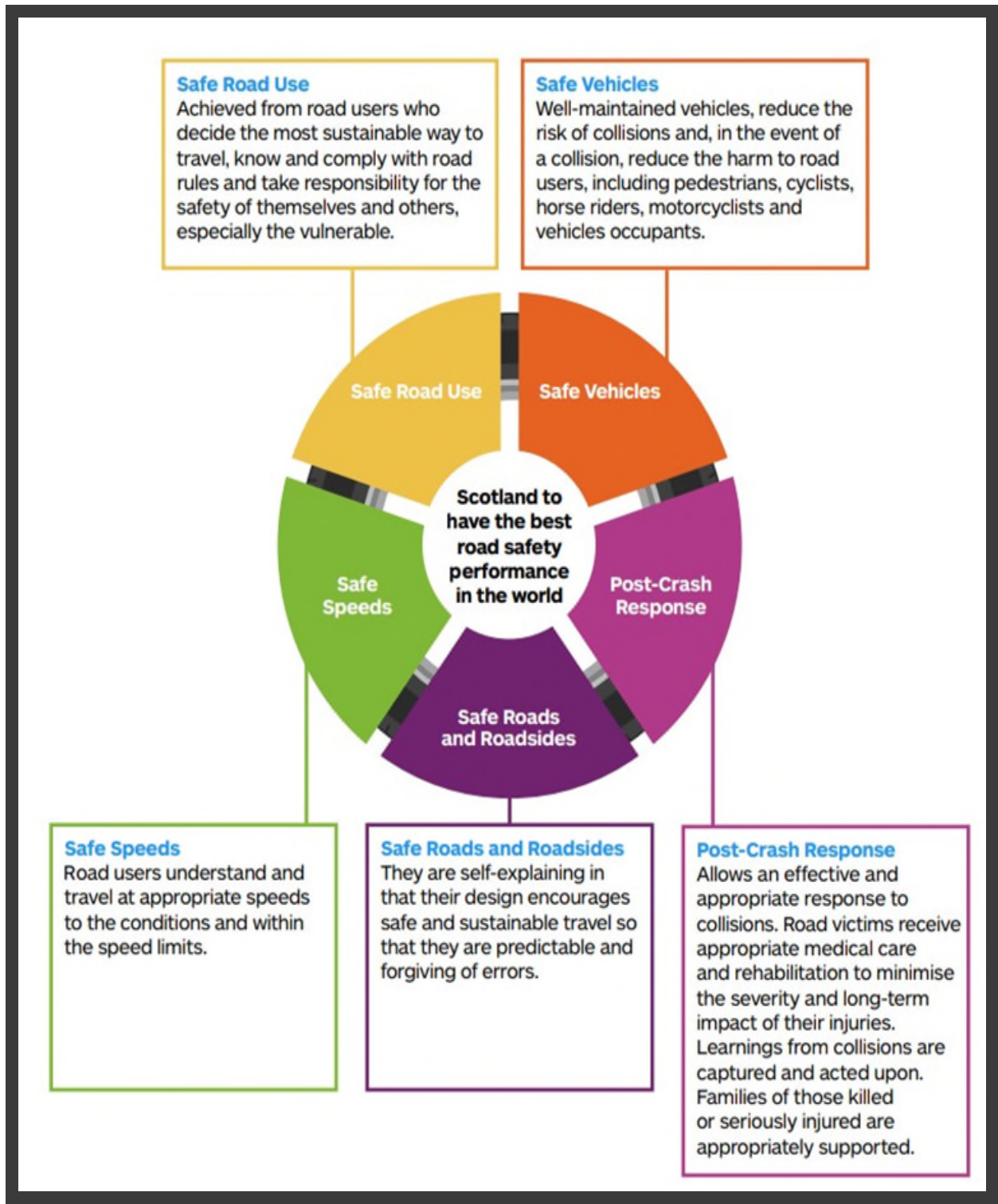
Scotland's Road Safety Framework to 2030

Scotland's Road Safety Framework to 2030 defines **five strategic outcomes** to help achieve the **vision**:

- Safe Road Use
- Safe Roads & Roadsides
- Safe Speeds
- Safe Vehicles
- Post-Crash Response

The outcomes provide an integrated approach – both collision and post collision; all working in harmony to prevent deaths and serious injuries.

Strategic Outcomes and Safe System Pillars



Safe System

A Safe System involves those who manage and design the roads as well as those who use them; each is responsible for, and must contribute to, eradicating fatal and serious injuries. Ultimately, all road users are expected to use the roads safely and comply with the rules.

In addition to describing the road safety environments the Strategic Outcomes aim to deliver they also align with the five pillars - effectively layers of protection - of the **Safe System** approach:

Safe Road Use

Safe Road Use - safe road users are competent at all levels, including: paying full attention to the road ahead and the task in hand; adapting to the conditions (weather, the presence of other users, etc.); travelling at lower speeds; not driving while impaired through drink, drugs (including medicines) or fatigue; not being distracted by in-vehicle technology (mobile phones, entertainment systems, sat navs, etc.); and giving sufficient room to all other road users, no matter what their mode of travel.

Safe road users are mindful of the hierarchy of road users, which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. They respect other road users at all times and assume responsibility for others' safety as well as their own.

Measures to encourage safe road use also include working together to reduce car-based traffic, inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than their own vehicles.

Safe Roads and Roadsides

In a Safe System, roads and roadsides are designed to reduce the risk of collision, and to mitigate the severity of injury should a collision occur. A combination of the design and maintenance supported by the implementation of a range of strategies to ensure that roads and roadsides can be as safe as possible can reduce casualties on our roads.

One way in which this can be achieved is to both segregate different kinds of road users and the traffic moving in different directions or at different speeds. If this is not possible, promoting positive behaviours and safer sharing of spaces, as well as the appropriate use of speed limits and signage, can also be a much more affordable and sustainable way to protect the most vulnerable road users.

Safe Speeds

Speed limits in a Safe System are based on aiding crash-avoidance and reducing the speed at which impacts occur. This ensures the body's limit for physical trauma is not reached or exceeded. The Safe System aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it.

The key factors that should be considered in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users
(including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

Safe Vehicles

Vehicles are designed and regulated to minimise the occurrence and consequences of collisions to road users. This applies not only to vehicle occupants, but also to pedestrians, cyclists, horse-riders and motorcyclists. Making vehicles safer involves both 'active' safety measures, such as autonomous emergency braking, which can prevent collisions occurring in the first place, and 'passive' safety measures, such as seatbelts and airbags, which protect occupants (and other road users) if a collision does occur. It is also vital to ensure vehicle roadworthiness is regulated to the highest standards. Technology within vehicles, such as feedback from the speedometer and seatbelt reminders can also educate road users about safe road use.

Increasingly, roads and vehicles will be managed within an intelligent transport system, relying on ever-more autonomous vehicles and smart infrastructure. As safety becomes hardwired into vehicle technology and road design, there is potential to further reduce road casualties and deaths through this route.

Post-crash Response


It is vital to work with the emergency services and the National Health Service (NHS) to enable the best possible response to collisions, ensure victims are effectively cared for, and facilitate meaningful investigations into the causes and potential solutions for the future. Health outcomes for victims rely on the ability of the system to quickly locate and provide emergency first responder care, in order to stabilise victims and transport them to hospital for further specialist treatment.

Challenges and Strategic Actions

To address current and emerging challenges, 12 Strategic Actions have been identified which are overarching and not allocated to any nominated road safety partner. They are the collective responsibility of all stakeholders and road safety partners.

They will be translated and expanded into sub-actions through the development of both national and local delivery plans. These plans will be flexible, in order to address current and emerging casualty or danger trends.

The delivery of the strategic actions underpinned by the sub-actions contained in delivery plans will be monitored through the three-tier structure of the framework governance.

> Challenges v Strategic Actions												
Speed	✓	✓	✓		✓			✓	✓			✓
Climate	✓	✓	✓		✓	✓		✓		✓		
Funding				✓	✓	✓	✓	✓	✓	✓	✓	✓
Change in attitudes		✓	✓	✓	✓		✓	✓	✓		✓	✓
Technology				✓	✓			✓	✓	✓	✓	✓
Active & Sustainable Travel		✓	✓	✓		✓			✓			✓
Knowledge & Data Analysis				✓	✓	✓		✓	✓	✓	✓	✓
Enforcement		✓		✓	✓	✓	✓		✓			✓
Health			✓	✓							✓	✓
Education		✓		✓	✓	✓	✓	✓	✓			✓
Infrastructure	✓	✓	✓	✓	✓	✓		✓		✓		
Reduce Inequality		✓	✓		✓			✓	✓			✓

 Climate Emergency

 Active & Sustainable Travel

 Health

 Safe System

 Speed Management

 Road Safety Delivery

 Driving/Riding for Work & Workplace Culture

 Emerging Technologies

 Enforcement/Deterrence

 Road Infrastructure & Maintenance

 Post-Crash Response

 Road Users

Table 4 – Strategic actions

Road Safety Management Performance

The explicit, longer-term goal of the Safe System is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework.

All Safe System work is based on a performance framework, with a hierarchy of targets –



The Long-term Goal of moving to zero fatalities, as set out in the National Transport Strategy 2 Delivery Plan, and serious injuries in road transport by 2050.

Interim Targets to 2030

- 50% reduction in people killed
- 50% reduction in people seriously injured
- 60% reduction in children (aged <16) killed
- 60% reduction in children (aged <16) seriously injured



Intermediate Outcome Targets

- 40% reduction in pedestrians killed or seriously injured
- 20% reduction in cyclists killed or seriously injured
- 30% reduction in motorcyclists killed or seriously injured
- 20% reduction in road users aged 70 and over killed or seriously injured
- 70% reduction in road users aged between 17 to 25 killed or seriously injured
- Percentage of motorists driving/riding within the posted speed limit
- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.

Intermediate Measures

- Casualty rate per 100 million vehicle kilometers for cyclists killed and seriously injured
- Casualty rate per thousand population for pedestrians killed and seriously injured
- Number of people killed and seriously injured in collisions where at least one driver/rider was driving for work, not commuting



Road Safety Education in Orkney Schools

Education encompasses all road users and includes ensuring that children and young people receive road safety education during their school career.

Road Safety Scotland (RSS) is responsible for the development of road safety learning resources which provide end-to-end learning in road safety, starting from early years and continuing throughout the school curriculum and beyond.

All the resources are linked to Curriculum for Excellence and offer different learning styles to engage teachers and learners, and make the learning appropriate, relevant and challenging at every level.

Road safety learning at every level			
Early	ELC P1	Go Safe with Ziggy	Roadstars
First	P2 P3 P4	Roadstars	
Second	P5 P6 P7	Roadstars	JRSO
		a2bsafely	Reaction Timer
		The Journey (P7 only)	
Third & Fourth	S1 S2 S3	Your Call	Reaction Timer (S3 only)
		School Daze (S1 only)	
		a2bsafely	Get in Lane
Senior Phase	S4 S5 S6	Crash Magnets (S4 & S5 only)	
		Reaction Timer	
		a2bsafely	Get in Lane
			Friends Disunited (S5 only)

www.roadsafety.scot

Early: to inspire a child's interest in road safety learning

First: challenging knowledge, attitudes and behaviours

Second: encourages peer learning and promotes road safety issues through partnership working.



Third & Fourth: to encourage young people aged between 11 and 14 to assess their situations around roads and traffic, and to act in the safety way around them.



Senior Phase: for young people aged 14-17, to help provide a full picture of risks on the roads.

Cycling Scotland is responsible for the national cycle training programme for school children.



Play on Pedals will teach pre-school children about the parts of a bike, how to fit a helmet correctly and the basics of looking after their bikes. Through a series of fun and imaginative activities, they will be helped to develop their balance and control skills, often using a pedal-less balance bike. Play on Pedals has strong links to the curriculum for excellence.

Bikeability Scotland is a multi-level programme designed to give children the skills and confidence they need to cycle safely on the road.



BIKEABILITY SCOTLAND

- Level 1** Delivered in P5. Riders learn how to prepare for a journey, check their bike and equipment are safe and develop control skills, good observations and decision making. Training is completed in a traffic free setting.
- Level 2** Delivered in P6. Takes place on quieter roads with simple junctions and moderate traffic. Riders learn to make good and frequent observations, communicate their intentions clearly to other road users, decide on and use the most suitable riding position, understand priorities on a road and make decisions about when people wait and when people go.
- Level 3** Delivered between P7 and S2. Develops skills and confidence for cycling on complex, busy or fast roads and junctions sometimes with heavy traffic. It takes place after a rider has successfully demonstrated all the level 2 outcomes.

www.cycling.scot

Sir Chris Hoy presenting Bikeability Scotland certificates to pupils from North Walls Community School.



Sustrans Scotland works with local authorities to support schools with a wide range of resources, activities and funding opportunities to help support safer active travel to schools and the development of School Travel Plans.

Engineering in Orkney

The condition and design of Orkney roads are not perceived as being contributory factors in the majority of accidents, however, by careful consideration improvements can be brought about to make the roads in Orkney safer for all users.

All improvements will be based on identified elements of good practice to support both the development of road safety programmes and project implementation, and will have objectives that are Specific, Measurable, Attainable, Relevant and Timed (SMART).

Working through School Travel Plans and Safe Routes to Schools, safety audits and reviews can identify where safety concerns arise about journeys to and from schools. By noting where these problems are encountered, work can be carried out to either alleviate the danger or provide alternative suitable access routes for all users.

Orkney Islands Council is giving full consideration to how reallocation of road space can be used to provide a safe environment for all road users. The Council will continue to provide support to groups requesting traffic calming measures, where priority is given to pedestrians and cyclists rather than motorists. Continued expansion of the cycle network and other active travel projects will be considered where appropriate funding is available.



The Council will continue to review speed limits and determine if the existing limits are appropriate and where necessary implement local speed limits where it is determined this will improve safety.

Details of reported injury accidents are recorded on a database and mapping system. This data is used to highlight accident hotspots and by analysis of the data common causation factors can be identified.

Where causation factors can be tackled by engineering changes to the road environment, costs and benefits of the changes required will be balanced against each other. In this way, cost effective improvements can be introduced for the benefit of all road users.

The Roads Management and Maintenance Plan sets out how the Council will maintain the roads network in a safe and serviceable condition for the efficient movement of people, goods, and services. The plan must reflect current budgetary constraints and is supported by the Roads Asset Management Plan.

The road network not only carries people, vehicles, and goods, but also other service apparatus that are essential to maintain everyday life and commerce. It is therefore vital that there is a structured approach to roads management and maintenance that ensures the safety of the network for road users by maximising the long term benefits of routine maintenance.

The Council will continue to review street lighting to determine if the existing lighting is appropriate. Consideration will be given to modifying lighting if it is determined that this will improve road safety whilst taking account of the need to minimise light pollution.

Active Travel

The aim of Sustrans Scotland's Strategic Partnership programme is to work with partner organisations to understand the local barriers to active travel delivery and work together to develop and deliver a strategic approach to overcome these barriers, building momentum for local implementation.

Orkney Islands Council has one of the five temporary Sustrans Embedded Officers in Scotland working in the undernoted key ways:

- Facilitating a strategic approach
- Adding capacity to plan and deliver high quality active travel projects.
- Identifying and developing funding opportunities
- Building connections to ensure a collaborative approach with stakeholders and through community engagement.
- Influencing through sharing knowledge, expertise and evidence.



Scottish Fire and Rescue Service



The Scottish Fire and Rescue Service has long been associated with responding to Road Traffic Collisions that occur on our road network. We have a statutory duty to respond to this type of incident along with many other forms of rescue. Our crews across Orkney are highly trained in the necessary skills required, and train regularly utilising current extrication and stabilisation equipment to safely rescue casualties from the aftermath of vehicle collisions.

During 2022 / 23 new hydraulic rescue equipment was provided to the 12 stations in Orkney, this equipment is quicker to get to work and safer to use. Yet, no matter how swift and effective our response is, a tragically high number of people are still injured and lose their lives on the road as a result of these incidents. Like our partners, the Scottish Fire and Rescue Service is committed to preventing these incidents from occurring wherever possible and we work closely with other key agencies, including third sector agencies, to educate people about the dangers and risks on our roads.

We will commit, when possible, resources to provide annual education events aimed at schools, our young people and the wider community. We are recognised by all stakeholders as a major contributor in the formulation and delivery of road safety policies and initiatives across the county of Orkney, and we fully support Orkney's Road Safety Forum in developing the Orkney's Road Safety Strategy to 30.



Scottish Ambulance Service

The Scottish Ambulance Service responds to a wide variety of emergency calls including Road Traffic Collisions across Orkney, often in conjunction with our partners at Police Scotland and The Scottish Fire and Rescue Service.

Many of our patients will then pass through the healthcare services at NHS Orkney. As part of this patient centred network in a small community, we see the impact of Road Traffic Collisions not only on the individuals, families and bystanders involved but also on emergency services and hospital staff.

As such, we are committed to supporting the development of Orkney's Road Safety Strategy to 2030 in order to reduce casualties and make our roads safer for all users.

Education is a key aspect of this, ensuring that people of all ages understand the importance of road safety and courtesy not just for themselves, but for the whole community.



NHS Orkney



NHS Orkney is responsible for the healthcare of the population of Orkney, which is approximately 21,500 people.

NHS Orkney provides a comprehensive range of primary, community-based and acute hospital services.

NHS Orkney's healthcare and hospital facility, The Balfour, offers many services, these include, but are not limited to: Emergency Department, Outpatients, Radiology, Physiotherapy, Two inpatient wards and a High Dependency Unit (HDU), as well as the Scottish Ambulance Service. Having all these services under one roof allows for excellent multidisciplinary working to benefit our patients.

Our Emergency Department provides emergency care to the residents of Orkney, 24 hours a day, 7 days a week, 365 days a year. The department works in connection with the Scottish Ambulance Service, to provide timely care to our community. The Emergency Department also works in close partnership with our HDU and Theatre teams to ensure patients receive the appropriate care and recovery.

NHS Orkney works together with NHS Grampian's Aberdeen Royal Infirmary (ARI). Should patients require emergency care at ARI, we work together with Scotland's Charity Air Ambulance (SCAA) to ensure they get there quickly and safely.



Enforcement

The impact a road death has is catastrophic, and the effects are amplified and so keenly felt in small communities like ours in Orkney.

In Orkney, promoting road safety is a community-wide commitment. As part of Scotland's Road Safety Framework to 2030, enforcement plays a key role in fostering safer roads across Orkney, with a specific focus on changing drivers' habits through collaborative efforts.



By enforcing road traffic laws and regulations, we deter unsafe behaviours, safeguarding both residents and visitors in Orkney. We target behaviours such as speeding, drink driving, mobile phone use, and non-compliance with seat belt use as we aim to encourage responsible road use.

Orkney's enforcement strategy involves partnerships and close cooperation. Local councils, Police Scotland, and other stakeholders pool their expertise and resources to enact change. This joint effort ensures that enforcement actions meet the island community's unique needs, improving road safety outcomes.

Instead of a camera network, Orkney focuses on changing drivers' behaviour through community-led enforcement initiatives. As a partnership we work closely with residents and local organisations to increase road safety awareness. Educational campaigns, targeted enforcement efforts, and community engagement aim to empower individuals to make responsible driving choices.

This strategy aligns with Orkney's vision of drivers prioritising safety and thoughtful road use. By promoting personal responsibility, the community takes proactive steps to create a safer road environment. This includes encouraging drivers to respect speed limits, refrain from drink driving, avoid mobile phone distractions, and consistently use seat belts.



Through these joint efforts, Orkney is working towards safer journeys on its roads, demonstrating the importance of collaboration and personal responsibility. By prioritising enforcement and working in partnership, Orkney's community fosters positive change, paving the way for a future where road safety is a common value. Together, we can build a safer future, promoting safe driving within Orkney's close community.



Partner Links

HITRANS

<https://hitrans.org.uk/>

NHS Orkney

<https://www.ohb.scot.nhs.uk>

Orkney Islands Council

<https://www.orkney.gov.uk>

Police Scotland

<https://www.scotland.police.uk>

Road Safety Scotland

<https://roadsafety.scot>

Scottish Ambulance Service

<https://www.scottishambulance.com>

Scottish Fire & Rescue Services

<https://www.firescotland.gov.uk>

Sustrans Scotland

<https://www.sustrans.org.uk/about-us/our-work-in-scotland>

Transport Scotland

<https://www.transport.gov.scot>

Orkney's Road Safety Strategy Delivery Plan 2024-25



Scottish
Ambulance
Service

Working in Partnership with Universities

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Introduction

This Annual Delivery Plan complements and supports Orkney's Road Safety Strategy to 2030.

The following 12 National Strategic Actions of the Scottish Government's Road Safety Framework to 2030 have both national and local deliverables developed with our local partners. Each deliverable is provided with Detail, Lead Partner, Target Date and an Update Section.

Lead Partners will have responsibility to action and monitor these deliverables and provide updates to the members of the Road Safety Forum at the quarterly meetings. The lead partners referred to in the following tables include Orkney Islands Council (OIC), Police Scotland (PS), Scottish Fire and Rescue Service (SF&RS), NHS Orkney (NHS) and Scottish Ambulance Service (SAS).

This collective approach will work towards achieving the Framework's Vision:

FOR SCOTLAND TO HAVE THE BEST ROAD SAFETY PERFORMANCE IN THE WORLD

SPEED

Deliver a range of speed management initiatives to support the Safe System.

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
1	National Speed Management Review – 2021-22	Implement the range of measures as detailed in Transport Scotland’s National Speed Management Review to establish appropriate speed limits across the urban and rural network.	OIC	Ongoing	
2	High Visibility Patrols	Deployment of high visibility patrols to target offenders and improve driver behaviours and attitudes on strategic routes identified from Road Policing command area tactical plans where a high incidence of speeding occurs. Patrols/enforcement in areas frequented by vulnerable road users ie school zones etc.	PS	Ongoing	
3	National Speed Campaigns	As part of the Road Safety Campaigns calendar with appropriate social media strategies to deliver key messages.	PS	Ongoing	
4	Speed Enforcement	Undertake speed enforcement as a daily activity.	PS	Ongoing	
5	Crash Clusters	Locations identified as speed complaint areas, through collision history will be investigated and addressed as appropriate.	PS OIC	Ongoing	
6	New Initiatives	Consider new and innovative approaches to speed enforcement to improve driver behaviour and reduce casualties.	All	Ongoing	

CLIMATE

Deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
7	Promote smooth driving through various education and engineering methods	Educate and promote smooth driving and reduction in speed through roadside-activated speed limits.	OIC	Ongoing	
8	All schools to have a current School Travel Plan	Continue to develop, promote and encourage safer, healthier and more environmentally friendly travel choices.	OIC	Ongoing	

FUNDING & RESOURCES

Access national funding streams for local road safety delivery.

	Deliverables	Detail	Lead Partner	Target Date	2024-25 Update
9	Road Safety Improvement Fund	Transport Scotland will support the delivery of the Road Safety Framework to 2030. The key objective of the fund is to help the road authority meet the 2030 road casualty reduction targets and implement the Safe System across their road networks through a targeted approach.	All	Ongoing	
10	Road Safety Framework Fund	Transport Scotland will support road safety projects to assist in the delivery of the Road Safety Framework to 2030.	All	Ongoing	
11	Active Travel Funding	Transport Scotland will support walking, wheeling, cycling and safer routes projects with cognisance of the active travel outcomes set out in the Active Travel Framework.	All	Ongoing	
12	Cycle Parking & Infrastructure	Cycling Scotland will support projects to provide secure cycle and scooter parking to encourage and promote active journeys to/from school.	OIC	Ongoing	
13	Bikeability Scotland Support Plus Funding	Cycling Scotland is committed to supporting the local authority to deliver and increase Level 2 on-road training and access funding for equipment.	OIC	Ongoing	

CHANGE IN ATTITUDES & BEHAVIOUR

Engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
14	Transport Scotland's national conversation on road safety across all of Scotland	Promote the national conversation on road safety to encourage greater personal responsibility and a change in perception which should lead to a transformation of the road safety culture. Promote the annual Scottish Road Safety Week to raise awareness to reduce road fatalities with areas of focus such as speed, seatbelts and drink driving.	All	Ongoing	
15	Scotland's Road Safety Framework online portal	Promote the use of the portal which will be regularly updated with new and relevant information to ensure road users can learn and enhance their road safety knowledge.	All	Ongoing	
16	Give Cycle Space Campaign	Give Cycle Space is an annual, national campaign to encourage drivers to give space to people cycling. It highlights the legal consequences to drivers of close-passing cyclists.	PS	Ongoing	
17	Driving for work	Share road safety messages to those who drive for work.	All	Ongoing	
18	Practical Cycle Awareness Training	Cycling Scotland will continue to educate and raise awareness to drivers to provide a greater understanding of vulnerable road user needs.	OIC PS	Ongoing	

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
19	Fair Warn Campaign	The Orkney Fair Warn Campaign aims to change driver behaviour by involving the community and raising awareness about the consequences of anti-social and inconsiderate driving. The campaign focuses on tackling issues like excessive noise, breaking local bylaws, illegal parking, and endangering vulnerable road users.	PS	Ongoing	
20	Road Worthy Vehicles	Work with partner agencies, such as DVSA, to conduct enforcement into the road worthiness of all types of vehicle, ensuring the most dangerous vehicles are prohibited from being on our roads.	PS	Ongoing	
21	Sustainable Travel Group	Active participation of the Group to ensure efficient use of investment in active and sustainable travel.	OIC	Ongoing	

TECHNOLOGY

Promote new and emerging technologies for use within the Safe System.

	Deliverable	Lead Partner	Target Date	2024-25 Update
22	Make Use of Social Media for updating on Current Travel Advice	PS OIC	Ongoing	

ACTIVE & SUSTAINABLE TRAVEL

Ensure road safety remains a key focus of active and sustainable travel in Orkney

	Deliverables	Detail	Lead Partner	Target Date	2024-25 Update
23	Deliver on national strategy for 20mph speed limits and zones	Ensure all appropriate roads in built up areas have a safer speed limit of 20 mph by 2025.	OIC	2025	
24	Cycling Framework for active travel in Scotland	Take cognisance of the Framework and delivery plan and other relevant plans.	OIC	Ongoing	
25	Continue to support through encouragement and advice the benefits of safe use of our streets.	Continue to promote the benefits of walking, particularly in communities and to and from schools and support and encourage communities in making their own streets safe attractive place to live.	OIC	Ongoing	
26	Ensure road safety is a key focus and a deliverable across local policies including active and sustainable travel.	Strengthen the connection/alignment with road safety across local policies to highlight where road safety can assist in the delivery of their own objectives.	OIC	Ongoing	
27	Transport Scotland to invest in delivery of high-quality walking, cycling and wheeling infrastructure and place-making projects that are segregated from other road traffic to enable more people to choose to walk and cycle for shorter everyday journeys	Collaborative working between Transport Scotland and Orkney Islands Council to provide safer routes to increase active travel and reduce numbers of cars on roads both of which will impact on reduction in vulnerable road users killed and seriously injured.	OIC	Ongoing	

	Deliverables	Detail	Lead Partner	Target Date	2024-25 Update
28	All schools to have a current School Travel Plan	Continue to develop, promote and support more sustainable transport options in Orkney. To encourage safer, healthier and more environmentally friendly travel choices. To reduce the number of single car journeys to/from school by parents and staff.	OIC	Ongoing	

KNOWLEDGE & DATA ANALYSIS

Ensure our actions are evidence-led to support the delivery of the Safe System

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
29	Orkney's Road Safety Delivery Plan	Develop and monitor an associated Delivery Plan on an annual basis.	All	2024	
30	Member of Local Partnership Forum (North)	Active participation of the LPF (North) to ensure improved connectivity between what is happening at national and local levels in terms of road safety. The Forum will support monitoring at local level of the framework's performance management and deliverables set out in the national delivery plan.	All	Ongoing	
31	Member of Highlands and Islands Road Casualty Reduction Group	Liaise and attend the Group to share best practice with other road safety professionals in relation to road safety.	All	Ongoing	

ENFORCEMENT

Optimise enforcement to encourage good road use behaviour to support the Safe System.

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
32	Deliver road policing operational/campaign activity	<p>Police Scotland to deliver a Road Safety Campaigns Calendar of activity which will focus of the Fatal Five (Drink/Drug Driving, Speeding, Seatbelts, Mobile Phones and Careless Driving) with national and local media support.</p> <p>Deliver vulnerable road user initiatives for motorcyclists, cyclists and pedestrians:</p> <p>General road safety enforcement delivered on a regular basis by Police Scotland.</p> <p>Deployment of Police Scotland resources informed by intelligence and data analysis, identifying routes and loci where injury collisions occur or a high incidence of offending occurs in an effort to improve driver attitudes and behaviours.</p> <p>Police Scotland will work with internal and external partners to consider new and innovative approaches to enforcement and campaign activity in order to improve driver behaviour and reduce casualties.</p>	PS	Ongoing	

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
33	Drink/Drug Driving	High visibility proactive patrols, taking every opportunity to test drivers for drink/drug driving in line with legislative requirements.	PS	Ongoing	
34	Careless Driving	High visibility patrols on our road network, which will make all motorists think about their driving and deter them from making poor driving decisions.	PS	Ongoing	
35	Seatbelts	High visibility proactive patrols. With emphasis on seatbelt offence detections during national campaigns.	PS	Ongoing	
36	Mobile Phones	High visibility proactive patrols. With emphasis on mobile phone offence detections during national campaigns.	PS	Ongoing	
37	Speeding	Conduct speed checks on roads throughout the county. Targeted speed checks in areas frequented by vulnerable road users.	PS	Ongoing	

HEALTH

Strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

	Deliverables	Detail	Lead Partner	Target Date	2024-25 Update
38	Work with health colleagues to better understand the impact that road casualties have on the health service.	Better understand the impact that road casualties and fitness to drive have on the local health service.	NHS	2024	
39	Fitness to Drive	<p>We have an ageing population and this presents an ongoing risk of fatal/serious collisions involving older drivers.</p> <p>Police Scotland will work with partner agencies to ensure that early intervention is made to people who are not fit to drive, with a view to having a good working relationship with NHS Orkney, as medical professionals are more likely to be in position to intervene when it becomes clear that someone no longer meets the minimum requirements in terms of their fitness to drive.</p>	PS NHS	2024	

EDUCATION

Provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.

	Deliverable	Detail	Lead Partner	Target Date	2024-2025 Update
40	Continue to deliver a Pre-driver Education Programme	Continue to deliver the pre-driver education initiative 'Safe Drive Stay Alive' to senior secondary pupils until a new initiative has been sourced/developed.	All	Academic year 2024-25	
41	New Driver Scheme	Investigate the delivery of Police Scotland's New Driver scheme to increase safer driving behaviours by young drivers after they pass their test.	PS	Mar 2025	
42	Road safety campaigns	Motorbike Campaigns Seatbelt Campaigns Speeding Campaigns Operation Close Pass	All	On-going	
43	Cycling Scotland	Bikeability Scotland Play on Pedals	OIC	Academic year 2024-25	
44	Adult Cycle Training	Investigate the delivery of Adult Cycle Training which offers a series of practical cycling courses for adults to build confidence on a bicycle.	OIC	Mar 2025	
45	Participation in Road Safety Scotland's road safety initiatives	Go Safe with Ziggy Roadstars Junior Road Safety Officer (JRSO) Your Call Crash Magnets Theatre in Education	OIC	Academic year 2024-25	

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
46	Participation in Living Streets walking initiatives.	Walk Once a Week (Wow)	OIC	Academic year 2024-25	
47	Virtual Reality Headsets	Seek opportunities to deliver engagement sessions, using VR Headsets as a medium, to all age groups of the community including schools and community groups through planned and ad hoc events on mainland and the isles.	SF&RS	Ongoing	
48	Foreign Drivers	Continue to promote and ensure 'keep left' tourist information leaflets are widely distributed in advance of the tourist season each year.	All	March 2025	
49	Older Drivers	Promote Driver Engagement North to raise awareness amongst older drivers of their vulnerability and ways in which to address this. Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving. Encourage full use of public transport.	All	March 2025	
50	Horse Riders	Lose the Blinkers	PS	Mar 2025	
51	Motorcyclist	Deliver and support campaign. Encourage training and support for motorcyclists through the Rider Refinement North initiative.	PS OIC	Mar 2025	
52	In-car Clinics	Continue to educate and encourage drivers to ensure that children are properly restrained in cars and vans. Annual in-car safety clinics	OIC	Summer 2025	
53	Participation in Sustran's road safety initiatives	Hands Up Scotland Survey Big Walk Bike to School Week IBike	OIC	Sep 2024 Mar 2025 Oct 2024 Mar 2025	
54	Familiarisation of school pupils with SAS vehicles and equipment.	Continue to regularly visit schools in order to familiarise children and young adults with the Scottish Ambulance Service's vehicles, equipment and the importance of road safety and visibility.	SAS	Ongoing	

ENGINEERING

To improve road infrastructure and maintenance.

Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
55	Improve road infrastructure and maintenance	OIC	Ongoing	
56	Road Maintenance	OIC	Ongoing	
57	Street Lighting Maintenance	OIC	Ongoing	
58	Drainage	OIC	Ongoing	
59	Road Markings and Signs	OIC	Ongoing	

	Deliverable	Detail	Lead Partner	Target Date	2024-25 Update
60	Winter Service	To allow traffic to continue using the road network safely in wintry conditions. By monitoring forecasts, pre-treating and treatments, snowploughing and providing public information to provide a safe road network irrespective of weather conditions.	OIC	Ongoing	
61	Safety Check of Road Improvement Schemes	Ensure road improvements schemes are as safe as practically possible, with safety checks of proposed improvements carried out by experienced staff.	OIC	Ongoing	
62	Development Control	Proposed developments should be as safe as practically possible for all road users. Provide advice to planning staff of road safety implications associated with proposed developments.	OIC	Ongoing	
63	Accident Investigation and Prevention	Reduce accidents to try and ensure fewer people injured in future than might otherwise be the case. Examine past accident patterns and carry out works to reduce their likely reoccurrence.	OIC	Ongoing	
64	Residential Areas 20mph Speed Limits	Reduce vehicle speed on the roads in housing estates and provide safer streets and a better quality of life of residents to encourage walking and cycling. Promote traffic orders, consultation, and provision of traffic calming where required.	OIC	Ongoing	
65	Village/Settlement Speed Limits	Introduce 30, 40, or 50 mph speed limits where appropriate to ensure safe roads through rural settlements, recognizing the needs of all road users. Identify areas suitable for a reduced speed limit, consultation, and promotion of traffic orders.	OIC	Ongoing	
66	Vehicle Restraint Systems	Upgrading of existing systems to reduce the severity of accidents. Replace existing vehicle restraint systems as part of ongoing asset replacement programme.	OIC	Ongoing	
68	New Footways and Street Lighting	Improve safety and amenity in urban and rural areas and encourage walking and cycling with fewer pedestrian injuries. Provide new street lighting or footways or both where appropriate, within budgets available.	OIC	Ongoing	

INEQUALITY

Reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

	Deliverables	Detail	Lead Partner	Target Date	2024-25 Update
68	Ensure road safety interventions and education cover areas of deprivation.	Once findings of the national research on road casualties in areas of deprivation are known, we will ensure road safety interventions and education cover these areas of deprivation.	All	Ongoing	