ROADS AND INFRASTRUCTURE SERVICES

Road Safety Plan 2024 -2030

Author Stuart Watson
Owner Head of Roads & Infrastructure Services

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Foreword

This document is our first Road Safety Plan and aims to support the national aspiration to reduce fatalities and serious incidents to zero by 2050. We also aim to meet the 2030 interim targets, set out below, in-line with Transport Scotland's "Scotland's Road Safety Framework to 2030 ".

The 2030 interim targets, based on a 2014-2018 baseline, are:

- 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

As far as practicable and within the existing financial and staff resource, we will continue to collaborate with partner agencies and within the internal organisation to drive road safety improvements over the lifetime of this plan. The analysis conducted to support this plan has identified a general trend towards a reduction in the number of casualties on our network, although I recognise that at least part of this may be a direct impact of the restrictions arising during COVID-19.

While this reduction is welcome, much work has still to be done to reach the aspiration of zero fatalities or serious injuries by 2050. To achieve this, all road users have a part to play alongside roads engineers, planners, transport planners, Police Scotland and other public agencies.

The Scottish Government has introduced the Road Safety Improvement Fund to aid local authorities to deliver physical road safety measures on the network. The fund is welcomed by Argyll and Bute Council and it is hoped this continues into future years, and at least the lifetime of this plan.

Working together we can achieve the shared vision of making our road network safer for all users and, reducing fatalities and serious incidents to zero by 2050.

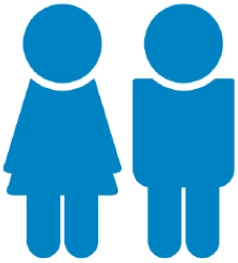
We would like to offer special thanks to Aberdeenshire Council for granting permission for the use of their Road Safety Plan as a base document and to use its associated graphics.

Councillor John Armour
Policy Lead for Roads, Transport and Amenity Services

Across Argyll and Bute Council – Local Roads

2,295km

of roads are under the control of Argyll and Bute Council (~4% of Scotland's roads)



Population

86,220

(NRS 2021 Mid-Year Estimate)

Between 2018-2022 1 in 8 motorcycle collisions result in a fatality and 80% are serious or fatal

In the period 2018-2022 84% of driver fatalities were male

Every 12 days someone is killed or seriously injured on our local road network

£121m

The cost of collisions to Argyll and Bute's economy (local road incidents only) for the period 2018-2022.

1.0 Introduction

1.1 Argyll and Bute Council has a Statutory Requirement under the Road Traffic Act 1988, s39 to investigate, design and promote engineering and educational measures, giving road safety information and training resulting from road traffic collisions to prevent further injury. Argyll and Bute Council, as part of a budget saving exercise, removed its Roads Safety Unit in 2019 (as agreed at the Council meeting held in February 2019) and no longer has this as a standalone function within the organisation, however; the Network & Standards and Roads Operations teams fulfil elements of this duty concerning design, maintenance, realignments and post-crash assessment alongside our Police Scotland partners. Effective road safety not only saves lives and prevents injuries but can also prevent the resultant emotional and psychological trauma, saving a substantial amount of public money, which in turn reduces the burden on over-stretched public services such as health and social care.

1.2 Creating safer roads infrastructure is critical for our longer-term goals (outlined in Sections 5, 7 &8). Areas of concern across our network should be identified through a robust risk assessment process. This risk assessment process has not yet been devised but will be an area of focus over the first 12 months of this plan. Mitigating measures should be implemented to reduce the risk of collisions occurring and resultant injuries or reduce their likelihood and/or severity. Although Argyll and Bute Council does not have a defined road safety budget, improvements are delivered through the roads maintenance, capital improvement and, where funding is available, from the car parking income (arising from both on and off street parking).

1.3 As part of the statutory duty, Argyll and Bute Council must:

a) Prepare and carry out a programme of measures designed to promote road safety;
b) Conduct studies into accidents arising out of the use of vehicles. In light of those 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, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

1.4 Adopting the national Safe System approach (without a direct education or training output) will still allow Argyll and Bute Council to use techniques that will identify high risk locations and assist the local Network & Standards and Roads Operations teams to prioritise road safety countermeasure treatments within the roads maintenance programme, our local safety schemes, and planned road upgrades and ensure that resources are being utilised to implement the schemes that will have the greatest benefit for casualty reduction to our road users.

1.5 Argyll and Bute Council will manage elements of the statutory road safety duties through its Network & Standards and Operations teams. The Council aims to meet the following outputs:

a) Develop the Council's policies and practices in relation to road safety matters (outwith educational matters) contributing to the development and delivery of road safety policy in a local and national context, linking to the Road Safety Framework to 2030.
b) Select and monitor road collision sites for remedial action.
c) Supervise and conduct road collision studies, investigate innovative experimental measures for collision reduction using new technology.

d) Review new developments to ensure they deliver required road safety within their design. In addition to this, any appropriate internally generated road schemes, alongside new developments, may require Roads Safety Audits (RSA) to be completed. The RSA function will be conducted externally.
e) Supervise the collection, processing and analysis of road collision statistics for the Council.
f) Consult with partner agencies, as appropriate, in relation to road safety concerns.
g) Analysis of traffic and collision data, providing evidence-based engineering solutions, design schemes, prepare plans, commission work, design and evaluate innovative experimental measures for collision reduction using recent technology overseeing remedial interventions.
h) Prepares reports on the results of traffic surveys and consultation exercises as they arise.
i) Attend post-fatal investigations and serious road collision incidents with Police Scotland providing assessment of existing infrastructure and any remedial measures required to mitigate reoccurrence.

1.6 Argyll and Bute Council has a mix of urban, rural and island roads which are used by our residents, businesses, commuters, recreational and tourists. With many of our rural towns and villages dispersed across Argyll and Bute and with a limited public transport provision, a high proportion of our population commute to work by private vehicle.

1.7 Within this document, the figures used only represent those incidents which occurred on the "local roads" (i.e. they do not include Trunk Road or Private Road incidents). Without a training and education facility and within the limited budgets available, the Council is currently only able to focus on improvements to the network under its direct control.

Table 1

	Severity								
	2013 - 2017			2022			2018 - 2022		
Area	**Fatal**	**Serious**	**All**	**Fatal**	**Serious**	**All**	**Fatal**	**Serious**	**All**
Argyll and Bute Local Roads	18	117	546	8	21	53	28	127	328
Scotland	879	14265	54102	173	1776	5621	780	9868	31928
ABC % of Scotland	2.05%	0.82%	1.01%	4.62%	1.18%	0.94%	3.59%	1.29%	1.03%

1.8 Transport Scotland's "*Reported Road Casualties Scotland 2022*", Scotland has approximately 57100 km or public roads. Excluding Trunk Roads, Argyll and Bute Council is responsible for the maintenance and management of 2,295.46km of public road, approximately 4% of the national total. Taken as a national picture, there are 0.1 Casualties per km; Argyll and Bute (local roads only) reports at 0.02 Casualties per km. As a percentage, Argyll and Bute (local roads only) has ~4% of the public road network but only 0.94% of all casualties.

The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs.

The cost of a collision also includes:

- the cost of damage to vehicles and property; and
- the cost of police and insurance administration.

Scotland analysis

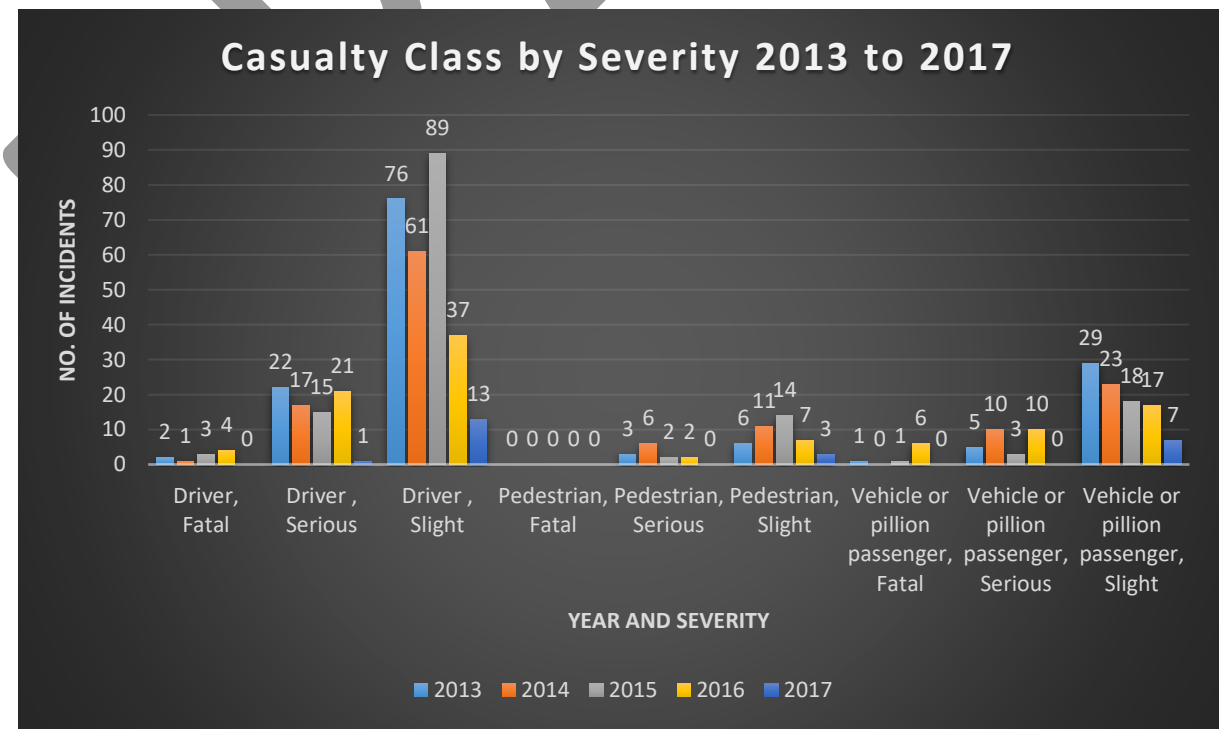
The figures used to calculate cost to the economy are based on GB casualty costs and the number of casualties by severity in collisions in Scotland. The average costs per collision for Great Britain and Scotland differ because of differences in the average numbers of casualties per collision, and the proportions of fatal and serious casualties in a collision.

1.9 Within Argyll and Bute, based on Table 10 Cost per collision by road type and severity in Scotland from "*TS Reported Road Casualties Scotland 2022"* (Reported Road Casualties Scotland 2022 - publication - excel version of the tables.xlsx (transport.gov.scot)), it is estimated that Killed or Seriously Injured incidents cost the Argyll and Bute economy £121million over the period 2018-22.

1.10 Note, the Department for Transport estimate the values assigned to the cost of road casualties and collisions in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and collisions in road schemes. The valuation of casualty costs calculated for Great Britain for all levels of severity are based on a willingness to pay human cost approach. This is intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost.

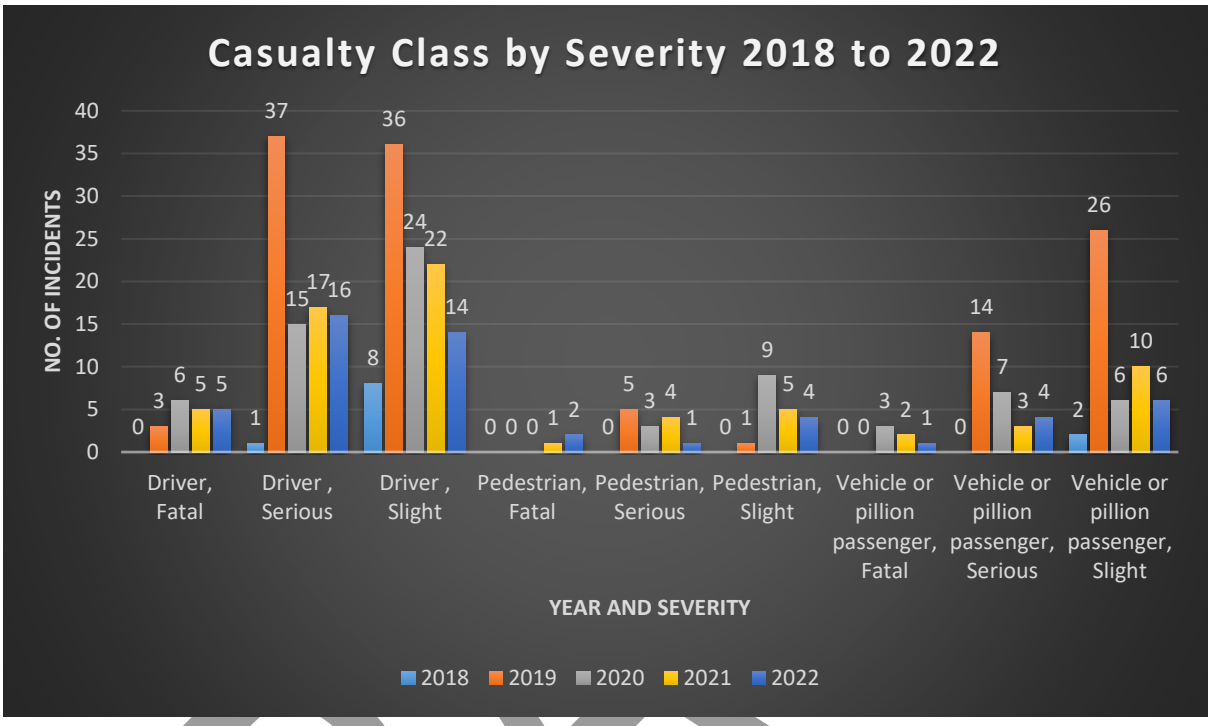
1.11 Throughout each recorded year, the number of casualties in each of the different road user categories fluctuate between which is the most likely to be involved in an injury collision. The baseline reference period used in this document is the period 2013-2017 (inclusive).

Figure 1



1.12 Note, the 2020 and 2021 casualty and collision numbers were affected by the Covid-19 pandemic and the associated changes in travel; both in volume and mode of travel. Most notably, these changes included the "second lockdown," which ran from 5 January 2021 to April 2021, and incorporated a legal requirement forbidding anyone from leaving their home except for essential purposes.

Figure 2



1.13 Lastly, it should be noted that in mid-2019 Police Scotland moved to a new incident record system ("CRASH- Collision Reporting and Sharing"). Prior to the introduction of CRASH, Police Officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either "slight" or "serious"). CRASH is an injury-based recording system where the officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level from "slight" to "serious". Since CRASH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury-based reporting system tends to result in more casualties being classified as "serious", which means that the number of serious and slight casualties are not comparable with earlier years.

2.0 Strategic Partnerships and Frameworks

2.1 Our Road Safety Plan aligns with the strategic objectives of both "*Scotland's Road Safety framework to 2030*" outwith the training and education duties. The plan aims to contribute to the improvement of road safety for all road users. In addition, the plan will also contribute to the long-term goal set by the Scottish Government regarding casualty reduction. The Council will endeavour to collaborate with our partner organisations to evaluate the potential risks and mitigate them by means of engineering measures where appropriate.

2.2 Argyll and Bute and West Dunbartonshire Partnership Approach to Road Safety (PARS) group which is designed to bring partners together to reduce the number of people killed or injured on the roads in Argyll and Bute and West Dunbartonshire is supported and attended by Argyll and Bute Council Officers.

2.3 It is important that the respective roles of Government and other bodies with a road safety interest complement each other and work together to improve safety on our roads.

2.4 Argyll and Bute Council will, in partnership with other agencies, work towards modal shift from private car to use of public transport, walking and wheeling as far as practicable within a largely rural authority. We recognise that use of private car is likely to continue to be higher than urban based local authorities; however, any modal shift away from private car will lead to a reduction in congestion and promote a safer and healthier environment for all road users.

2.5 The Argyll & Bute and West Dunbartonshire PARS group will have the following aims and objectives:

- Support the delivery of the Scottish Government Road Safety Framework to 2030 across Argyll & Bute and West Dunbartonshire through local actions and delivery.
- Develop a local Argyll & Bute and West Dunbartonshire Road Safety Strategy to drive and capture this activity.
- Monitor road casualty data across Argyll & Bute and West Dunbartonshire through analytical products and respond to emerging trends.
- Support approaches based upon the road safety principles of Education, Engineering, Enforcement and Encouragement, to address local road safety issues.
- Share information about local approaches to road safety through a Road Safety Communication Strategy shared consistently across the partnership.
- Work in partnership communities and organisations to advance local road safety approaches or related activity taking cognisance of those living, working and visiting Argyll & Bute and West Dunbartonshire.
- Promote joint working between partners and relevant stakeholders to deliver on Road Safety activities.
- Receive and share information relative to national approaches to Road Safety

3.0 Local Road Safety Strategy

3.1 The safety of all road users is a key priority for Argyll and Bute Council.

a) People
- Health and Wellbeing – Casualty reductions and facilitating safe means of active travel

b) Environment
- Infrastructure - Mitigation of potential risk and improvements to the local roads network

c) Economy
- Economy and Enterprise – Impact on cost of collisions to the local community economy
- Estate modernisation - Development of our local network and infrastructure

4.0 National Road Safety Strategy

4.1 In 2021, the Scottish Government produced a new "*Road Safety Framework to 2030*", for improving road safety in Scotland. Their road safety vision is for Scotland to have the best road safety performance in the world by 2030 and identifies the part every one of us must play in ensuring our long-term aspiration for that Vision Zero to become a reality. We take guidance from this framework.

4.2 Their twelve strategic actions are overarching and address the following areas:

- Speed
- Climate
- Funding
- Change in Attitudes
- Technology
- Active & Sustainable Travel
- Knowledge & Data Analysis
- Enforcement
- Health
- Education
- Infrastructure
- Reduce Inequality

5.0 Aims and Objectives

5.1 Through a Safe System approach, our principal aims are to:

a) Deliver safer infrastructure and implement measures to tackle potential risk on the existing transport network. All road users will be afforded equal levels of protection and that all local areas are provided with sufficient support with impartiality to ensure consistent records of casualty reduction.

b) Deliver safety and security through the design of new infrastructure and operation of services and continuing to support active travel and ensure the safety of vulnerable road users.

5.2 In using the well-respected 5 E's of Road Safety; Education, Engineering, Enforcement, Encouragement and Evaluation to reduce collisions on our road network. We will:

a) Develop a programme of works intended to improve road safety;
b) Review accident data to identify cluster sites and incidents affecting the most vulnerable road users.

5.3 Continue to collaborate with our partners to:
a) Develop our existing collaborative and partner working relationships to help achieve all our strategic objectives using where possible, Technology, Innovation, Knowledge Sharing and Data Analysis.
b) Help achieve national targets with respect to Climate, Health, Active and Sustainable Travel.

6.0 Data Analysis

6.1 The Council receives crash data from Police Scotland, which is then uploaded to our internal database (at time of writing WDM AMS database but moving to the online version). The following outputs have been identified through analysis of this data, to identify trends or at-risk groups, and comparisons have been made to the national datasets. It should be noted, the data period used (2018-2022) includes the years affected by the pandemic. While it is apparent that the lockdowns within 2020 and 2021 will have had an impact on traffic volumes, modes of travel and the number of incidents occurring, it remains unclear how much impact the pandemic has had on future trends.

6.2 The analysis will allow funding to be focussed on road safety schemes where its most needed. In turn, this will help both local targets and national aspirations to be met.

6.3 Incidents, and the number and type of casualties, may be caused by human nature - road user - or be influenced or impacted by the road system (e.g. geometry, speed, traffic volume, conflicts between users). To identify road system issues, Traffic & Development Officers meet with Police Scotland Officers following incidents and, where required, remedial works will be designed and added to the programme (subject to available funding).

6.4 The following will be considered within this document:

a. Rural vs Urban
b. Motorcyclists
c. Age Groups
    i. Young Drivers (17-25 yo)
    ii. Older Drivers (65 yo+)
    iii. Middle Aged Drivers (circa 46-55 yo)

d. Vulnerable Road Users
   i. Pedestrians
   ii. Cyclists
   iii. Children (<16 yo)

Rural vs Urban

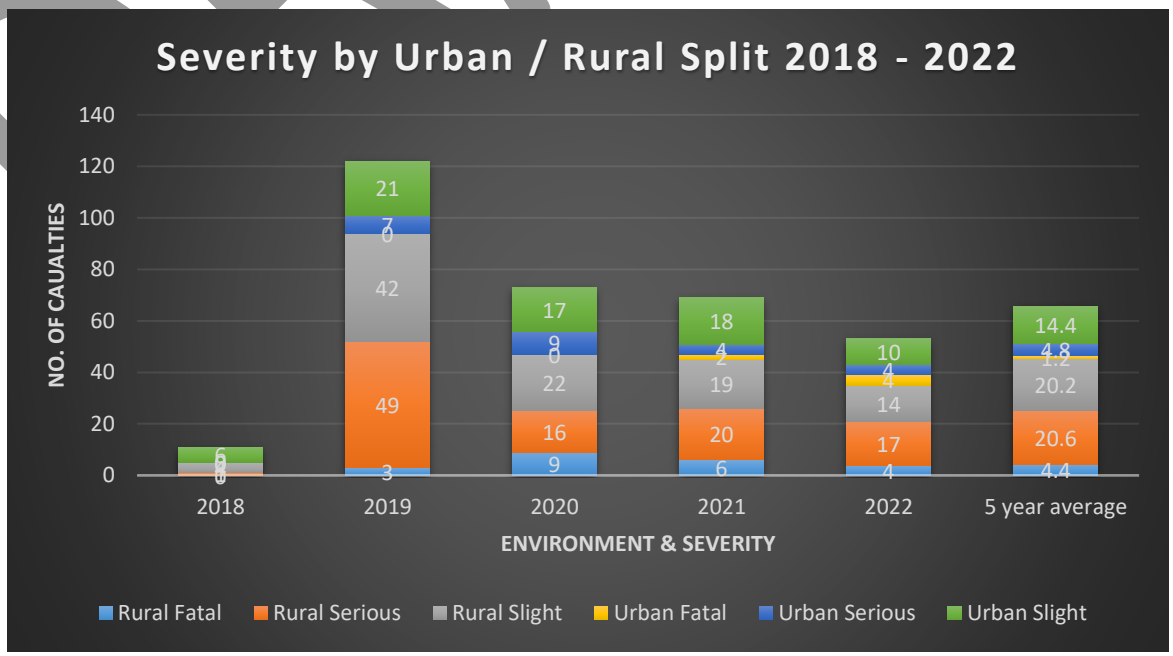
6.5 Over the period 2018 – 2022, the total number of casualties peaked in 2019 and has remained below the 2019 total through to 2022. In the year 2018 to 2020, there were no Urban fatalities, however, this rose to two in 2021 and doubled to four in 2022. Rural fatalities have remained above the 2019 (three fatal) figures through to the end of 2022, where the figure is at four fatalities.

6.6 In general, there tend to be lower speeds within urban environments and, while there are also more pedestrians, cyclists and other vulnerable users, any incidents are less likely to result in a fatality. Rural environments are normally subject to higher speed limits, often the National Speed Limit, and although there may be significantly lower traffic volumes, any incidents are more likely to result in a fatality.

6.7 In the most recent year of data (2022) the urban and rural fatalities are the same (four in each environment). It is possible that the lower vehicular traffic volumes during the pandemic may have encouraged faster speeds in urban areas, although this is difficult to say with any certainty at this time, the number of Serious incidents does not necessarily support this view. In 2022, there were seventeen "rural serious" incidents compared with only four "urban serious" incidents. This introduces a degree of caution to the interpretation of the fatalities in this period.

6.8 Figure 3, below, provides the data in graphical format and includes a 5-year average. Notwithstanding the rise in urban fatalities, it is encouraging to note the general trend toward fewer incidents overall within this reference period.

Figure 3

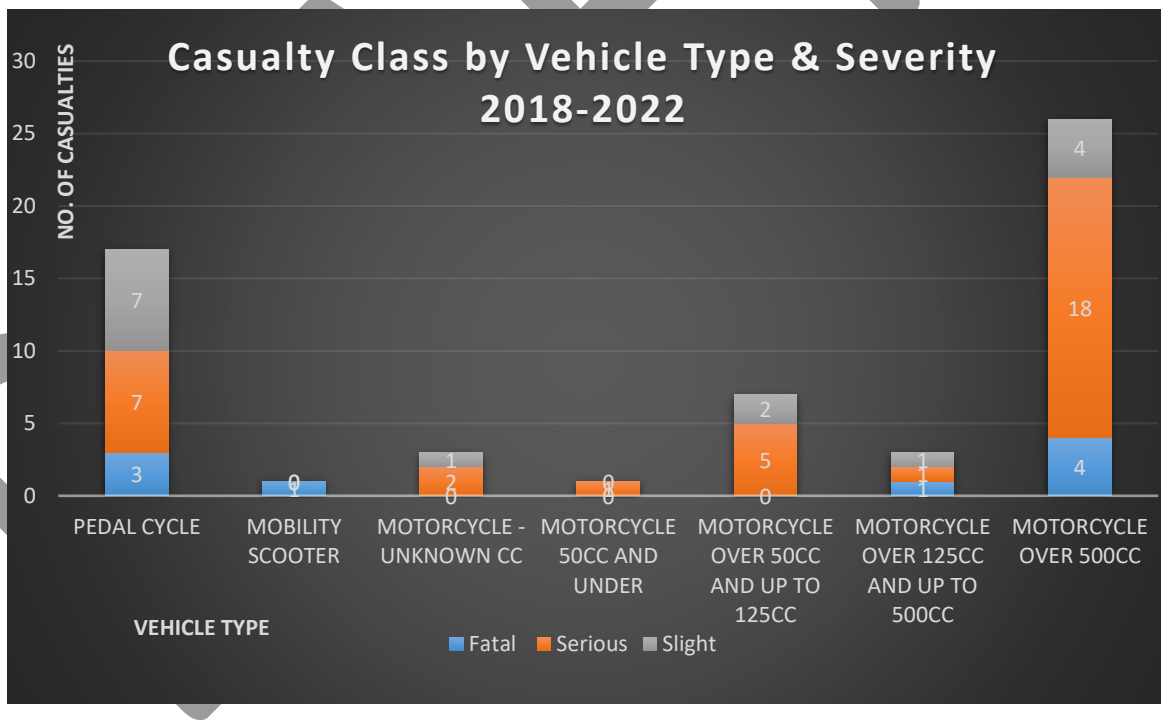


6.9 The 5-year average for the period 2013-2017 was 109.2 casualties per annum. The 5-year average for the period 2018-2022 is 65.6 casualties per annum. The recorded casualties for both 2017 and 2018 (24 & 11 respectively) appear unusually low; however, there is a clear reducing trend. The total incidents over the 5-year reference periods were 546 for 2013-2017 and 328 for 2018-2022. As noted elsewhere, the impact of COVID-19 and associated lockdowns is difficult to fully identify at this time, but it does appear likely that it had a positive impact on the reduction in overall incidents (a reduction of approximately 40%).

Motorcycles

6.10 Analysis of the most vulnerable road users (excluding pedestrians) shows a significantly higher proportion of incidents amongst motorcyclists. It is reasonably self-explanatory given the potential for high speeds and with little to no driver protection should an incident occur. Figure 4, below, provides an overview of the period 2018-2022 in which motorcycle casualties are further broken by engine size. Again, it is not unexpected that the highest category (>500CC) has the largest number of incidents.

Figure 4



6.11 Most motorcycle incidents occur in the summer months (May -September), reflecting perhaps the desirability to use this alternative form of travel during better weather, with many not using motorcycles as a form of travel during the winter period. Within Argyll and Bute, given the rural nature of the routes and geometry of the roads (often attractive to motorcyclists) a significant tourism element is also likely here compared to the volume of motorcyclists that use our network. There are many benefits the motorcycles bring; including a potential reduction in congestion in towns and economic / tourist boosts, however; the same routes that make Argyll and Bute roads attractive to the “motorcycle tourists” may also introduce a higher risk. The

combination of higher speed, limited driver protection, unfamiliarity of the network and the geometry of many our roads can lead to incidents, the majority of which either result in Serious or Fatal incidents.

6.12 Further analysis to identify age groups or other contributing factors is required. This will be conducted over the life of the plan both to identify the at-risk demographics but also changing trends. The Council will continue to make improvements to the road network, including its geometry, within available budgets and will - where cluster sites have been identified – consider engineering interventions to help drive down incidents and severity of same.

Age Groups

6.13 The frequency of incidents by driver age is fairly balanced within the Argyll and Bute Council road network. The percentage spread against all brackets is between 11-21%, however; the three age groups with the highest occurrence are young drivers (17-25 yo) , middle aged drivers (46-55yo) and older drivers (65 yo or older). These three age brackets make up 57% of the total number of incidents; just under half of these were either Fatal or Serious (26.83%)

Young Drivers (17-25)

6.14 Within the reference period 2018-2022, 17.56% of all recorded incidents involved a driver under 25 years of age; approximately half of which (8.78%) were either Serious or Fatal.

Middle Aged Drivers (46-55)

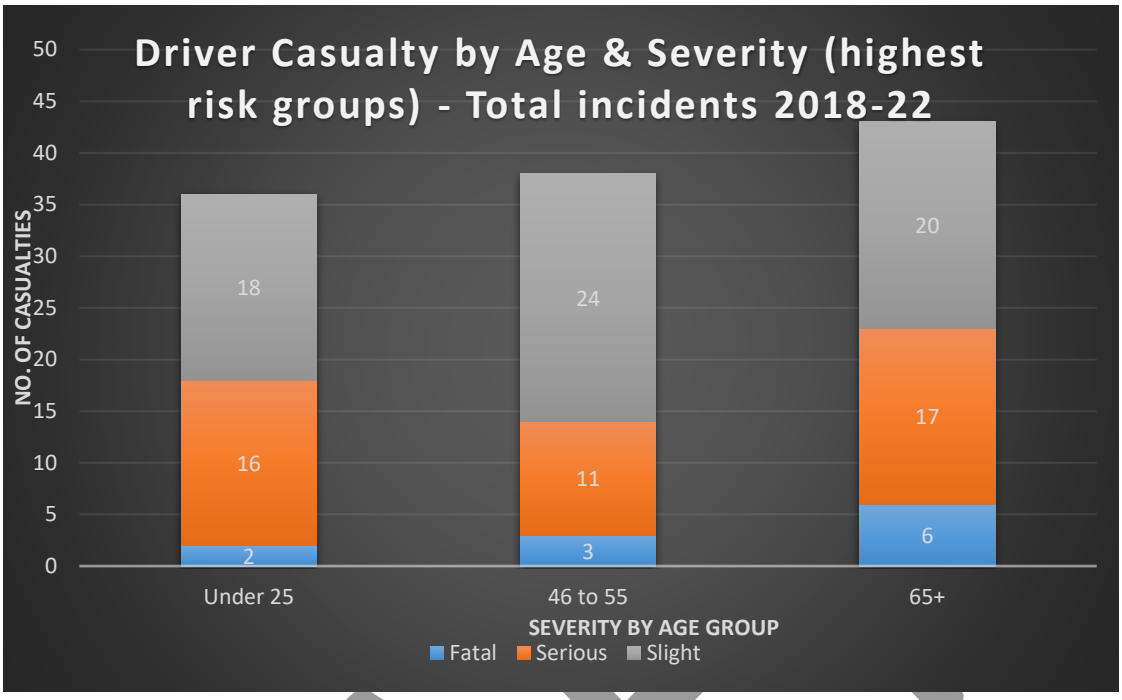
6.15 Within the reference period 2018-2022, 18.54% of all recorded incidents involved a driver under between 46-55 years of age; approximately a third of which (6.83%) were either Serious or Fatal.

Older Drivers (over 65)

6.16 Within the reference period 2018-2022, 20.98%of all recorded incidents involved a driver under over 65 years of age; approximately half of which (11.22%) were either Serious or Fatal. This age group has both the highest number of incidents and the highest % of killed or seriously injured drivers.

6.17 Figure 5 presents the analysis outlined above graphically per age group.

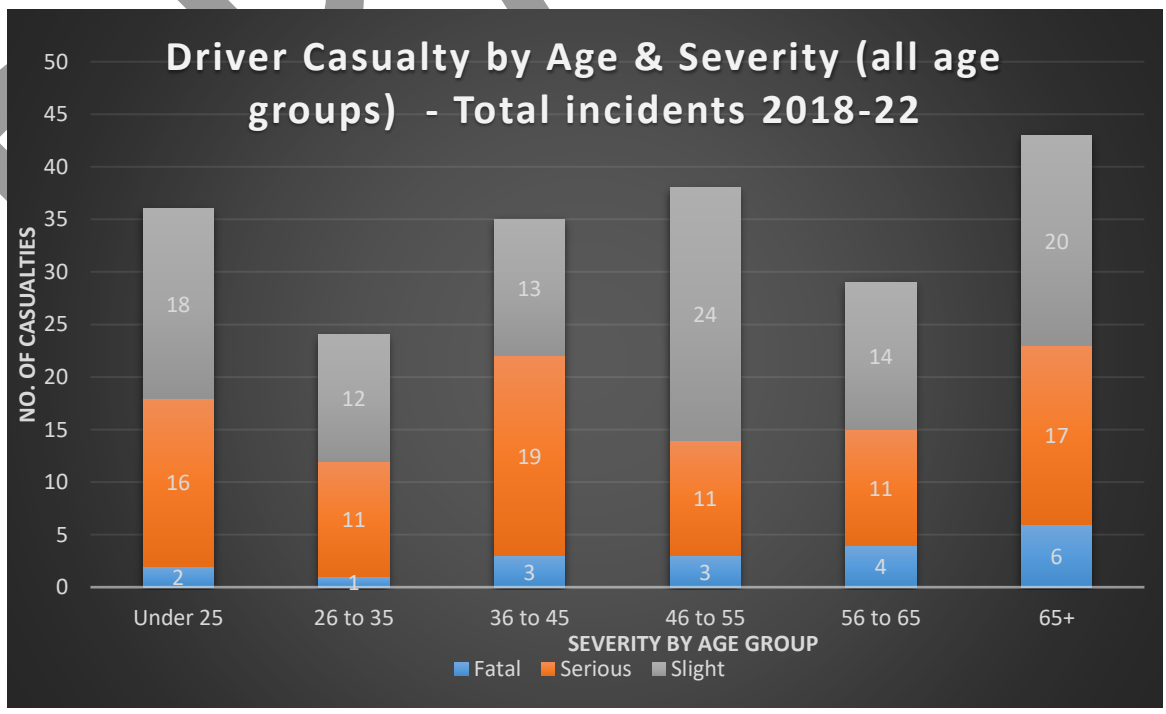
Figure 5



6.18 The Council does not have an identified resource to pursue education or training services that could focus on reducing the frequency of incidents within these age groups at this time. Information, however; can be found on the Councils website.

6.19 Figure 6, below, provides the breakdown across all driver age groups.

Figure 6

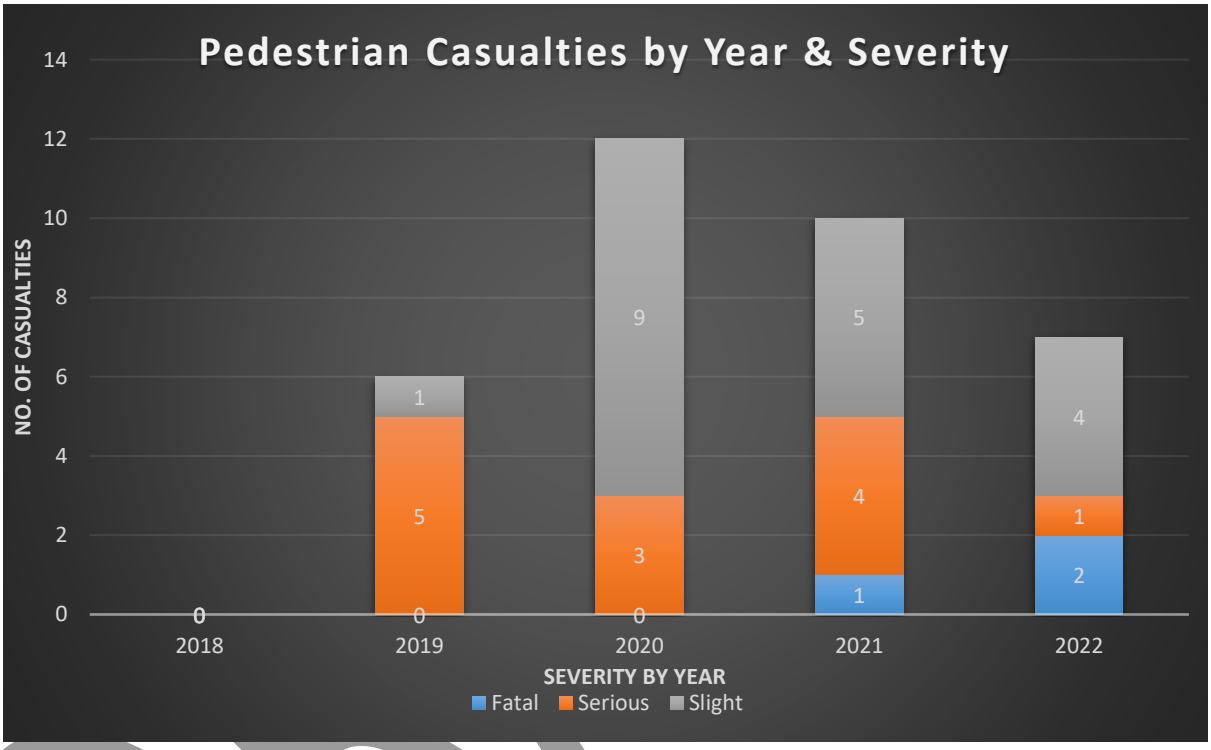


Vulnerable Road Users (Pedestrians, Cyclists and Children under 16)

Pedestrians

6.20 Figure 7 below shows a general reducing trend in the total no. of incidents (from the peak in 2020); however, the number of fatalities has increased. On reviewing the incidents in question, the pedestrians were killed by vehicles mounting the footway following driver medical events.

Figure 7



6.21 While there is a trend showing reduction from 2020 to 2022, the number of fatal casualties increased to one in 2021 with this doubling in 2022. The incident in 2021 involved a 69-year-old female who, for reasons unknown, fell on to the carriageway in front of a moving vehicle. The vehicle was unable to stop in time. Both Fatal casualties in 2022 occurred as a single incident. It appears that the driver of the vehicle suffered a medical event, which led to the vehicle being left uncontrolled. The incidents occurred within 30mph speed limits. It is unlikely road safety engineering measures could have been introduced to prevent this from happening (other than complete segregation of footway and carriageways which would not be possible within the road corridor in these locations).

6.22 Over the period 2018 – 2022, there was a total of thirty-five casualties, equating to 10.7% of all casualties. Of the thirty-five casualties, nineteen were classified as Slight, thirteen as Serious and three as Fatal.

6.23 Notwithstanding the above, the Council is preparing a road safety scheme list for future years, which will include footway improvements, that should have a positive impact on the reduction of pedestrian casualties across all severities. The schemes will be aim to:

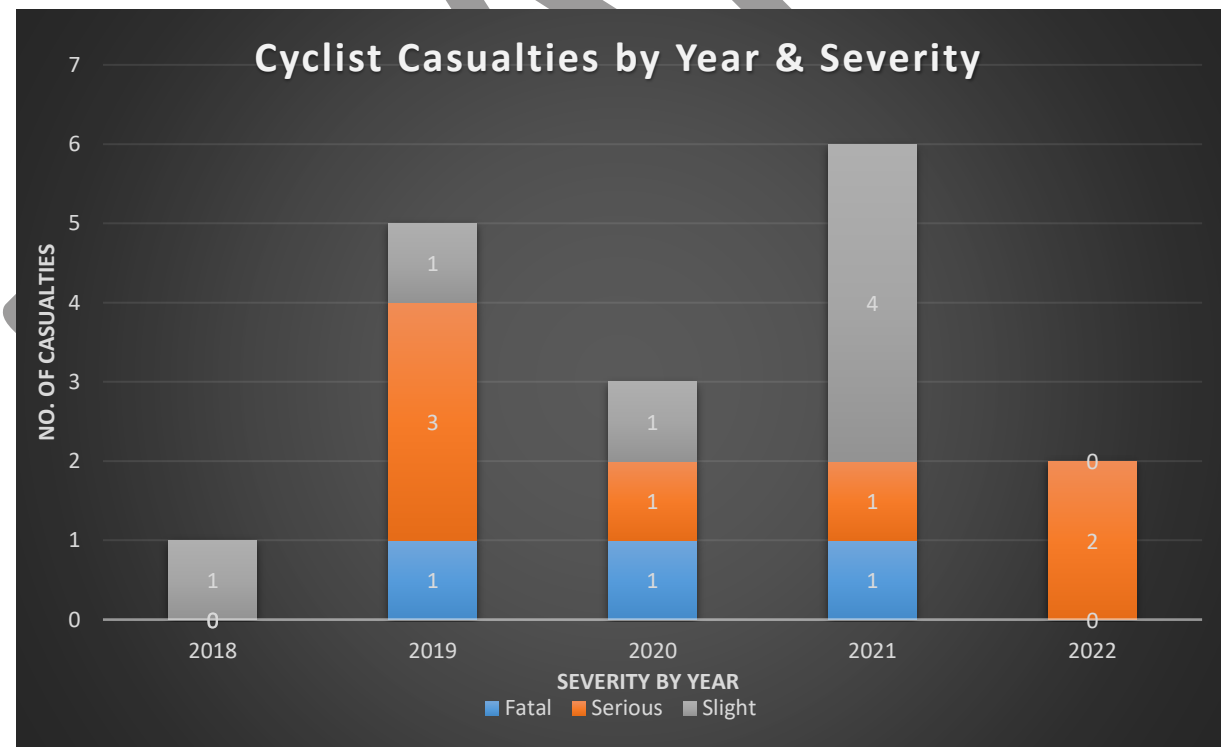
a. Improve road safety of vulnerable road users by raising the awareness of the presence of pedestrians (and cyclists etc.) to drivers.
b. Provide better routes for walking and wheeling for everyday journeys (commuting to work, school etc.)

6.24 Improving pedestrian routes is expected to also have a beneficial impact on the use of the asset, leading to a healthier and more active populace and in line with national aspirations (for example, the Active Travel Framework). Increasing the amount of walking or wheeling for short to medium everyday journeys also has obvious environmental benefits (reduced carbon output) but may also help move communities towards a "place before movement" setting.

Cyclists

6.25 Figure 8 below shows a variable pattern year on year in the reference period 2018 - 2022. Overall, the number of incidents has reduced by year 2022; however, each year in the period 2019-2021 included a fatality. Two of the fatalities were down to driver error (both involved an overtaking vehicle striking the cyclist). There were no witnesses to the third incident, but it does not appear to have involved any other vehicle. The cause of the incident remains unknown although we are unable to rule out a medical incident.

Figure 8



6.26 Over the period 2018-2022, there were seventeen cyclist casualties: accounting for approximately 5.2% of the total casualties within the local network.

6.27 Across Scotland, in the period 2018-2022, there were 2,832 casualties (cyclists). As a proportion of this, over the same period, the casualties on the local roads network made up ~0.6%. It should be noted, however; that there are a greater number of cyclist & pedestrian incidents within urban environments than compared with rural roads. The following provides detail on the national picture (for pedal cyclists), average over the period 2018-2022:

- Built-up
  - Killed – 3
  - Seriously injured – 181
  - All Severities - 485
- Non built-up
  - Killed – 5
  - Seriously injured – 42
  - All Severities - 81

6.28 While there is a greater frequency of incidents within an urban environment, a cyclist has a higher risk of being killed or seriously injured in a rural environment should an incident occur. Based on the averages above, a cyclist is ten times more likely to be killed in a rural incident than in an urban one (urban fatalities makes up ~0.6% of total urban incidents, rural fatalities make up ~6% or rural incidents).

6.29 The Council has, through its own works and through match funding with SUSTRANS, improved or constructed several cycleways over the last decade or so. A significant portion of the routes are part of the National Cycle Network, although there are a number of sections which are not directly connected to this.

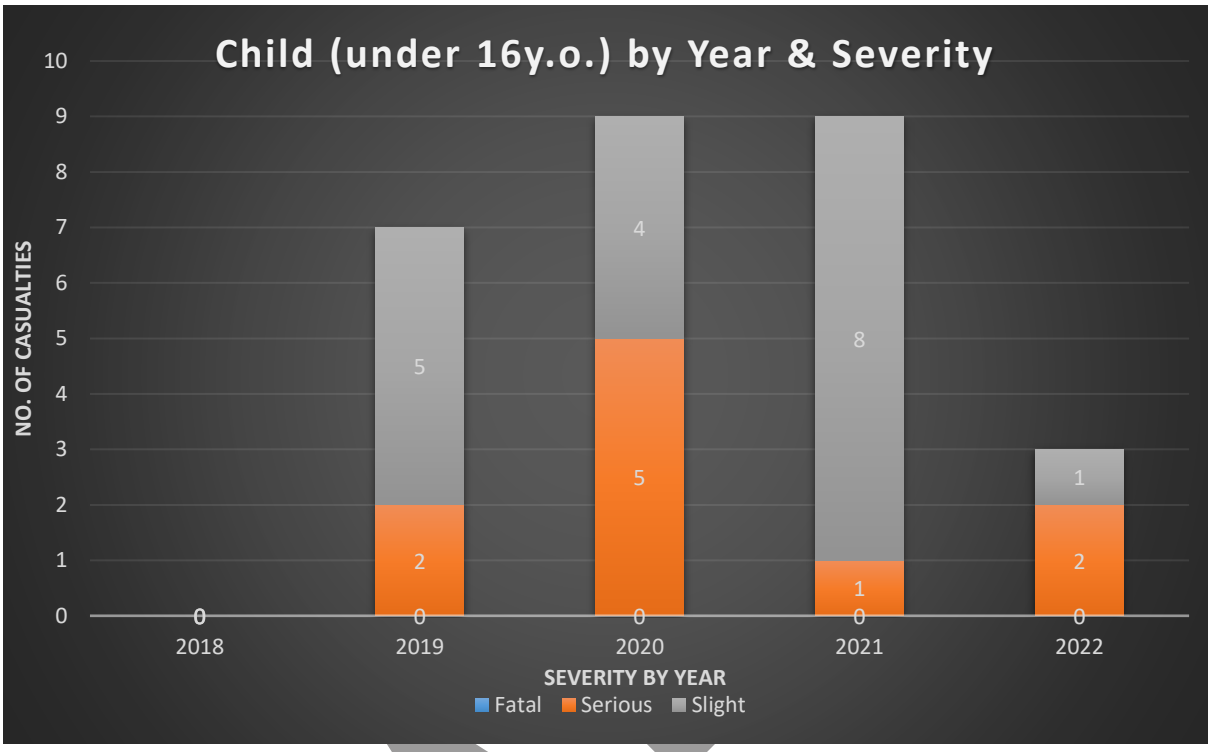
6.30 As outlined within the Pedestrian section above, the Council aims to continue to improve access to walking and wheeling infrastructure. Where possible this will be segregated from vehicular traffic but it is likely that in many, if not most, cases this may not be possible to do within existing road corridors.

6.31 In addition to the above measures, the Council will include self-help training and education resources on its website. Improvements to the rate of incidents may also made due to the change in the Highway Code to allow cyclists more room when passing (as a vehicle).

Children Under 16

6.32 The number of incidents peaked in years 2020 and 2021 but reduced by ~66% by 2022. It remains uncertain how much impact the various COVID-19 restrictions during 2020 & 2021 have impacted this peak. Figure 9 below provides detail on the number and severity of child casualties. The positive story over the reference period 2018-2022 is that there have been zero child fatalities.

Figure 9



6.33 As noted under the previous headings, the provision of improved walking and wheeling routes is expected to safeguard children but should aid in keeping the number of child casualties low and, hopefully, ensure further reductions overall.

6.34 As proportion of the total Scotland child casualties, the number of casualties on the local road network equates to approximately 0.9%.

7.0 Performance against Targets for Casualty Reduction

7.1 The national target has been set against two key dates. The final aim, by 2050, is to reach zero casualties regarding killed or seriously injured severities. Interim targets have been set to 2030 (based on a 2014-2018 baseline) as below:

- 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

7.2 Table 2, below, provides the average number of casualties on the local roads network over the same reference period used in Scotland's Road Safety Framework to 2030 and compares this to the latest full year of recorded incidents (2022). It does appear that the Council has a steep increase in the rate of casualties; however, there is relatively small number of incidents per year and even a small increase can show a significant percentage rise. A good example of this can be seen in the "children aged

16 or under seriously injured" where an increase from 1.8 (averaged over 2014-2018) to 2 into 2022 reports an increase of 111% but the 1.8 is an average and the 0.2 increase makes no difference in reality (i.e. "1.8" children cannot be seriously injured; it would be either one or two children).

Table 2

Argyll and Bute Road comparison of most recent full year of data to reference period	2014-2018 average per annum	2022	Comparison from baseline to 2022
People Killed	3	8	267% increase
People Seriously injured	17.6	21	119% increase
Children (aged<16) killed	0.4	0	100% decrease
Children (aged<16) seriously injured	1.8	2	111% increase

7.3 Over the period 2018-2022, there were zero children killed: a welcome improvement. The two children seriously injured in 2022 were injured in the same incident. The incident involved a vehicle crossing the centreline into the opposing traffic lane and collided with a second vehicle; to date, no cause has been identified.

7.4 The Council aims to match the 2050 objective of zero killed or seriously injured on our road network. Noting the interim national target, Table 3, below, sets out the Council targets for 2030. The interim targets have been set to the nearest whole number based on the percentage reduction outlined in the National Framework.

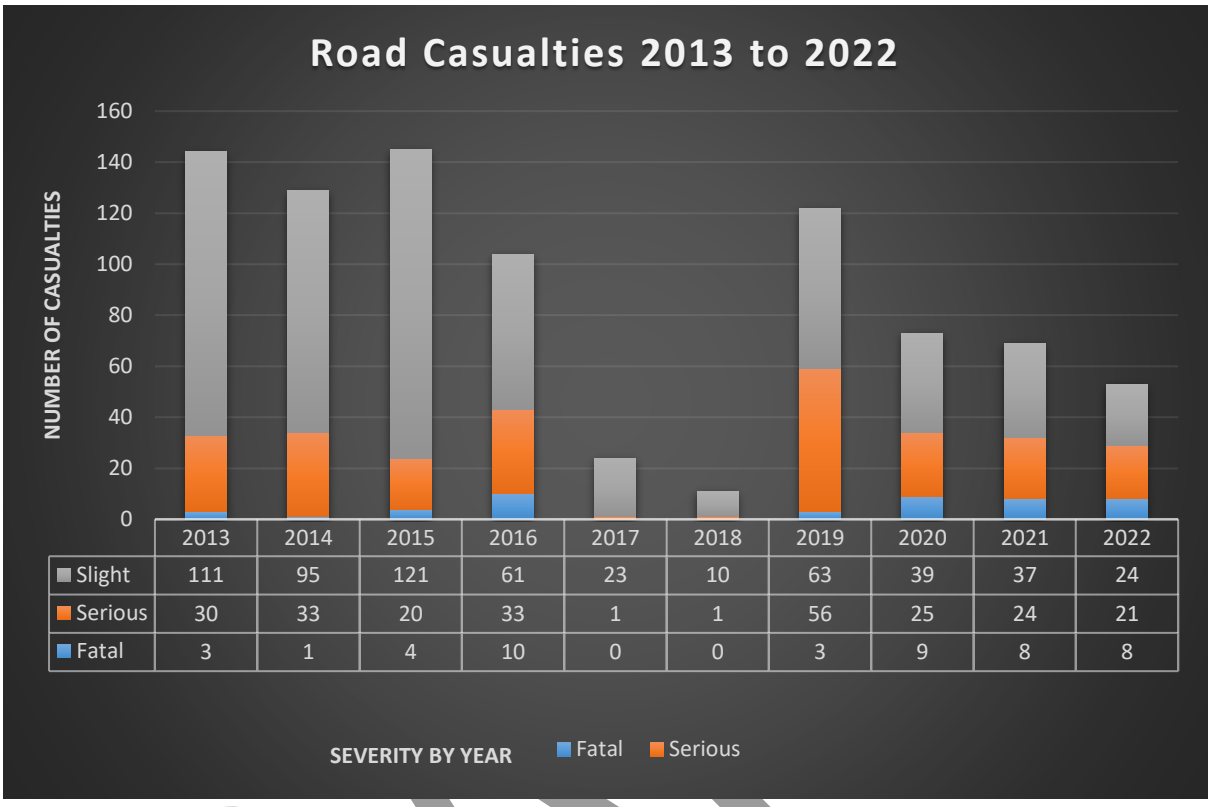
Table 3

Argyll and Bute Road Safety Targets	2014-2018 average per annum	ABC Interim Targets to 2030	% Reduction
People Killed	3	1	67%
People Seriously injured	17.6	9	49%
Children (aged<16) killed	0.4	0	100%
Children (aged<16) seriously injured	1.8	1	44%

7.5 Looking at the number of casualties (not incidents) over a 10-year period, the general trend is that of a reducing number from 2013 to 2022. The years 2017 & 2018 appear to be an anomaly and it may be worthy of further investigation to identify what caused the number of casualties to reduce so dramatically and quickly. It may be something as simple as an error in the data or it may be tied to changes in how incidents were reported/recorded by Police Scotland.

7.6 Casualties increased again in 2019, prior to any COVID-19 impact. The total number of casualties reduced quite substantially in 2020 and remained level through 2021. The figure has dropped again in 2022; indeed, compared to the 2013 data, the number of casualties in 2022 has reduced by circa 63%. Figure 10 provides the year on year figures and includes the breakdown in severity.

Figure 10



7.7 Notwithstanding the anomaly over 2017 & 2018, the statistics reflect an encouraging trend regarding the reduction of casualties on the local road network. In addition, it is worth noting the Argyll and Bute local road network (non-Trunk Road) accounts for circa 4% of the national road network whilst its proportion of casualties equates to 0.94% of the national total.

8.0 Safe System

8.1 Through its Network & Standards and Operations teams the Council aims to meet its duties under the Act. The education and training elements of the duty are captured as far as practicable through information dissemination on its website, in effect, a self-help portal available for use by the public.

8.2 The National Framework describes the road safety environment it aims to deliver – these outcomes align with the five pillars of the Safe System:

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

8.3 Safe Road Use

Safe road users should be careful, considerate, and competent. Road users decide the most sustainable way to travel. As such, drivers should pay full cognisance to:

- The road ahead
- The road conditions (weather, the presence of other users, etc.)
- The relationship between speed limits, safe driving speeds and potentially unexpected circumstances
- Not driving while impaired through drink, drugs (including medicines) or fatigue
- Not being distracted by in-vehicle technology (mobile phones, entertainment systems, satellite navigation systems, etc.)

8.4 The Council will aid drivers, and other road users, through the provision of guidance and other self-help information on its website. The Council will also, as far as practicable, take part in national awareness campaigns via its website and communications teams.

8.5 The Council will continue to improve carriageway, footways and cycleways to ensure good and safe routes are available in-line with budget constraints. The provision of good cycleways and footways may assist road users to make sensible modal shift, where appropriate, to other forms of transport (walking and wheeling).

8.6 Safe Speeds

To maintain a consistent safe road system across Argyll and Bute Council, speed limit setting will continue to be undertaken in line with our Local and National Policy documents. It is important that speeds are set at what the environment and road user expect to achieve maximum compliance.

8.7 The Council will keep its Road Speed Limit Policy Framework under review and will aim to capture both national policy and locally driven changes. The assessment and setting of speed limits will take into consideration:

- Road (and local) environment
- Road geometry and engineering (including the cost of physical works for any desired improvements)
- History of collisions
- Composition of road users (including existing and potential levels of vulnerable road users)
- Existing traffic speeds (both mean and 85th%ile speeds)
- Road function
- The level of public anxiety
- Environment impact
- Traffic flows & composition
- Enforceability

8.8 Safe Roads and Roadsides

This is largely self-explanatory but at its core roads, particularly for improvements to existing or construction of new roads, should be designed to encourage safe and sustainable travel. The route should be predictable to the user and forgiving of errors. Often, retroactively applying this aim to our existing local roads will be challenging but improvements have been and can continue to be made to the network.

8.9 Through its footway upgrades, provision of cycleways and encouragement of walking and wheeling, the Council aims to create a safer infrastructure for all users which will, in turn, reduce the frequency and severity of collisions and associated injuries.

8.10 The Council will continue to review crash data to identify cluster sites and incidents involving the most vulnerable groups. The assessments may also include traffic and speed surveys to identify any contributory factors.

8.11 Traffic & speed data surveys, where they identify routes or time periods where speeding occurs, will be shared with our partners Police Scotland for action as they consider appropriate.

8.12 Alongside RCI, SCRIM and accident data, the Council will also consider, as far as practicable, complaints, requests for service and submissions from Elected Members regarding the development of road safety schemes.

8.13 To ensure our roads are as intuitive as they can be for all users, signage and line markings schemes will be designed so that they are self-explaining and consistent across the local road network. Existing signing and lining will be reviewed as appropriate and in-line with available budgets to ensure they are fit for purpose. In addition to this, a reduction of sign clutter to make sure that road users do not become “sign blind” and that signs on the network are needed and clear in their message. These measures will have the added benefit of reducing driver error and stress, particularly for drivers unused to the local roads.

8.14 <u>Safe Vehicles</u>

As far as practicable, the Council will support our national government and work with our partners to minimise the frequency and severity of collisions to road users. There is, however, limited opportunity for the Council to impact safe vehicles on the road network but will support measures when appropriate to do so.

8.15 <u>Post-Crash Response</u>

The Traffic & Development Officers will continue to meet with Police Scotland to review potential road impacts on collisions. These on-site assessments, undertaken jointly with our Police Scotland partners, consider road geometry, signage and road markings, surface water drainage and the impact of and debris or detritus on the network. Where relevant, post-crash work is undertaken to improve the road network and reduce the likelihood of further incidents occurring.

9.0 Summary

9.1 This is the first roads safety plan drafted in Argyll and Bute Council since the introduction of Transport Scotland's "Scotland's Road Safety Framework to 2030". Further work will be required over the coming years to ensure the plan is kept current and to assess the Councils progress on its road safety targets. As data analysis capability improves it will lead to better assessment of the network issues and ensure that schemes are shaped to deliver the desired outcomes.

9.2 In 2013, there was a casualty every 60 hours on the local road network. This reduced to one every 72 hours in 2019 but by 2022 this had widened, significantly, to one injury every 165 hours. Although it is difficult to identify any single improvement measure or impactor (for example, road improvements or COVID-19) as to why this has dropped so substantially, the trend is a welcome one and one that the Council aims to sustain.

9.3 This plan sets out measures and actions which will ensure that the Council continues to assess, inspect, maintain and improve the local network. In addition, the Council will seek to provide road safety education and training information on its website; this may take the form of direct information and / or links to external road safety websites. The combined effect of these measures will provide a safer network and allow road users to make well-informed decision about their road safety behaviours.

9.4 The Council remains committed to continuous improvements to both road network condition and road safety.

9.5 Road safety is the responsibility of everyone, from roads engineers, roads safety practitioners to the users of the road network. With commitment from all and working together our roads can made safer for everyone.

10.0 References

10.1 *Scotland's Road Safety Framework to 2030*
https://www.transport.gov.scot/media/49893/scotlands-road-safety-framework-to-2030.pdf

10.2 *Key Reported Road Casualties Scotland 2022*
https://www.transport.gov.scot/media/53660/key-reported-road-casualties-scotland-2022.pdfs

10.3 *Reported Road Casualties Scotland 2022*
https://www.transport.gov.scot/media/fpxp1oxz/view-reported-road-casualties-scotland-2022-full-pdf-version-including-datasets.pdf

10.4 *Reported Road Casualties Scotland 2018*
https://www.transport.gov.scot/media/46662/sct10192798881.pdf

11.0 Appendix 1 – Road Improvement Schemes

Treatment Descriptions

Patching	Removal and replacement of small localised areas of surface layers to existing levels
Inlay	Removal and replacement of surface over entire width , where levels fixed by kerbs etc
Regulating	Additional layer of bituminous surfacing to smooth out ruts and potholes , prior to new surface layer
Overlay	Additional bituminous surfacing layer over existing to add strength, usually Rural roads
Edge Strengthening	Localised widening of carriageway and verge improvements, prior to surfacing works
Geo-grid	Plastic and/or textile reinforcement mat between bituminous layers to resist cracking and deformation
Reconstruction	Excavation and replacement of several layers of full width of carriageway structure
Pre-Surface Dressing	Minor works to prepare existing surfaces , patching , jet-patching, edge cutting etc
Surface Dressing	Bitumen binder and stone chips - seals surface and improves skid resistance - over prepared surfaces

Schemes

F/Y	Area	Road	Location	Description of Works
2022/23	B&C	A866	Rhubodach - Port Bannatyne	Surface Dressing
2022/23	B&C	U4	Ardmory Road	Inlay
2022/23	B&C	A866	Ambrismore - Ardscalpsie	Regulate + Overlay
2022/23	B&C	UC24	Crichton Road	Inlay
2022/23	B&C	UC05	Clate Point - Kildavanan	Regulate + Overlay
2022/23	B&C	C1	Bruchaig Road	Regulate + Overlay
2022/23	B&C	B878	Russell St	Inlays / patching
2022/23	B&C	A815	Whistlefield - Invernoaden & N of Strachur	Pre SD , Preparation works
2022/23	B&C	UC19	Coustoun Road Colintraive	Regulate + Overlay
2022/23	B&C	A8003	Glen Caladh - Bennien Mor	Edge strengthening & passing places
2022/23	B&C	B839	Pole Farm - Inveronich	Regulate + Overlay
2022/23	B&C	C60	Argyll Road - Argyll Street - Park Road	Inlay
2022/23	B&C	U22	Mill Cottage - Lower Camquart	Regulate + Overlay
2022/23	B&C	B828	Glen Mor	Regulate + Overlay
2022/23	B&C	B8042	Victoria Road	Inlay
2022/23	B&C	Active Travel	Victoria Street - Rothesay	Footway improvements
2023/24	B&C	Active Travel	Blain Terrace	Footway improvements
2023/24	B&C	Active Travel	St Brides Road	Footway improvements
2023/24	B&C	Capital Footways	A885 Argyll St - Stadium to Bencorrum	Footway improvements
2023/24	B&C	Capital Footways	UC01 Ardenslate Rd	Footway improvements
2023/24	B&C	Capital Footways	UC08 Bencorrum Brae	Footway improvements
2023/24	B&C	Capital Footways	UC44 John St	Footway improvements
2023/24	B&C	Capital Footways	UC28 Ferry Brae	Footway improvements

2023/24	B&C	Capital Footways	UC16 Clyde Street, Kirn	Footway improvements
2023/24	B&C	A866	Rhubodach	Surface Dressing
2023/24	B&C	B881	Meikle Grenach to A844 Scalpsie Jtn	Surface Dressing
2023/24	B&C	A815	Strachur - Sawmill to Fire Station	Surface Dressing
2023/24	B&C	A815	Rashfield to Orchard	Surface Dressing
2023/24	B&C	A815	Ardhallow to Cluniter House	Surface Dressing
2023/24	B&C	A815	Cluniter Point to Pier Road - Innellan	Surface Dressing
2023/24	B&C	A885	A815 to Bencorum Brae	Surface Dressing
2023/24	B&C	UC5	Glecknabae - Pipers Cave	Resurface
2023/24	B&C	UC5	Glecknabae - Lenihall	Resurface
2023/24	B&C	A886	Rhubodach Farm	Overlay
2023/24	B&C	U11	Castle St - Quay St to George St	Inlay
2023/24	B&C	A815	A886 to Strachur Fire Station	Inlay
2023/24	B&C	A815	Rankins Brae to Fir Brae	Inlay
2023/24	B&C	B8042	Argyll St-Alfred St & A815-Royal Crescent	Inlay
2022/23	H&L	U012	Ardencaple Drive (inc Caste Ave)	Surface Dressing
2022/23	H&L	U191	Loch Drive (inc Cairndhu Ave)	Surface Dressing
2022/23	H&L	U Roads	Garelochead & Rhu	Surface Dressing
2022/23	H&L	A814	Cardross - Westerhill	Inlay
2022/23	H&L	A818	Luss Road	Inlay
2022/23	H&L	B833	Rockville	Regulate & Overlay
2022/23	H&L	U157	James Street Helensburgh	Inlay
2022/23	H&L	U320	William Street Helensburgh	Inlay
2022/23	H&L	U282	Sutherland Street	Inlay
2022/23	H&L	-	Tarbet Roads	Inlay
2022/23	H&L	U118	Fraser Avenue	Inlay
2022/23	H&L	B833	Mambeg	Regulate & Overlay
2022/23	H&L	U247	School Road Kilcreagan	Inlay
2022/23	H&L	B872	Whistlefield Road Garelochhead	Inlay
2022/23	H&L	U149	Ardmore	Overlay
2022/23	H&L	Active Travel	A814 Cardross Footways	Footway improvements
2023/24	H&L	Active Travel	A814 Colgrain	Footpath links
2023/24	H&L	Active Travel	Rosedale Gardens	Footway improvements
2023/24	H&L	Capital Footways	Clynder - Straid Bheag	Footway improvements
2023/24	H&L	U189	Lineside walk	Surface Dressing
2023/24	H&L	U170	Kidston drive	Surface Dressing
2023/24	H&L	U081	Cumberland Avenue	Surface Dressing
2023/24	H&L	U228	Luss to A82	Surface Dressing
2023/24	H&L	B833	Mill Brae	Surface Dressing
2023/24	H&L	U237	Portincaple road	Surface Dressing
2023/24	H&L	U244	Red Road	Surface Dressing
2023/24	H&L	U237	Darleith Road	Surface Dressing
2023/24	H&L	A818	Daligan bends	Resurface
2023/24	H&L	U101	E King, Charlotte- Henry Bell st	Inlay
2023/24	H&L	A814	Glen Douglas junction	Resurface
2023/24	H&L	A814	North of Glen Douglas	Resurface
2023/24	H&L	U004	Adelaide street	Inlay
2023/24	H&L	U247	Redguantlet Road	Inlay

2023/24	H&L	U259	School road	Inlay
2023/24	H&L	U053	Camsail road	Inlay
2023/24	H&L	B833	Altnabui-Mambeg	Overlay
2023/24	H&L	B833	South of Pier-Mambeg	Overlay
2023/24	H&L	B833	Peir cottage to Mambeg house	Overlay
2023/24	H&L	C69	Glen Douglas at Doune	Resurface
2022/23	MAK &I	A816	Cairnbaan Corner	Surface Dressing
2022/23	MAK &I	U71	Park Road Ardrishaig	Surface Dressing
2022/23	MAK &I	U54	Glenfyne Ardrishaig	Surface Dressing
2022/23	MAK &I	UC20/21	Kilmartin School Loop	Surface Dressing
2022/23	MAK &I	B8025	A816 Junt. - Cross roads	Surface Dressing
2022/23	MAK &I	B8024	A83 JCT - Achabraid	Geogrid & Overlay
2022/23	MAK &I	U Class	Inveraray Housing Scheme	Inlay
2022/23	MAK &I	U18	Drimvore - Crinan Ferry	Structural Overlay / Patching
2022/23	MAK &I	C38	Barmalloch	Structural Overlay / Patching
2022/23	MAK &I	C65	Inveraray Pier Carpark	Inlay
2022/23	MAK &I	C67	Lorne Street	Inlay
2022/23	MAK &I	B8024	Glenralloch Ph 2	Geogrid & Overlay
2022/23	MAK &I	-	Clachan Village Loop	Surface Dressing
2022/23	MAK &I	-	Saddell	Surface Dressing
2022/23	MAK &I	-	New Peninver Housing Scheme	Surface Dressing
2022/23	MAK &I	-	Southend	Surface Dressing
2022/23	MAK &I	U17	Gobbagrennan	Surface Dressing
2022/23	MAK &I	B842	Southend	Overlay - reduced
2022/23	MAK &I	B843	Drumlemble	Structural Overlay / Patching
2022/23	MAK &I	U10	Glenbreckrie	Structural Overlay / Patching
2022/23	MAK &I	U18	Tangy	Structural Overlay / Patching
2022/23	MAK &I	U17	Calton Hill	Inlay
2022/23	MAK &I	A846	East Lodge - Bridgend	Surface Dressing
2022/23	MAK &I	A846	Jura Three Arch Bridge to Leargybreck	Pre SD Patching
2022/23	MAK &I	B8016	North of Laggan Bridge - Strengthening	Geogrid & Overlay
2022/23	MAK &I	A846	Bridgend	Inlay

2022/23	MAK &I	A847	Blue Houses - Mart Bridgend	Structural Patching & Drainage
2022/23	MAK &I	C17	Oa Road - Cragabus	Regulate & Overlay
2022/23	MAK &I	B8016	High Road - North of Glenegedale	Regulate & Overlay
2022/23	MAK &I	U45	Port Wemyss	Regulate & Overlay
2022/23	MAK &I	U27 & U54	Mansfield	Inlay
2022/23	MAK &I	B8086 / B8087	Colonsay - Main Loop Road	Surface Dressing
2022/23	MAK &I	B8086	Scalasaig - access from Ferry	Regulate & Overlay
2022/23	MAK &I	U48	Uragaig Road to Kiloran bay - PH 1	Structural stengthening
2022/23	MAK &I	Active Travel	Ardrishaig	Dropped kerbs
2022/23	MAK &I	Active Travel	Flora Street, Bowmore	Slurry seal
2023/24	MAK &I	Capital Footways	Bowmore	Slurry seal
2023/24	MAK &I	A816	Kilmartin-Carnassarie	Surface Dressing
2023/24	MAK &I	B8024	South of Middle Hill -Ormsary House	Surface Dressing
2023/24	MAK &I	B842	Second half - Killellen to Achnaglach .	Surface Dressing
2023/24	MAK &I	C19	Between Kilkerran Rd & Fachoig	Surface Dressing
2023/24	MAK &I	B879	B879 junc to Network Centre.	Surface Dressing
2023/24	MAK &I	C20	Between new Bridge & Arnicle.	Surface Dressing
2023/24	MAK &I	B8016	Glenegedale northwards	Surface Dressing
2023/24	MAK &I	C17	Uc26 junction to S of Upper Cragabus	Surface Dressing
2023/24	MAK &I	A847	West of Bridgend	Surface Dressing
2023/24	MAK &I	A819	Inveraray -Fish Farm	Overlay
2023/24	MAK &I	A816	Barrichbeyan	Regulate and Surface
2023/24	MAK &I	U13	Macharioch	Overlay
2023/24	MAK &I	B843	Revised Drumlemble-Stewarton	Overlay
2023/24	MAK &I	Burnbank St	Burnbank St	Inlay
2023/24	MAK &I	Burnside St	Burnside Sq to Longrow	Inlay
2023/24	MAK &I	Bolgam St	Bolgam St	Inlay
2023/24	MAK &I	Castlehill	Revised Castlehill - 2 sections	Inlay
2023/24	MAK &I	Range Rd	Range Rd	Inlay

2023/24	MAK &I	U33	Woodlands Dr	Inlay
2023/24	MAK &I	U16	Kilypole timber route	Resurfacing and drainage
2022/23	OL&I	-	Pulpit Rock - Oban	drainage , kerb and Inlay
2022/23	OL&I	C29	Inverinan - Kilchrennan	Surface Dressing
2022/23	OL&I	-	South Shian Roads	Surface Dressing
2022/23	OL&I	A816	Blaran	Embankment & widening
2022/23	OL&I	A816	Kilininver	Widening & Barrier
2022/23	OL&I	B845	Inveresragan	Regulate & Overlay
2022/23	OL&I	C63 / C28	Bridge of Orchy	Regulate & Overlay
2022/23	OL&I	U37	Salachail	Regulate & Overlay
2022/23	OL&I	-	Connell Village PH2	Inlay
2022/23	OL&I	U27	Airds Bay	Inlay
2022/23	OL&I	U57	Ulva Road	Patching
2022/23	OL&I	U98	Villa Road	Inlay
2022/23	OL&I	B845	Blarcreen - Bonawe	Regulate & Overlay
2022/23	OL&I	A816	Soroba Road - Argyll Sq	Inlay
2022/23	OL&I	U25	Muasdale Rd	Regulate & Overlay
2022/23	OL&I	U63	Monument Hill	Regulate & Overlay
2022/23	OL&I	U15	Duncraggin Road	Inlay
2022/23	OL&I	U56	Kerrera	Regulate & Overlay
2022/23	OL&I	U98	Balindoe	Regulate & Overlay
2022/23	OL&I	A819	Claddich Jct	Edge Widening & Overlay
2022/23	OL&I	-	North Shian Roads	Regulate & Overlay
2022/23	OL&I	B8072	Coll , Cranaig Junction-Sorisdale	Regulate & overlay
2022/23	OL&I	A848	Tobermory - Gulan Dubh	Surface Dressing
2022/23	OL&I	B8073	Burg - Kilninian	Regulate & overlay
2022/23	OL&I	C46	Glenbellart	Regulate & overlay
2022/23	OL&I	-	Tiree various locations.	Regulate & overlay
2022/23	OL&I	B8035	Tiroran	Regulate & overlay
2022/23	OL&I	C48	Carsaig	Regulate & overlay
2022/23	OL&I	U14	Grasspoint	Regulate & overlay
2022/23	OL&I	U6	Croig	Regulate & overlay
2022/23	OL&I	-	Tobermory Village	Inlay
2022/23	OL&I	C47	Glengorm	Regulate & overlay
2022/23	OL&I	B8073	Calgary	Regulate & overlay
2022/23	OL&I	B8035	Knock	Regulate & overlay
2022/23	OL&I	B8073	Ulva - Torloisk	Regulate & overlay
2022/23	OL&I	A849 /A848	Craignure - Tobermory	Pre S/D patching
2022/23	OL&I	B8071/2/3	Coll Roads	Regulate & overlay
2022/23	OL&I	Active Travel	Kenmore Cottages - Bonawe	Footway improvements
2022/23	OL&I	Active Travel	Bunessan - Mull	Footway improvements
2023/24	OL&I	Capital Footways	Oban - Dunollie Various	Kerb replacement and surfacing
2023/24	OL&I	Capital Footways	Oban - Miller Road	Slab replacement
2023/24	OL&I	C31	Ardanaesaig Road	Surface Dressing
2023/24	OL&I	B845	Taychreggan Road	Surface Dressing
2023/24	OL&I	U37	Glen Creran Road	Surface Dressing
2023/24	OL&I	U134	Loch Creran Road	Surface Dressing
2023/24	OL&I	A848	Ardnacross to Gulan Dubh	Surface Dressing
2023/24	OL&I	A849	Salen to Glen Forsa	Surface Dressing

2023/24	OL&I	C47	Glen Gorm from B8073 Northwards	Surface Dressing
2023/24	OL&I	A816	Loch Nan Druimnean	Overlay
2023/24	OL&I	A816	Arduanie Overlay	Overlay
2023/24	OL&I	B8003	Cattery to Church	Overlay
2023/24	OL&I	B844	Clachandubh Farm	Overlay
2023/24	OL&I	B845	Barcaldine to Bonawe	Overlay
2023/24	OL&I	C25	Queens Brae	Inlay
2023/24	OL&I	C33	Lerags Road	Overlay
2023/24	OL&I	U004	Croft Road	Inlay
2023/24	OL&I	U10	Ardmaddy Road	Overlay
2023/24	OL&I	A816	Kilninver	C/W extension, realigned VSF
2023/24	OL&I	U74	Eorabus	Overlay
2023/24	OL&I	C45	Hill Road	Overlay
2023/24	OL&I	U70	Caliach Road	Overlay
2023/24	OL&I	C49	Ardtun (inc Knockvologan)	Overlay
2023/24	OL&I	B8035	Gruline - Knock	Overlay
2023/24	OL&I	U14	Grasspoint	Overlay
2023/24	OL&I	U009	Main Street, Dervaig	Inlay
2023/24	OL&I	B8073	Tobermory to Dervaig	Overlay