

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	17 September 2019
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Road Safety Plan
REPORT NUMBER	OPE/19/334
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CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Laura Snee
TERMS OF REFERENCE	2

1. PURPOSE OF REPORT

This report introduces the latest Road Safety Plan for Aberdeen City 2019 to 2022 including an update on local road casualty performance and outlining actions to assist in casualty reduction.

2. RECOMMENDATION(S)

That Committee (delete as appropriate):-

- 2.1 Approve the Road Safety Plan for Aberdeen City 2019- 2022

3. BACKGROUND

- 3.1.1 The North East Scotland Road Casualty Reduction Strategy (NESRCRS) promotes road safety and road casualty reduction across Aberdeen, Aberdeenshire and Moray. Membership of the Strategic Group is drawn from the three Local Authorities, Police Scotland, Fire and Rescue Service, NHS Grampian, BEAR Scotland, Transport Scotland, Nestrans and Road Safety Scotland.

- 3.1.2 In 2017 the partners refreshed the NESRCRS to ensure previous momentum in this area continued and the North East of Scotland Road Casualty Reduction Lead Officers Group oversee the approach to road casualty reduction in the North East area for decision making, policy development and providing a national perspective to local road safety activity.
- 3.1.3 Aberdeen City Council, Aberdeenshire Council and Moray Council also produce individual Road Safety Plans specifically aimed at local circumstances and needs. The Road Safety Plans detail the current statistical information in relation to road traffic collisions on our road network, makes comparisons to national road safety targets and detail current road safety practices in line with the 5 E's (Education, Engineering, Enforcement, Encouragement, Evaluation) and the refreshed NESRCRS.

3.2 Road Safety Plan

- 3.2.1 The Road Safety Plan for Aberdeen City 2019-2022 sets the context for road safety, reviews road casualty statistics over the last 5 years (2013-17), see Table 1 below for an overview, and expands these figures to include more detailed analysis of identified vulnerable road user groups.

Table 1: Summary of Killed or Seriously Injured Casualties

Year	2013	2014	2015	2016	2017
Killed	4	6	5	3	2
Seriously injured	101	79	69	62	31

- 3.2.2 The vulnerable roads user groups reviewed are:

Pedestrians; under 16 years old; pedal cyclists; drivers 17-25 years old; motor cyclists and drivers over 60 years old.

- 3.2.3 Aberdeen is a busy urban environment. Competing demands for space within the transport network can lead to conflict between pedestrians, cyclists, commuting vehicles, freight and public transport. Ongoing programmes of work such as the Local Transport Strategy, City Centre Masterplan's Sustainable Urban Mobility Plan, Roads Hierarchy, Roads Maintenance and the Active Travel Plan will all work towards the reduction and removal of these conflicts. The Road Safety Plan data review will assist in identifying conflict points and can seek to address localised matters more quickly.
- 3.2.4 Flexibility and responsiveness are key when data analysis identifies new casualty trends, or specific geographical or route-based collision concerns.
- 3.2.5 These works will build on the significant areas of work such as engagement with communities and vulnerable road user groups, encouragement of individual responsibility, community ownership for changing attitudes and practices, working with public and private sector partners, consideration of funding streams, support of enhanced driver training, media and promotional

activities, route action schemes, data collection, data analysis and monitoring and the work of the North of Scotland Safety Camera Unit, delivered through the NESRCS.

- 3.2.6 The Council’s Road Safety Plan takes its Vision from NESCRS: “A future where no one is killed on North East roads and the injury rate is much reduced”. The Outcome is: “A steady reduction in the number of those killed and seriously injured on North East roads”.

4. FINANCIAL IMPLICATIONS

- 4.1 The implementation of measures determined from the Road Safety Plan will be carried out using existing resources.
- 4.2 It is likely that any funding required would be sourced through the existing Cycling Walking Safer Streets budget. Other strategic funding streams could be sourced for example Nestrans and Sustrans.

5. LEGAL IMPLICATIONS

- 5.1 Any improvements made to the transport network as a result of the Road Safety Plan may reduce insurance claims against the Council.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Financial	That measures may be identified that cannot be met by existing budgets.	L	Officers can explore alternative budgets for further works that are identified dependant on the scale/ extent and type of work that is deemed to be required.
Legal	N/A	L	
Employee	N/A		
Customer	Road safety levels and traffic management could be compromised if measures are not progressed, leading	M	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues.

	to continued public concern.		
Environment	N/A		
Technology	N/A		
Reputational	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous Place	As the recommendation is to approve the proposals, there will be a positive impact on current customer experience in terms of road safety in our communities.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Not required
Data Protection Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

9. BACKGROUND PAPERS

- 9.1 North East Scotland Road Casualty Reduction
<http://councilcommittees.acc.gov.uk/documents/s75673/CHI.17.239%20North%20East%20of%20Scotland%20Road%20Casualty%20Reduction.pdf>
- 9.2 Reported Road Casualties Scotland 2017
<https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2017/>

10. APPENDICES

Appendix 1 – Road Safety Plan for Aberdeen City 2019-2022

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