

**ABERDEEN CITY COUNCIL**

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<b>COMMITTEE</b>	Public Protection
<b>DATE</b>	02/06/2022
<b>EXEMPT</b>	No
<b>REPORT TITLE</b>	Road Safety in North East Scotland
<b>REPORT NUMBER</b>	POL/22/132
<b>DIRECTOR</b>	
<b>CHIEF OFFICER</b>	
<b>REPORT AUTHORS</b>	<ul style="list-style-type: none"><li>• Ian Wallace, Coordinator, Road Safety North East Scotland (RSNES)</li><li>• Chief Superintendent Kate Stephen, North East Division, Police Scotland</li></ul>
<b>TERMS OF REFERENCE</b>	

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**1. PURPOSE OF REPORT**

- 1.1 To update members regarding road safety delivery and performance across North East Scotland.

**2. RECOMMENDATION(S)**

- 2.1 The Committee discuss, comment on and endorse the report.

**3. BACKGROUND**

- 3.1 Road safety and road casualty reduction remains a priority both in communities across North East Scotland and among the various public service organisations tasked with promoting safe road use.
- 3.2 For the purposes of this report and the appendices, references to North East Scotland relate to the combined local authority areas of Aberdeen City; Aberdeenshire; and Moray. No distinction per local authority area is made.
- 3.3 The statutory responsibility for road safety is held by local authorities who undertake a wide range of tasks to deliver this important function. When appropriate, local authorities will partner with other organisations to deliver road safety approaches which have a wider North East Scotland context.

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- 3.4 On a national basis, the strategic direction for road safety is provided by the Scottish Government's '*Scotland's Road Safety Framework to 2030*' publication which was released in early 2021. This sets out the national context and provides a strategic vision which is '*for Scotland to have the best road safety performance in the world by 2030.*'
- 3.5 The framework introduces the 'Safe System' methodology – an internationally recognised, multifaceted road safety approach with five specific outcomes: Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-Crash Response.
- 3.6 Numerical targets remain an important element of road casualty reduction activities and the framework '*sets out a compelling and long-term goal for road safety where no-one dies or is seriously injured by 2050*'. Over the next thirty years, several interim target dates will be set as we move towards 2050 with first occurring in 2030, at which point it is hoped to have achieved:
- a 50% reduction in people killed
  - a 50% reduction in people seriously injured
  - a 60% reduction in children killed
  - a 60% reduction in children seriously injured
- 3.7 All of the reductions indicated above will be set against the 2014-18 statistical baseline figure, and a further range of intermediate outcome targets have been set based upon travel mode (i.e. pedestrians; pedal cyclists; motorcyclists) or age-specific road users (i.e. those aged 70 and above; those aged 17 to 25.)
- 3.8 Road Safety North East Scotland (RSNES) was established in 2017 and formalised earlier structures which had considered road safety across North East Scotland.
- 3.9 While road collision and casualty trends vary when comparing the largely urban area of Aberdeen against the rurality of Aberdeenshire and Moray, the wider RSNES partnership approach used to promote, monitor, co-ordinate and deliver road safety across the wider north east is considered good practice.
- 3.10 RSNES partners are drawn from the three local authorities, Bear Scotland, Nestrans, NHS Grampian, Police Scotland, Road Safety Scotland, Robert Gordon University, Scottish Fire & Rescue Service and Transport Scotland. A co-ordinator is employed/hosted on a part-time basis by Aberdeenshire Council to maintain oversight of local road safety activity.
- 3.11 RSNES operates at two levels – a Lead Officers Group which considers strategic issues and an Operational Group, whose function includes monitoring ongoing road collision and casualty performance, responding to developing trends and focusing preventative actions on vulnerable road users.
- 3.12 Many RSNES partners already have plans, strategies and actions which specifically address local road safety issues; these include local authority Road Safety Plans and Local Police Plans. RSNES has produced a Road Casualty Reduction Strategy to provide an overarching context in North East Scotland.

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- 3.13 Police Scotland, at both a national and local level, places a significant operational focus on road safety. 'Road casualties' feature as a priority in the Police Scotland Annual Police Plan 2021/22 and, given the importance which local communities attach to the issue, 'Road Safety and Road Crime' is included as a priority in the North East Division's three Local Police Plans 2020-2023.
- 3.14 Operation CEDAR (Challenge, Educate, Detect and Reduce) remains a key element of the operational police response to local road safety. This is demonstrated through a wide range of police activity including: the targeting of inappropriate driving behaviours; providing road safety related information, advice and support; and performing speed checks in local communities - all with the aim of reducing road casualties across North East Scotland.
- 3.15 In addition to North East Division staff, specialist Road Policing Officers are based across North East Scotland with their primary role focusing upon road safety and road casualty reduction.

### ROAD COLLISION AND ROAD CASUALTY PERFORMANCE

- 3.16 National and local road collision and casualty data is produced annually by Transport Scotland in their Reported Road Casualties Scotland publication. The most recent iteration was published in October 2021 and contains confirmed data for the period up to 31 December 2020.
- 3.17 The United Kingdom Department for Transport estimates that motor traffic volume in Scotland reduced by 23% during 2020. During some of 2020's lockdown periods, Transport Scotland estimates that car journeys reduced by up to 75% and cycle journeys increased by up to 50%.
- 3.18 Over the past decade, the general trend for the number of North East Scotland road collisions and casualties has been downward, with significant reductions achieved. This is a positive outcome, however, the toll which serious or fatal injury road traffic collisions can have on individuals, families, friends, and wider communities can never be underestimated.
- 3.19 Statistical data on road collisions and casualties is included within the attached Appendices 1 and 2.

### SUMMARY

- 3.20 North East Scotland has well-developed road safety and road casualty reduction processes, with active involvement and support from partner organisations. The long-term partnership goal is the achievement of the 2030 road casualty reduction targets and most within road safety circles agree that these will be challenging to meet.

- 3.21 The pandemic period, and 2020 in particular, resulted in the lowest number of recorded north east road collisions and casualties from data which extends back to the early 1970s. RSNES recognises that these reductions must be viewed through the prism of changed road use patterns during that period, which lessened the likelihood of conflict between road users. Provisional local data for 2021 (not yet published) suggests a return to statistical performance which is more akin to that of 2019.
- 3.22 RSNES works with partners to review the circumstances of fatal and serious injury collisions across North East Scotland and sadly, human error remains the primary cause for the vast majority. A tragic outcome on the road can arise from a wide range of circumstances; serious and fatal injury collisions can occur from a relatively minor error or misjudgement, through to extremely dangerous road-based behaviours.
- 3.23 While the physical elements behind a serious road traffic collision can usually be established by forensic examination and scientific calculations, in some cases the prevailing circumstances or reasons which affected or influenced an involved driver immediately prior to the collision are unfortunately never ascertained. In such cases, the missing piece of the investigatory jigsaw means that it is regrettably almost impossible to be definitive about the cause of the collision.
- 3.24 Moving forward, a range of challenges are highlighted in the framework which will likely have an impact on future road safety performance. These include climate change; increases in active and sustainable travel; emerging technologies; work-place riding/driving practices; road maintenance; and post-crash response, with all these having to be considered locally.
- 3.25 A range of road safety initiatives which focus upon vulnerable road users and are undertaken locally is detailed in Appendix 3.
- 3.26 In the past decade local road safety performance has been positive and previous casualty reduction targets achieved. The challenge which lies ahead is to sustain and improve upon the reductions to achieve the RSNES vision of *'a future where no one is killed on north east roads and the injury rate is much reduced.'*

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 There are no direct financial implications arising from the recommendations of this report.

#### **5. LEGAL IMPLICATIONS**

- 5.1 There are no direct legal implications arising from the recommendations of this report.

**6. MANAGEMENT OF RISK**

	Risk	Low (L), Medium (M), High (H)	Mitigation
<b>Financial</b>	N/A		
<b>Legal</b>	N/A		
<b>Employee</b>	N/A		
<b>Customer</b>	N/A		
<b>Environment</b>	N/A		
<b>Technology</b>	N/A		
<b>Reputational</b>	N/A		

**7. OUTCOMES**

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous People</b>	Police Scotland are key partners within Community Planning Aberdeen and help contribute to the shared vision for 2026 that 'Aberdeen is a place where all people can prosper' and towards the achievement of the LOIP theme which aims to make people more resilient and protect them from harm; where every child, irrespective of their circumstances, is supported to grow, develop and reach their full potential; and where all people in Aberdeen are entitled to live within our community in a manner in which they feel safe and protected from harm, supported when necessary and fully included in the life of the City.
<b>Prosperous Place</b>	Police Scotland are key partners within Community Planning Aberdeen and help contribute to the shared vision for 2026 that 'Aberdeen is a place where all people can prosper' and towards the achievement of the LOIP theme which aims to support individuals and communities to live in healthy, sustainable ways; and the development of sustainable communities with strong and resilient communities.

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Governance</b>	The Council has an oversight role of the North East Division of Police Scotland in terms of its performance and delivery of the Local Police Plan.
<b>Partnerships and Alliances</b>	The Council and Police Scotland are Community Planning Aberdeen partners with a shared commitment to deliver the LOIP.

**8. IMPACT ASSESSMENTS**

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	Not required.
<b>Data Protection Impact Assessment</b>	Not required.
<b>Duty of Due Regard/Fairer Scotland Duty</b>	Not applicable.

**9. BACKGROUND PAPERS**

N/A

**10. APPENDICES (if applicable)**

Appendix 1 – North East Scotland Road Traffic Collision / Casualties 2011-2020

Appendix 2 – North East Scotland Vulnerable Road User Casualties 2011-2020

Appendix 3 – Current Vulnerable Road User Interventions

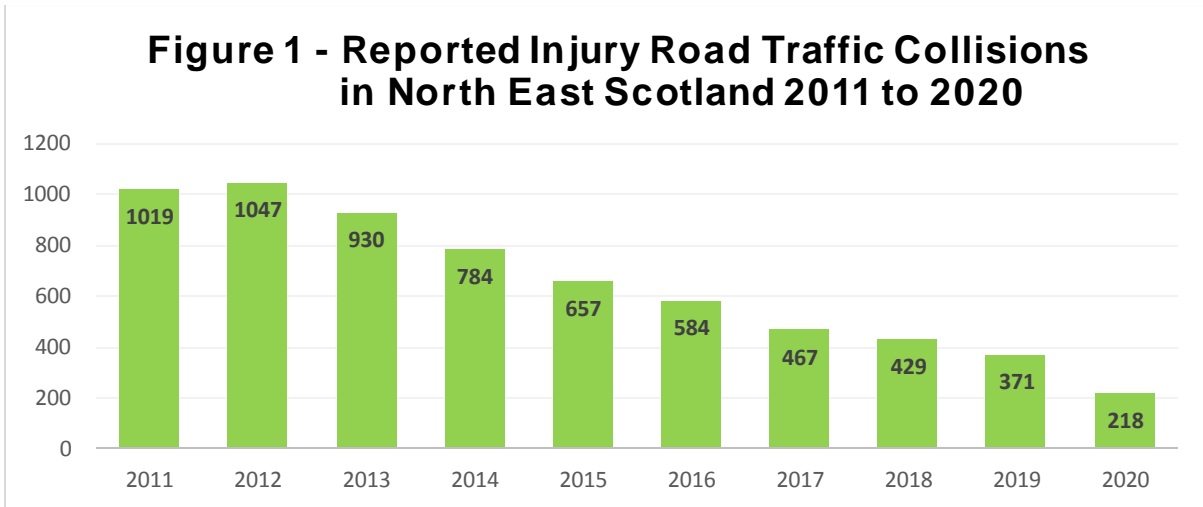
**Note** - When reviewing the three tables in Appendix 1 it should be noted that the year 2020 was significantly impacted by COVID-19 and this without doubt affected the numbers of both road collisions and casualties. With significant periods of 'lock-down' and changes to road use patterns, it is not unexpected to find both collisions and casualties reduced during that year.

**11. REPORT AUTHOR CONTACT DETAILS**

Ian Wallace, Coordinator, Road Safety North East Scotland (RSNES)

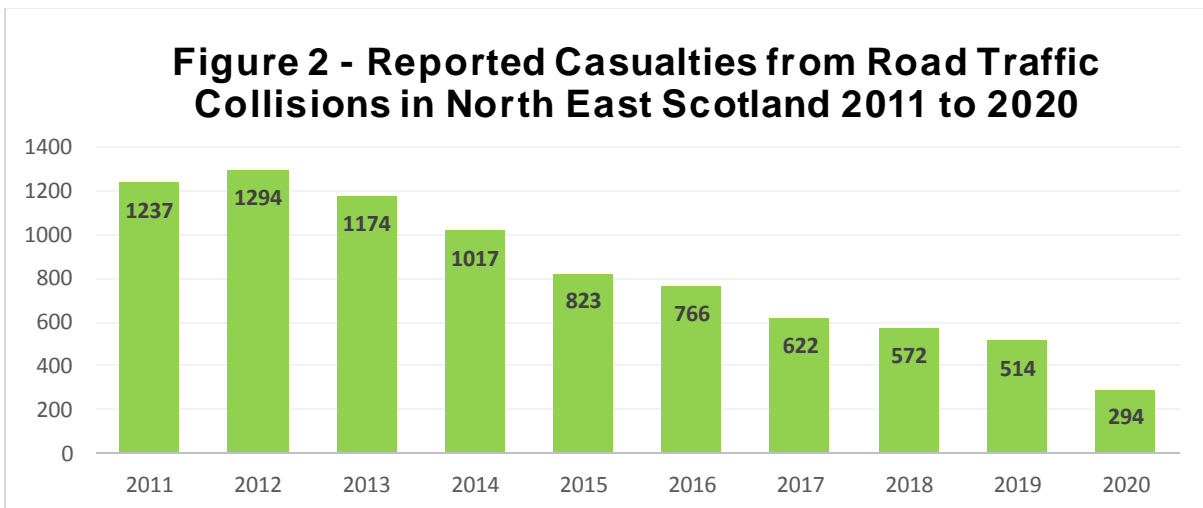
Chief Superintendent Kate Stephen, North East Division, Police Scotland

## Appendix 1 – Road Traffic Collision / Casualty Statistics



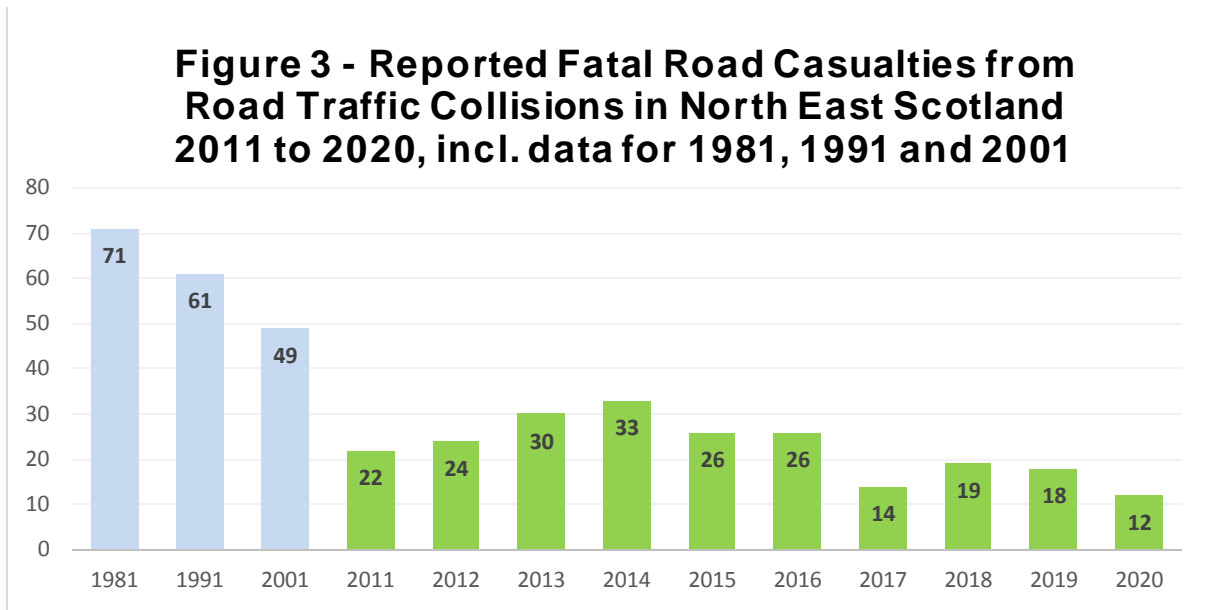
### Figure 1 Summary

- a 79% reduction in the total number of reported injury collisions when comparing the highest year (2012) and 2020.
- a 63% reduction in the total number of reported injury collisions when comparing the 2014-18 average with 2020.



### Figure 2 Summary

- a 77% reduction in the total number of reported road casualties when comparing the highest year (2012) and 2020.
- a 61% reduction in the total number of reported road casualties when comparing the 2014-18 average with 2020.



**Figure 3 Summary**

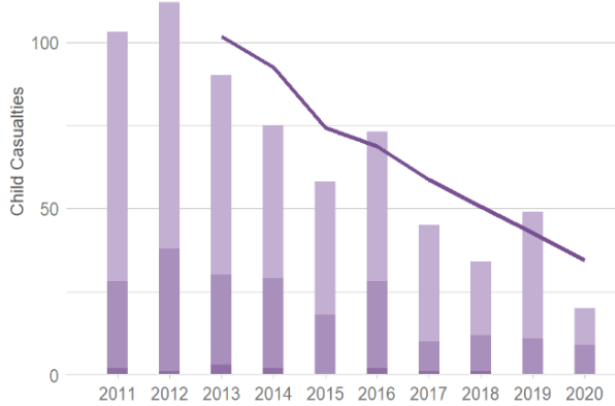
- an 83% reduction in the total number of reported fatal road casualties when comparing 1981 with 2020.
- a 49% reduction in the total number of reported fatal road casualties when comparing the 2014-18 average with 2020.



## Appendix 2

### North East Scotland Vulnerable Road User Casualties 2011 – 2020

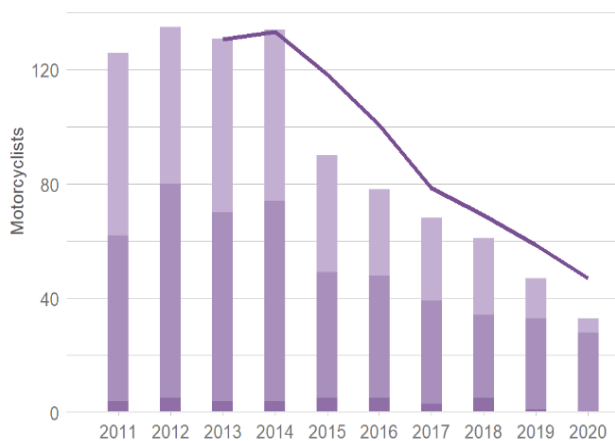
**Figure 1 – Child Casualties 0-15 yrs**



Reported child casualties peaked in 2012 at 112 casualties before seeing a generally downward trend over the following eight years. The total number of child casualties seen in 2020 was 20 - the lowest recorded during the decade long review period.

*Change between 2020 and 2012: -82%*

**Figure 2 – Motorcycle Casualties**

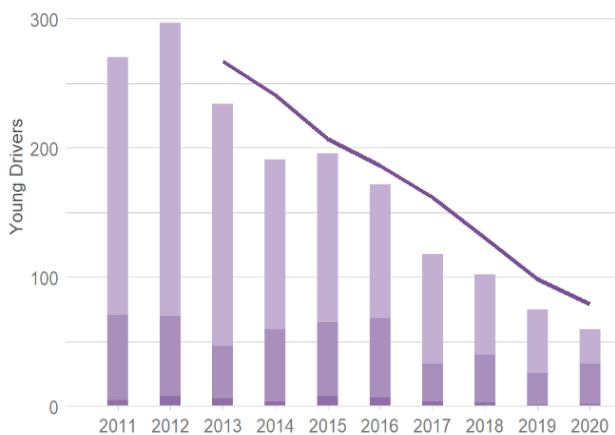


Higher levels of recorded motorcycle casualties were seen between 2011-2014, with an average of 131 casualties during that four-year period. From 2015, a period of sustained casualty reduction commenced and the 2020 total of 33 casualties was the lowest recorded during the review period.

**N.B.** The most serious of motorcycle casualties normally arise on rural roads with 60mph maximum speed limits.

*Change between 2012 and 2020: -76%*

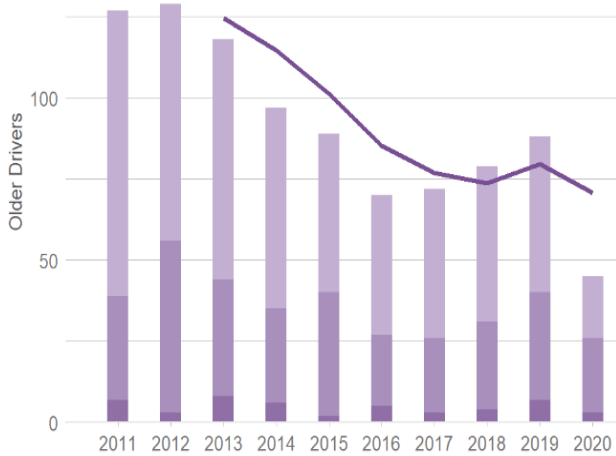
**Figure 3 – Young Driver Casualties 16-24 yrs**



The number of north east young driver casualties was a particular concern during the 1990s/early 2000s (not shown on Figure 3). 2012 saw 297 young driver casualties, however, since 2013 this vulnerable road user group has seen significant and sustained reductions in casualty numbers, reaching their lowest recorded level in 2020 with 60 casualties.

*Change between 2012 and 2020: -80%*

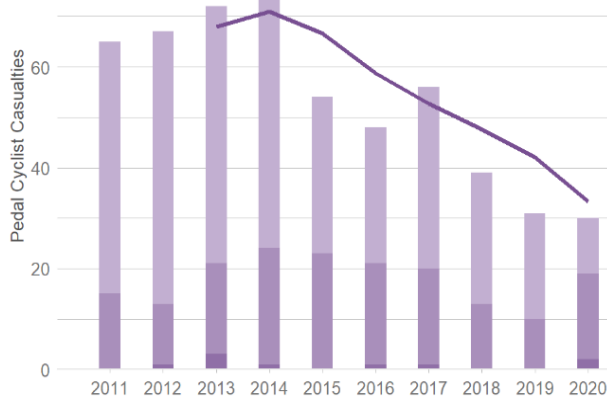
**Figure 4 – Older Driver Casualties (65 years+)**



Reported older driver casualties peaked in 2012 with 129 casualties before seeing several years of reductions. Increases occurred between 2017 and 2019 before falling again to their lowest recorded level in 2020 with 45 casualties. **N.B.** Older drivers were the only local vulnerable road user group whose statistical performance showed an increase pre-pandemic.

*Change between 2012 and 2020: -65%*

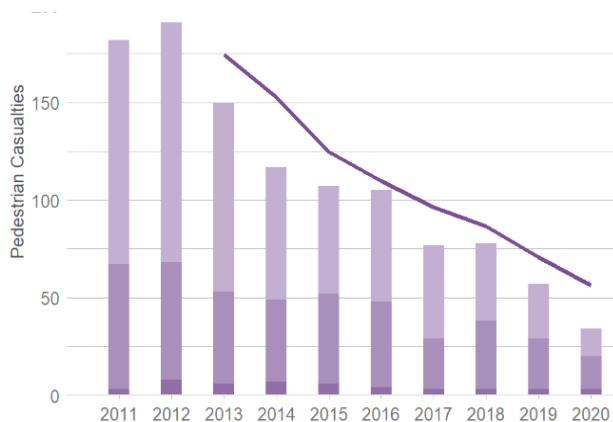
**Figure 5 – Pedal Cycle Casualties**



Reported pedal cycle casualties increased during the first half of the review period attaining a peak of 74 casualties in 2014 before moving to a generally downward trend. Casualty totals in both 2019 and 2020 - at 31 and 30 respectively - were relatively constant.

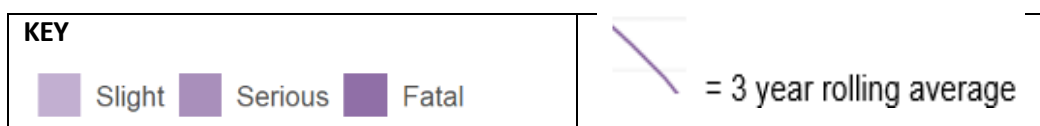
*Change between 2014 and 2020: -59%*

**Figure 6 – Pedestrian Casualties**



Reported pedestrian casualties have significantly reduced from their peak in 2012 which saw 191 casualties. Year-on-year reductions followed, ending with 30 casualties in 2020.

*Change between 2020 and 2012: -84%*



## Appendix 3

### Current Vulnerable Road User Interventions

Vulnerable Road User Group	Intervention
<b>Children</b>	<ul style="list-style-type: none"> <li>• School based interventions following the Curriculum for Excellence</li> <li>• Road Safety Scotland assets, e.g. Ziggy (pre-school), Streetsense, Junior Road Safety Officers</li> <li>• Absafe presentations</li> <li>• Child car seat safety sessions</li> </ul>
<b>Motorcyclists</b>	<ul style="list-style-type: none"> <li>• Rider Refinement North</li> <li>• Road Safety Scotland assets, e.g. <i>Live Fast, Die Old</i></li> </ul>
<b>Young Drivers (17-25)</b>	<ul style="list-style-type: none"> <li>• New Driver Early Intervention Scheme</li> <li>• Road Safety Scotland assets, e.g. <i>Drive Like Gran's in the Car</i></li> <li>• Virtual Reality goggles (SF&amp;RS)</li> </ul>
<b>Older Drivers (65+)</b>	<ul style="list-style-type: none"> <li>• Driver Engagement North (interactive driving simulator)</li> </ul>
<b>Pedal Cyclists</b>	<ul style="list-style-type: none"> <li>• Pedal cycle training</li> <li>• Bikeability (schools)</li> <li>• Operation Close Pass (Police initiative focussing on driver action/response when passing pedal cyclists)</li> <li>• '<i>Light for Dark Nights</i>' (Nestrans funded)</li> </ul>
<b>Pedestrians</b>	<ul style="list-style-type: none"> <li>• Winter pedestrian safety campaign (which coincides with seasonal increases to pedestrian casualties – Nestrans funded)</li> </ul>

**Note** – This is not an exhaustive list and it should be noted that since 2020, COVID-19 related restrictions have affected the ability to deliver several of the interventions.