

## SERVICE UPDATE

<b><u>Name of Function:</u></b>	Operations and Protective Services
<b><u>Date:</u></b>	12/02/2024
<b><u>Title of Update:</u></b>	Road Safety Plan Annual Update towards 2030 casualty reduction targets
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### **UPDATE:**

#### **1.0 NATIONAL TARGETS**

- 1.1 Following the publication of the finalised Reported Road Casualties Scotland 2022 in October 2023, officers have reviewed the data for Aberdeen City against the targets set within the Road Safety Framework for 2030.

Table 1: **NATIONAL TARGETS**

<b>TRANSPORT SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030 NATIONAL TARGETS</b>	
<i>ROAD CASUALTIES</i>	<i>NATIONAL 2030 REDUCTION TARGET</i>
<i>Killed</i>	<b>50%</b>
<i>Seriously Injured</i>	<b>50%</b>
<i>Children Killed</i>	<b>60%</b>
<i>Children Seriously Injured</i>	<b>60%</b>

- 1.2 The tables below detail the number of casualties and collisions that occurred by mode. The target figure from the 2030 Framework is included within the final row. Green indicates where the number of incidents recorded is within the target and red where we are not on target.

It should be noted, in relation to the following tables and for clarity the difference between the following terms:-

COLLISIONS

As you will appreciate not all collisions result in injury therefore the term COLLISION relates to all reported traffic collisions within the city and does not relate to the number of casualties.

CASUALTIES

This term relates to the numbers of CASUALTIES injured in the event of road collision, and in some instances these collisions can involve multiple injuries with a varying degree of severities.

**Table 2: 2022 ROAD COLLISIONS- Overview**

<b>ABERDEEN CITY ROAD COLLISIONS</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>1</b>	<b>25</b>	<b>41</b>

**Table 3: 2022 ALL ROAD CASUALTIES**

<b>ABERDEEN CITY ROAD CASUALTIES 2022</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>1</b>	<b>28</b>	<b>53</b>
<b><u>Transport Scotland's</u></b>		

<b>ABERDEEN CITY ROAD CASUALTIES 2030 TARGET</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>1.5</b>	<b>39</b>	<i>This dataset is not included in the assessment of Transport Scotland TARGETS</i>
<i>Please note that although SLIGHT casualties have been included within this table Transport Scotland uses only the KILLED and SERIOUSLY INJURED datasets when calculating Transport Scotland's Targets. However, this additional data is useful in identifying any trends or concerns</i>		

- 1.3 The tables above show that **both targets for the reduction in KILLED as well as the SERIOUSLY INJURED targets for 2030 have already been reached, to date**, however the effect of the COVID 19 Pandemic may have had an impact in casualty numbers therefore it may be another couple of years until a true reflection of the casualty numbers is captured.

**Table 4: 2022 CHILD ROAD CASUALTIES**

<b>ABERDEEN CITY CHILD ROAD CASUALTIES 2022</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>0</b>	<b>5</b>	<b>8</b>
<u>Transport Scotland's</u>		
<b>ABERDEEN CITY ROAD CHILD CASUALTIES 2030 TARGET</b>		
<b>0</b>	<b>3</b>	<i>This dataset is not included within Transport Scotland TARGETS</i>
<i>Please note that although SLIGHT casualties have been included within this table Transport Scotland uses only the KILLED and SERIOUSLY injured datasets when calculating Transport Scotland's Targets. However, this additional data is useful in identifying any trends or concerns</i>		
Findings:-		
The child casualties in the years preceding COVID were higher than hoped with a considerable reduction during the years of the COVID pandemic however, 2022 showed that both Serious and Slight Casualty numbers for 2022 are on the rise		

again. This could be due to traffic environmental and social issues returning to the pre-pandemic levels.

- 1.4 The above results show that although we have already reached our target for the reduction on **KILLED CHILD** casualties, we have NOT yet to reach our target for **SERIOUSLY INJURED CHILD CASUALTIES**. Previous year's figures have fluctuated, showing an increase in **SERIOUS** injuries last year which could be consequence following on from the COVID pandemic. These numbers may be small but are significant and show that we should not be complacent and must strive to maintain a downward trend to ensure that we sustain this reduction towards the target.

**Table 5: 2022 COST OF COLLISIONS**

<b>TOTAL COST OF COLLISIONS ON ABERDEEN CITY ROADS</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
£2,441,020	£7,167,700	£1,156,323

*These figures taken from Reported Casualties Scotland 2022 Costs per collision. The average cost per accident in Scotland and total cost of all accidents in Scotland are calculated using the national casualty costs and the number of casualties by severity in accidents in Scotland. The average cost per accident nationally and locally differ because of differences in the average number of casualties per accidents and the proportions of fatal and serious casualties in an accident.*

## **2 NATIONAL INTERMEDIATE OUTCOME TARGETS**

- 2.1 As well as the above, Transport Scotland has introduced more onerous reduction targets for the more vulnerable road user groups as well as age specific groups which are detailed as part of the Intermediate Outcome Targets to 2030.

**Table 6: INTERMEDIATE OUTCOME TARGETS**

**SCOTLAND ROAD SAFETY FRAMEWORK TO 2030**

<b>INTERMEDIATE OUTCOME TARGETS:-Vulnerable User Groups</b>	
<i>ROAD CASUALTIES</i>	<i>NATIONAL 2030 REDUCTION TARGET</i>
Pedestrians being <b>killed or seriously injured</b>	<b>40%</b>
Cyclists being <b>killed or seriously injured</b>	<b>20%</b>
Motorcyclists being <b>killed or seriously injured</b>	<b>30%</b>
Road users aged 70 and over being <b>killed or seriously injured</b>	<b>20%</b>
Road users between the age of 17 and 25 being <b>killed or seriously injured</b>	<b>70%</b>

2.2 Progress to date towards these targets are detailed below:-

**Table 7: 2022 PEDESTRIAN CASUALTIES: -**

**Intermittent Outcome Target: 40% Reduction in Pedestrian Casualties KILLED or SERIOUSLY INJURED**

<b>ALL KILLED AND SERIOUSLY INJURED PEDESTRIAN COLLISIONS 2022</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>0</b>	<b>8</b>	<b>11</b>
<b>ALL KILLED AND SERIOUSLY INJURED PEDESTRIAN CASUALTIES 2022</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>

0	8	11
<p>Please note that although SLIGHT casualties have been included within this table Transport Scotland uses only the KILLED and SERIOUSLY injured datasets when calculating Transport Scotland's Targets. However, this additional data is useful in identifying any trends or concerns</p>		
<p><b>ALL KILLED AND SERIOUSLY INJURED PEDESTRIAN CASUALTIES 2030 TARGETS</b></p>		
<p><b><u>ABERDEEN CITY 2022 - Killed and Seriously Injured PEDESTRIAN Casualties</u></b></p>	<p><b>8</b></p>	
<p><b><u>Transport Scotland 2030 PEDESTRIAN Casualty TARGET for Aberdeen City</u></b></p>	<p><b>8</b></p>	
<p>Findings:-</p> <p>A total of 21 Pedestrian Casualties (including child pedestrians) occurred on the City's roads in 2022</p> <p>The percentage of Pedestrians at fault being 84%</p> <p>With:-</p> <ul style="list-style-type: none"> <li>• Failure to look properly</li> <li>• Failure to judge other vehicles path or speed</li> <li>• Pedestrian crossing road masked by stationary/parked vehicle</li> </ul> <p>being the most common causation factors</p> <p>Child Pedestrian Casualties these are highlighted in the table below</p>		
<p><b>ABERDEEN CHILD PEDESTRIAN CASUALTIES 2022</b></p>		
<p><i>Pedestrians aged 15 years and younger</i></p>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>0</b>	<b>5</b>	<b>6</b>
<p>Findings:-</p> <p>Just over half of all pedestrian casualties involved Child Pedestrians. The most common causation factors being :-</p> <ul style="list-style-type: none"> <li>• Pedestrian crossed road masked by stationary parked vehicle 40%</li> </ul>		

- Failure to look properly 30%
- Careless / reckless in a hurry 20%
- Pedestrian failure to judge vehicles path or speed 10%

This shows that poor judgement on the part of young pedestrians is the most common denominator in relation to the causation factors attributed to Child Pedestrian Collisions.

2.3 The figures above show that although Aberdeen City **has reached the NATIONAL TARGET ahead of schedule** to maintain this reduction in casualties, work will continue, in collaboration, with our Road Safety Partners and Stakeholder to try and reduce these casualties further.

**Table 8: 2022 PEDAL CYCLE CASUALTIES**

**Intermittent Outcome Target: A 20% Reduction in Pedal Cycle Casualties**

<b>ABERDEEN CITY ALL CYCLING COLLISIONS</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>0</b>	<b>6</b>	<b>8</b>
<b>ABERDEEN CITY ALL CYCLING CASUALTIES</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>0</b>	<b>6</b>	<b>8</b>
<i>Please note that although SLIGHT casualties have been included within this table, Transport Scotland uses only the KILLED and SERIOUSLY injured datasets when calculating Transport Scotland's Targets. However, this additional data is useful in identifying any trends or concerns</i>		
<b>ABERDEEN CITY CYCLING CASUALTY 2030 TARGET</b>		
<b><u>2022 - Killed and Seriously Injured CYCLING casualties</u></b>	<b>6</b>	
<b><u>Transport Scotland 2030 CYCLING CASUALTIES TARGET for Aberdeen City</u></b>	<b>9</b>	
Findings:-		

A total of 14 injuries involving cyclists occurred in Aberdeen City in 2022.

Of these 71% were caused where were at fault therefore 29% were caused by cyclists themselves.

The majority of collisions occurred at junctions.

There were no children in Aberdeen City involved in cycling collisions.

Cycle Helmet Worn and Severity					
Not Worn			Worn		
F	S	SL	F	S	SL
0	2	2	0	4	4
<i>2 Unknown</i>					

Out of 14 cycling collisions only 8 cyclists were reportedly wearing cycle helmets

- 2.4 Figures show that Aberdeen City Council has **reached the NATIONAL TARGET ahead of schedule** and will continue to work together with our Road Safety Partners and Stakeholders to maintain this reduction and reduce these figures further. The fact that there have been no children being involved in Cycling collisions maybe testament to the excellent training children have in their early years through Bikeability being offered in so many schools.

**Table 9: 2022 MOTORCYCLING CASUALTIES**

**Intermittent Outcome Target: 30% Reduction in Motorcycle Casualties**

ABERDEEN CITY ALL MOTORCYCLING COLLISIONS		
FATAL	SERIOUS	SLIGHT
0	3	1
ABERDEEN CITY ALL MOTORCYCLING CASUALTIES		
FATAL	SERIOUS	SLIGHT
0	4	1
<i>Please note that although SLIGHT casualties have been included within this table Transport Scotland uses only the KILLED and SERIOUSLY injured datasets when calculating Transport Scotland's Targets. However, this additional data is useful in identifying any trends or concerns</i>		
ABERDEEN CITY MOTORCYCLING CASUALTY 2030 TARGET		



<b><u>2022 - Killed and Seriously Injured MOTORCYCLE casualties</u></b>	<b>4</b>
<b><u>Transport Scotland 2030 MOTORCYCLE Casualty TARGET for Aberdeen City</u></b>	<b>8</b>
<p>Findings:-</p> <p>2 of the serious casualties held provisional licences (aged 17 and 18 years)</p> <p>3 collisions involving motorcycles of up to 125cc engine capacity</p> <p>With 1 serious collision involving 500cc engine capacity and above which resulted in 1 additional Serious motorcycle casualty (Pillion passenger)</p>	

- 2.5 The **2022** figures show that **Aberdeen City has reached the TARGET for 2030**, however, although the numbers are low there is a worrying trend of casualties driving the lower capacity engines and only holding a provisional licence. The increasing number of delivery services especially through food outlets utilising lower capacity motorcycles and electric motorbikes could have influenced these findings and therefore more work has to be done with this road user group.

**Table 10: 2022 OLDER ROAD USER COLLISION**

**Intermittent Outcome Target: 20% Reduction in Older Road User Casualties**

<b>ABERDEEN CITY ALL OLDER ROAD USER COLLISIONS</b>		
FATAL	SERIOUS	SLIGHT
<b>0</b>	<b>2</b>	<b>6</b>
<b>ABERDEEN CITY ALL OLDER ROAD USER CASUALTIES</b>		
FATAL	SERIOUS	SLIGHT
<b>0</b>	<b>2</b>	<b>6</b>
<b>ABERDEEN CITY OLDER ROAD USER CASUALTY 2030 TARGET</b>		

<b><u>2022 - Killed and Seriously Injured <u>OLDER ROAD USER</u> casualties</u></b>	<b>2</b>
<b><u>Transport Scotland 2030 OLDER ROAD USER Casualty TARGET for Aberdeen City</u></b>	<b>4</b>
<p>Findings:-</p> <p>Following assessment of the collisions 2 of 6 collisions involved older pedestrians with 6 out of 8 collisions (75%) had causation factors attributed to the Older Driver. With the main contributory factors being:-</p> <ul style="list-style-type: none"> <li>• Failure to Look</li> <li>• Failure to judge other vehicles path or speed</li> <li>• Poor Turn</li> </ul>	

2.6 The **2022** figures show that **Aberdeen City has met the TARGET for 2030**. But analysis of casualty data shows a need for sharing intelligence with our Road Safety Partners to maintain this downward trend.

**Table 6: 2022 YOUNGER ROAD USER COLLISIONS**

**Intermittent Outcome Target: 70% Reduction in Road user casualties between the age of 17 and 25**

<b>ABERDEEN CITY ALL YOUNGER ROAD USER COLLISIONS</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>1</b>	<b>6</b>	<b>6</b>
<b>ABERDEEN CITY ALL YOUNGER ROAD USER CASUALTIES</b>		
<b>FATAL</b>	<b>SERIOUS</b>	<b>SLIGHT</b>
<b>1</b>	<b>6</b>	<b>6</b>
<b>ABERDEEN CITY YOUNGER ROAD USER CASUALTY 2030 TARGET</b>		

<p><b><u>2022 - Killed and Seriously Injured <u>YOUNGER ROAD USER</u> casualties</u></b></p>	<p><b>7</b></p>
<p><b><u>Transport Scotland 2030 YOUNGER ROAD USER Casualty TARGET for Aberdeen City</u></b></p>	<p><b>4</b></p>
<p>Findings:-</p> <p>Younger Road Users make up approximately 20% of casualties within the city. Of these casualties 3 were pedestrians, 2 being cyclists and 1 motorcyclist, with the remaining casualties being drivers.</p> <p>The main causation factors for drivers being :-</p> <ul style="list-style-type: none"> <li>• Disobey Give Way or Traffic Signal</li> <li>• Failure to look</li> <li>• Loss of control</li> </ul>	

- 2.7 The **2022** figures show a further increase in young road user casualty numbers which have been on the increase over the past 5 years, whilst remaining well below our baseline of 13. We will therefore strive along with our Road Safety Stakeholders to reduce casualties in our Young Road User Group.

### **3 CONCLUSION**

- 3.1 Aberdeen City Council will continue to be pro-active in relation to road safety and will continue to work together and share intelligence with our respected Road Safety Colleagues and Stakeholders in seeking improvements and funding to strive to reach the Scottish targets of ZERO casualties being killed or seriously injured on the City's roads by 2050.