

ABERDEEN CITY COUNCIL

---

COMMITTEE	<b>Communities, Housing and Infrastructure</b>
DATE	<b>27 August 2015</b>
DIRECTOR	<b>Pete Leonard</b>
TITLE OF REPORT	<b>North East of Scotland - Road Casualty Reduction</b>
REPORT NUMBER:	<b>CHI/15/204</b>

---

1. PURPOSE OF REPORT

This report considers the multi-agency approach to revisiting the North East of Scotland Road Casualty Reduction Strategy as approved in 2009 and the changes in how safety issues were tackled since that time.

2. RECOMMENDATION(S)

The Committee is recommended to::

- i) Consider the current position with regard to Road Casualty figures as set out in Appendix 1.
- ii) Consider the core outcome underpinning a strategic approach to Road Casualty Reduction - "Our communities will be safer places in which to live, work and travel" and how it fits within current and emerging approaches to Community Planning.
- iii) Instruct Officers to develop, by October 2015, a formal strategy and associated action plan on a collaborative basis across the key agencies, including engagement and approval through the relevant Community Safety Partnership networks, and report back to a future committee.
- iv) Agree that officers continue to work with our partners and put in place a collaborative and jointly funded resource through to 31 March 2016.

3. FINANCIAL IMPLICATIONS

The development of a strategy for Road Casualty Reduction in the North East of Scotland will be carried out using existing resources within each agency but

this may involve a collaborative resource being put in place by Aberdeen City Council on a co-funded basis.

#### 4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here.

#### 5. BACKGROUND/MAIN ISSUES

5.1 Through the Community Safety partnership and in particular the Road Safety sub group it was identified that the current Road Safety Reduction Strategy and any associated action plans require to be reviewed given the recent changes with how some of our key partners are now operating and how road safety is being delivered.

5.2 Officers from Aberdeen City Council, Aberdeenshire, The Moray Council, Police Scotland, Scottish Fire and Rescue Service, Nestrans and NHS Grampian have been involved in these discussions and have in essence formed a North East of Scotland Road Casualty Reduction Lead Officers Group. Colleagues from Transport Scotland are also part of this group and will have a focus on how our work will contribute to achieving the national targets for road casualty reduction in line with the National Framework.

<http://www.transportscotland.gov.uk/road/road-safety-framework-targets-and-reducing-road-casualties#strategic>.

All parties have contributed positively to these discussions and have focussed on the major issues that have and continue to emerge from the data on road casualties and collisions. Linked to this officers have also considered the overall policy position that all of the key agencies work within with specific reference to Single Outcome Agreements and Community Planning Partnership working.

5.3 Based on the available evidence, the key issues, which do vary across the three Local Authority areas, are as follows;

- i. Road safety on rural roads – In 2013, 73% of those fatally injured and 49% of those seriously injured in Scotland were involved in collisions on ‘non-built up’ roads. Common causal factors in fatal collisions include ‘loss of control’; ‘travelling too fast for the conditions’ or ‘excessive speed’.
- ii. Age - there is a higher risk of collisions involving young male drivers and when compared against female drivers of a comparable age, the risk is 1.5 times higher.

- iii. Pedestrians – pedestrians account for around 15% of all road casualties in Scotland. Their casualty rate (all categories) has seen an overall reduction of 42% over the preceding 10 years.
- iv. Pedal cycles - nationally, use of pedal cycles has increased by 32% since 2003 and over the same timescale, their casualty rate has increased by 10%.
- v. Motorcyclists – this group has seen a reduction in casualty rates – the 2013 casualty figure was 31% lower than it was a decade previously.
- vi. Child fatalities (age < 16 years) – nationally, this has fallen by 8 since 2003, with serious injuries reducing by 66% over the same period.
- vii. Drink driving – there has been a general fall in the number of collisions and casualties involving drink drivers. Any impact of the reduction in the Scottish drink-drive limit introduced during winter 2014 will have to be monitored over the longer term.

5.4 Appendix 1 contains further summary statistics for each of the Local Authority areas.

5.5 The different organisations have confirmed a consistent and coordinated policy response to the pursuit of road casualty reduction. All agencies report the issue through the relevant Community Planning networks both on the statistics and the interventions that are being put in place. Most recently, the three Local Authorities, along with their Community Planning Partners (which includes The Scottish Fire and Rescue Service, Police Scotland and NHS Grampian) have all contributed to the creation of Single Outcome Agreements (SOA) for the period 2013 - 2023. These documents show how the Scottish Government's key National Outcomes will be delivered at a local level. It is anticipated that refreshment of the SOAs will occur during their lifespan.

5.6 Common to all three SOAs are the Scottish Government's strategic priorities, issued in 2007. The national strategic objectives which link most closely to road casualty reduction are:

- i. Safer and Stronger - "help local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life" and
- ii. Healthier - "help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care".

5.7 The national strategic objectives are supported by fifteen national outcomes, which were updated in 2013. Those of most relevance to road casualty reduction are:

- i. Our children have the best start in life and are ready to succeed.
- ii. We live longer, healthier lives.

- iii. We live our lives safe from crime, disorder and danger; and
- iv. We live in well designed, sustainable places where we are able to access the amenities and services we need.

5.8 The SOAs as published by the three Local Authorities each confirm the common set of commitments shown below and this will then feed into the updating of the SOAs for Aberdeen City and Aberdeenshire in 2015/16. The work on a joint Road Casualty Reduction Strategy will be reflected in these updated documents.

- i. There is a strong commitment to achieving the established national road safety targets.
- ii. There is a strong commitment to the delivery of commitments related to road safety as identified in the Local and Regional Transport Strategies.
- iii. There is a strong commitment to working together with other public sector partners to achieve our joint road safety objectives and
- iv. Achievement of road safety objectives is high-lighted as an important means to accomplish wider policy goals, principally those related to increased levels of active travel (e.g. walking and cycling), improved health, and reduced environmental impacts.

5.9 Scotlands Road Safety Framework to 2020 was published in 2009 <http://www.scotland.gov.uk/Resource/Doc/274552/0082161.pdf> and set out targets to 2020 with milestones in 2015. The review of statistics reveals that tangible long term progress has been made to reduce road casualties, however, more can be done to reduce levels even further and there are worrying recent figures that are bucking the downward trend. While some local factors will in all probability apply to collision circumstances across the north-east and require a localised response, there are areas of commonality which will benefit from an enhanced strategic approach. The numbers as provided in Appendix 1 show some of the key areas where we will need to focus our future work. The reduction in the numbers of serious injuries is showing signs of stalling across all areas whilst fatality numbers in Aberdeenshire have risen since 2011. Meeting the milestones for 2015 is now looking a major challenge for those more rural authorities, however Aberdeen City is generally performing well.

5.10 The policy review has confirmed that there is a strong commitment to partnership working across the north-east to tackle the issue of road safety. However, the policy review has also identified the important connection between improving road safety and encouraging greater levels of active travel (e.g. walking and cycling).

5.11 Members should also be aware that all of the agencies are continually working collaboratively on engineering, education and enforcement across the area. This ranges from the work of the Aberdeen City Council, Traffic Management & Road Safety team, Community Safety Partnership and through the enhanced presence of the Police through dedicated patrols and ongoing deployment of safety cameras.

- 5.12 Based on the initial discussions at officer level regarding the strategic objectives of National and Local Government and given the approach adopted in 2009, the outcome that the partners should be seeking to deliver on a collaborative basis is that **“Our communities will be safer places in which to live, work and travel.”**
- 5.13 This then would suggest a vision for the strategic approach, again similar to that identified in 2009, as being **“To improve road safety within the North East of Scotland in order to significantly reduce the levels of death and injury associated with use of the road network.”**
- 5.14 Based on the collaborative work to date officers across the agencies involved are in a position to develop, by October 2015, a draft Road Casualty Reduction Strategy and associated action plan on a collaborative basis. In order to put in place a collaborative Road Casualty Reduction Strategy and associated Action Plans across the key agencies, officers will work up a process for wider engagement and approval through the relevant Community Planning Partnership networks.
- 5.15 In taking forward this work Aberdeen City Council officers have worked with our other partners and are content that this continues into 2016 subject to approval by Aberdeen City Council members. In order to push on with this workstream it is also proposed that Aberdeen City work with partners to identify and put in place a collaborative resource through to March 2016 that will allow greater co-ordination and focus on this area of work.
- 5.16 This report has been prepared in discussion with colleagues across the partner organisations set out at paragraph 5.2 above.

## **6. IMPACT**

- 6.1 The content of this report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.
- 6.2 The content of this report in line with the Council’s Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.
- 6.3 The contents of this report link to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”.

- 6.4 These proposals will contribute to the delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”
- 6.5 These proposals have no negative outcomes with respect to Equality and Human Rights Impact Assessment.

## **7. MANAGEMENT OF RISK**

Having assessed the risks identified within all of the proposals, and the potential to impact negatively or positively on the decision required of the Committee, it has been determined that the risk is low. The proposals either improve road safety or rationalise traffic movements which are to the benefit of road users throughout the city.

## **8. BACKGROUND PAPERS**

N / A

## **9. REPORT AUTHOR DETAILS**

Doug Ritchie  
Traffic Engineering Manager  
[dritchie@aberdeencity.gov.uk](mailto:dritchie@aberdeencity.gov.uk)  
(01224) 522325

## **COMMENTS**

Sandra Bruce – Equalities Strategist	Minor comment made with respect to the specific category of Age (people of all ages)
Helen Sherrit – Finance	Minor clarification requested in relation to future funding.
Suzanne Douglas – Legal Services	No Comments from a Legal perspective
Nathan Thangaraj – Planning & Sustainable Development	Minor clarification requested in relation to collision trends towards specific user groups.
Councillor Graham Dickson	Minor clarification requested in relation to locations, trends of specific collisions.

## **Appendix 1 – Road Accident Statistics**

### Performance against National Targets

1.1 A number of the five casualty reduction targets have already been met across the three local authorities, however some appear more challenging to achieve. While the targets are essentially national ones, each local authority has a vital role to play in working towards their national achievement.

1.2 The following information provides a summary of recent performance, with illustrative graphs covering the period 2011 – 2014, identifying the casualty categories which remain outwith target projections and all categories for Aberdeen City

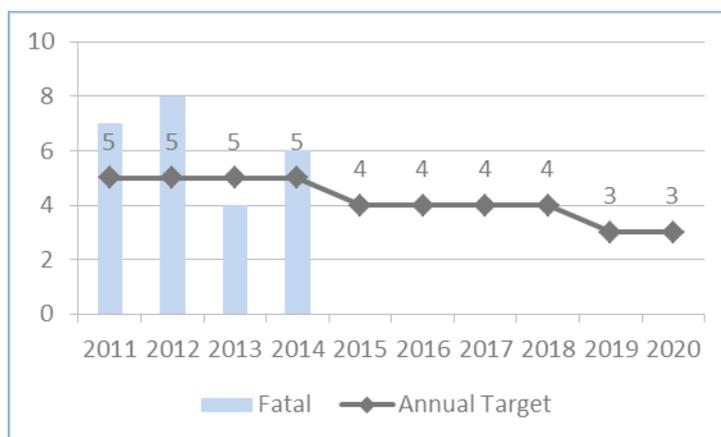
### 1.3 **Aberdeen City**

Aberdeen has performed well, with the slight injury category and is well within target projections. Fatalities; child fatalities and child serious categories are generally on target for the 2020 reductions, albeit some annual statistical variances have occurred in recent years. As shown in Figures 1 to 4

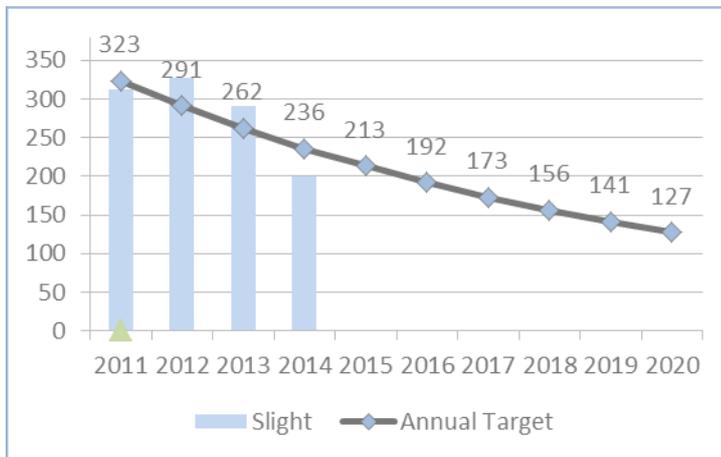
The national targets for each category (listed below) are based on a % reduction from the 2004 to 2008 average for each local authority area.

TARGET	2015 Milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged <16) killed	35%	50%
Children (aged >16) seriously injured	50%	65%

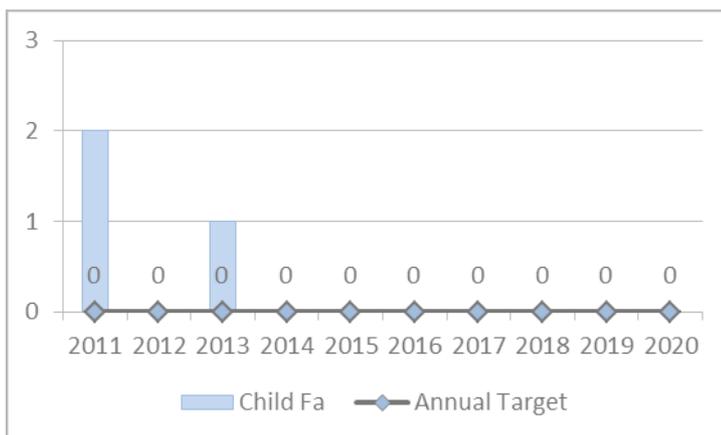
**Figure 1 – Aberdeen City (Fatalities)**



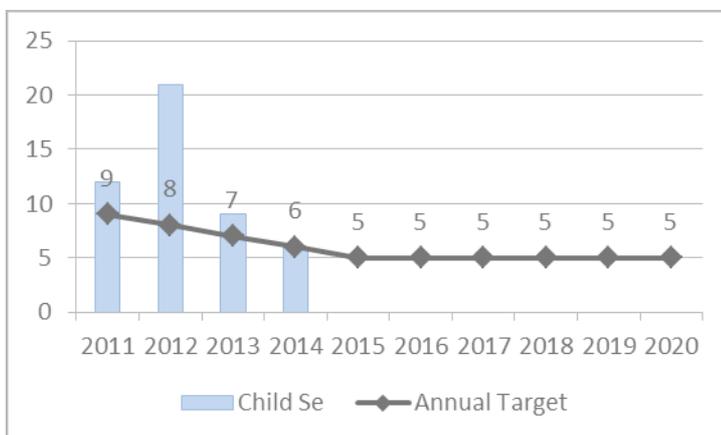
**Figure 2 – Aberdeen City Slight Injury**



**Figure 3 – Aberdeen City (Child Fatalities)**

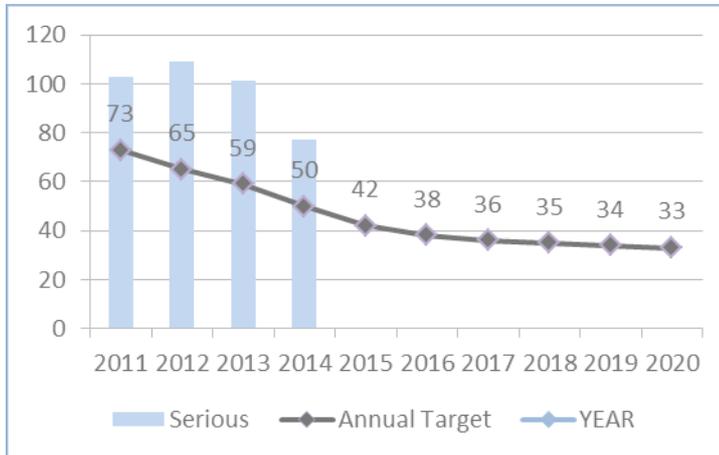


**Figure 4 – Aberdeen City Child Serious Injury**



The serious injury category remains the area to be addressed, as shown in Figure 5 below.

**Figure 5 – Aberdeen City Serious Injury**



Note – The serious injury category is wide-ranging and a number of factors can significantly impact upon performance.

#### 1.4 **Aberdeenshire**

The rurality and geographical size of Aberdeenshire means that most collisions occur on non built-up roads, where higher speed limits prevail. correlation between higher speeds and the likelihood of more serious injuries being sustained in a collision is apparent when reviewing performance in this area.

While reductions have occurred in the fatal and slight categories, levels of injury within the serious injury and child serious injury categories have remained outwith target projection. While the fatal injury category remains on target to achieve the 2020 targets, it is essential that the recent increased numbers of fatalities are reversed to ensure that the target remains achievable.

**Figure 6 - Aberdeenshire (Fatalities)**

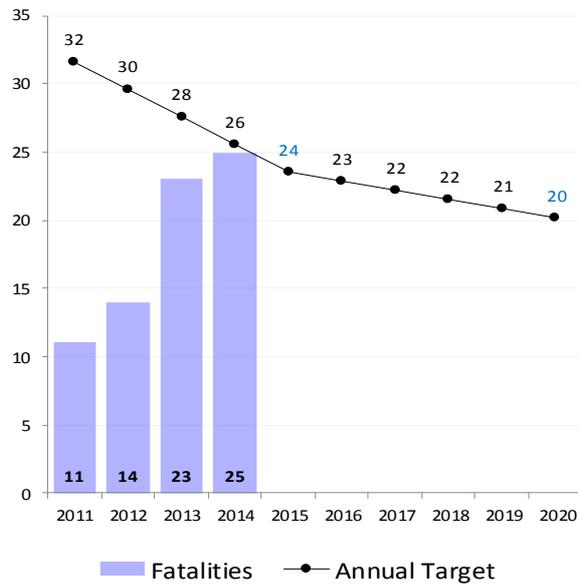
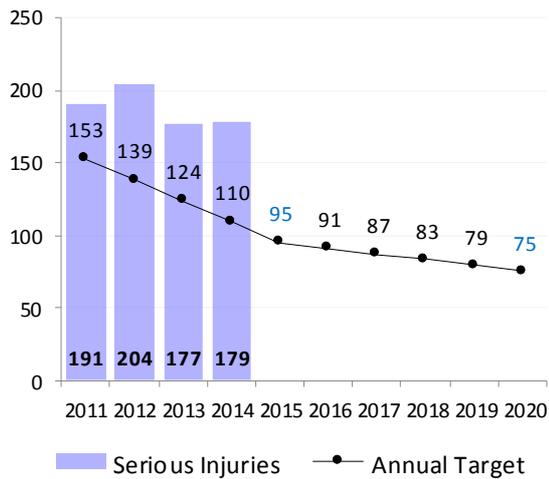
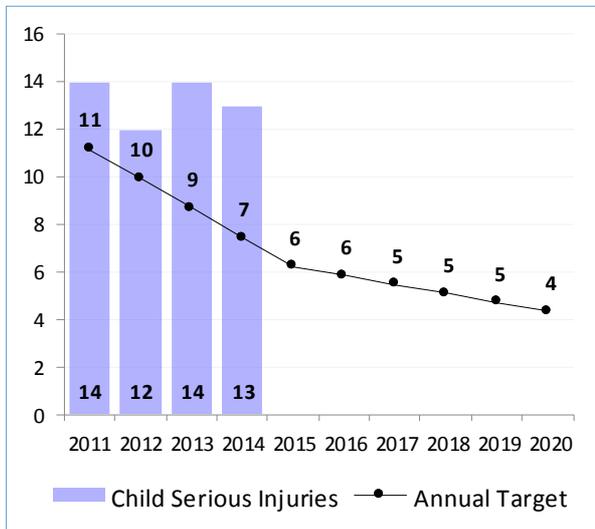


Figure 7 and 8 below, show that recent serious and child serious casualty figures in Aberdeenshire have remained over the numbers projected through to 2020.

**Figure 7 - Aberdeenshire Serious Injury**



**Figure 8 - Aberdeenshire Child Serious Injury**

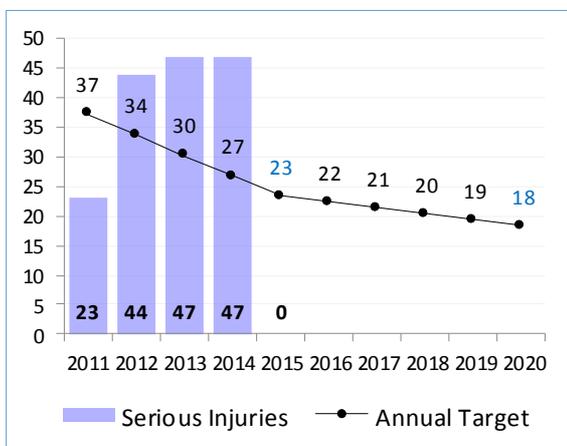


Child fatality levels in Aberdeenshire have remained low since 2011 and are not reproduced here. Performance will continue to be monitored for this casualty category.

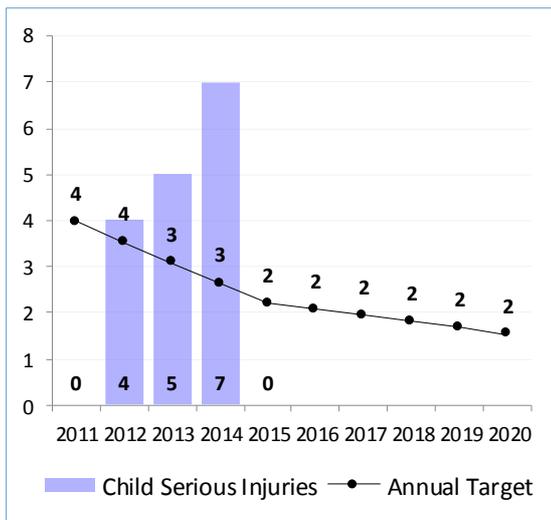
**1.5 Moray**

Moray has also seen positive reductions, with falls in fatalities; child fatalities and slight injuries. The remaining areas of concern are serious injuries and child serious injuries.

**Figure 9 – Moray Serious Injury**



**Figure 10 – Moray Child Serious Injury**



Note – The serious injury category is wide-ranging and a number of factors can significantly impact upon performance.