

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	8 November 2017
REPORT TITLE	North East of Scotland - Road Casualty Reduction
REPORT NUMBER	CHI/17/239
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1. PURPOSE OF REPORT:-

This report advises the Committee of 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 are tackled since that time.

The Roads Authorities refreshed Action Plan, which recognises the changed working environment, contains a number of actions which will be completed over the short to medium term.

2. RECOMMENDATION(S)

This Committee is recommended to -

- a) Note the current position with regard to Road Casualty figures as set out in Appendix 1 to 3. (Summary statistics for each of the Local Authority areas.)
- b) Note 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.
- c) Approve the formal strategy and associated action plan on a collaborative basis within the refreshed North East Scotland Road Casualty Reduction Strategy (Appendix 4.)
- d) Instruct the Head of Service for Public Infrastructure & Environment to report back annually to the CHI Committee on the activities set out in the Strategy.

3. BACKGROUND/MAIN ISSUES /

3.1 The first North East Scotland Road Casualty Reduction Strategy (NESRCRS) was produced in 2009, and drew together a range of partner organisations to set a strategic approach to reducing the levels of death and injury on North East roads. The existing strategy reflected existing plans and strategies and was supported through the work of Community Planning Partners with reports to Boards and Committees.

3.2 Later that year, The Scottish Government produced [Scotland's Road Safety Framework to 2020](#), which sought to improve road safety in Scotland during the following decade. This publication provided the road safety vision for Scotland **“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.”** and included updated road casualty reduction targets to be achieved by 2020.

3.3 In the following years, considerable partnership based road safety work occurred, with tangible long term progress being made on reducing the number of local road casualties across the network in North East Scotland.

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.

Meeting the milestones for 2020 is now looking challenging for those more rural authorities, however Aberdeen City is generally performing well.

3.4 More recently, significant changes occurred within the local road safety landscape, particularly following Police and Fire Service reform in 2013. This led to reductions in road safety resources and activity, particularly in the fields of educational inputs and data analysis.

3.5 Following these changes, a decision was taken in 2016 to refresh the NESRCRS, to ensure previous momentum in this area continued and the North East of Scotland Road Casualty Reduction Lead Officers Group was formed.

In recent months, the partners involved in overseeing the strategic approach to road casualty reduction in this area (Aberdeen City Council, Aberdeenshire Council, The Moray Council, NESTRANS, NHS Grampian, Police Scotland, The Scottish Fire and Rescue Service, Road Safety Scotland and Transport Scotland) have contributed positively to these discussions and worked together and agreed upon a refreshed NESRCRS (Appendix 4), which provides a local framework for road safety related activity across the three local authority areas of Aberdeen, Aberdeenshire and Moray.

The refreshed strategy reflects the existing strategic approaches within each authority/organisation and builds in the plans for action that already exist.

- 3.6 The NESRCRS will concentrate its activities around the Priority Focus Areas identified in the Scottish Government's [Road Safety Framework Mid-term Review March 2016](#). These areas are (i) Speed, (ii) Age and (iii) Vulnerable Road Users, with specific outcomes directed at Speed, Motorcyclists, Pre-drivers, Drivers aged 17 to 25, Older Drivers, Cyclists and Pedestrians. While these outcomes are founded on a national perspective, they are considered equally relevant locally and supports the CPP strategic priority of Connected and Cohesive Communities.
- 3.7 The NESRCRS Action Plan has been created which forms the basis of future partnership work and this will be undertaken by an Operational Group. A Lead Officers' Group will provide strategic oversight and will monitor ongoing performance towards the achievement of the casualty reduction targets.
- 3.8 The NESRCRS does not override local accountability or organisational responsibilities, it focusses on providing the framework for co-ordinated local road safety activity to be based around. A number of road safety issues are common to all three North East local authority areas and a key element of the strategy is its flexibility and responsiveness, including an ability to respond to emerging trends or significant changes during its lifespan.
- 3.9 It is anticipated that during 2017 / 2018, the three north-east local authority areas will each produce their plans for Road Safety on a more local basis, specifically based upon local circumstances and needs. It is anticipated there will be common issues within these documents, which presents a further opportunity for the NESRCRS to support local activities and share learning and good practice across the North East.
- 3.10 While the reinvigorated and enhanced NESRCRS process remains at an early stage, it is hoped that its work and activities will ultimately lead to a sustained reduction in the number of local road casualties. An annual report will be produced summarising the work undertaken, which will also provide updated local statistical information based upon the national road casualty reduction targets.
- 3.11 This iteration of the NESRCRS will operate until 2020, which coincides with the lifespan of the Scottish Government's Road Safety Framework and the conclusion of the current road casualty reduction target period. As time passes, increasing attention will be paid to the post 2020 period, with the NESRCRS being ready to respond to any new road casualty reduction targets which are established.
- 3.12 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 – 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.

3.13 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 and other transportation teams, Community Safety Partnership and through the enhanced presence of the Police through dedicated patrols and ongoing deployment of safety cameras.

4. 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.

It's likely that any funding required would be sourced through the existing Cycling Walking Safer Streets budget or BLE net surplus. Other strategic funding streams could be sourced through Nestrans and Sustrans.

5. LEGAL IMPLICATIONS

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

6. MANAGEMENT OF RISK

6.1 Financial

N/A

6.2 Employee

N/A

6.3 Customer / Citizen

Road casualty levels and / or traffic management could be compromised if appropriate measures are not progressed, leading to continued public concern.

Potential Impact: Medium

Likelihood of occurrence: Low

Mitigation: Officers propose measures that are deemed reasonable and appropriate to address Road Safety and / or Traffic Management concerns, thereby reducing possibility of public objection.

Risk Level: Medium

6.4 Environmental

N/A

6.5 Technological

N/A

6.6 Legal

N/A

6.7 Reputational

Proposals can be contentious and attract negative feedback.

Potential Impact: Low

Likelihood of occurrence: Low

Mitigation: Concerned parties would be provided with a thorough rationale as to the requirement for the proposal.

Risk Level: Low

7. IMPACT SECTION

Economy

By developing our infrastructure, improving road safety through casualty reduction, education and the management of traffic through the network will support multi modal access to Aberdeen and benefit commuter, visitor and freight transportation within the city.

People

The content of this report meets with the Local Outcome Improvement Plan to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

The report is in line with the Council's Local Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

These proposals have no negative outcomes with respect to Equality and Human Rights Impact Assessment and positive impacts with respect to young male drivers and older people.

Place

This report will be of interest to residents/ proprietors/ businesses within Aberdeen City and the North East of Scotland

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.

The contents of this report link to the LOIP vision – that creating a place where people can prosper.

These proposals will contribute to the vision for Aberdeen City to be a vibrant, dynamic and aspirational city through its objectives to provide for the needs of the most vulnerable people and to ensure a sustainable economic future for the city by partnership working and active participation with individuals and organisations in the public, private and voluntary sectors.

Technology

N/A.

8. BACKGROUND PAPERS

Previous report to C H & I Committee 27/8/2015
<http://councilcommittees.acc.gov.uk/documents/s49993/CHI.15.204%20North%20East%20of%20Scotland%20Road%20Casualty%20Reduction%20Report.pdf>

Minutes of previous report (C H & I 27/8/2015)

<http://councilcommittees.acc.gov.uk/documents/g3621/Printed%20minutes%2027th-Aug-2015%2014.00%20Communities%20Housing%20and%20Infrastructure%20Committee.pdf?T=1>

9. APPENDICES

Appendix 1: Road Accident & Casualty Stats – Aberdeen City Council

Appendix 2: Road Accident & Casualty Stats – Aberdeenshire Council

Appendix 3: Road Accident & Casualty Stats – Moray Council

Appendix 4: Refreshed - North East Scotland – Road Casualty Reduction Strategy

10. REPORT AUTHOR DETAILS

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Comments raised during the Consultation.

Councillor Bell – 1. “Request for officers to consider new ‘Smart’ Technologies on Pedestrian crossings”

Officers within our Intelligent Transport Systems team are already in discussions with a company regarding the use of such technology on pedestrian crossings and working with Napier University in Edinburgh.

2. “Concerns that cyclists, pedestrians and to a lesser extent motorists are not particularly visible in poor lighting conditions, early winter mornings, etc. Cyclists could be encouraged to wear hi-visibility clothing and use lights and motorists could be encouraged to use their head lights / fog lights as appropriate”.

These concerns will be taken forward through the operations group and look at specific campaigns through proposed actions 4 and 10 by the use of social media and other formats to deliver coordinated and relevant road safety messages and related information to these groups. This may also be through educational information and training to encourage safe cycling.

