

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	16 September 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Road Safety Plan Annual Update
REPORT NUMBER	OPE/21/214
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Laura Snee
TERMS OF REFERENCE	1.1.1 and 1.1.3

1. PURPOSE OF REPORT

- 1.1 Aberdeen City Council's current Road Safety Plan 2019-2022 (RSP) was written in-line with Scotland's Road Safety Framework to 2020. Now in its second year, this report updates Members on the road safety statistics for the Council over the past year and the progress made towards our targets.
- 1.2 The Council's Road Safety Plan Vision: *"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"*.
- 1.3 The report also introduces Scotland's Road Safety Framework to 2030⁽¹⁾ published by Scottish Government setting out a vision for road safety in Scotland to 2050 where no one dies or is seriously injured, with interim casualty reduction targets for 2030.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 note the casualty figures and actions undertaken during 2020.

3. BACKGROUND

- 3.1 Scotland's Road Safety Framework 2020 is based on the premise that no serious or fatal injury is acceptable, and that investment should continue in road safety until a zero rate is achieved. While ongoing developments in vehicle technology may bring this ambition a step closer, we are not proposing a "vision zero" policy at this time and are instead focused on maintaining the declining trend in Aberdeen's road injury rates, which would be a significant step in the right direction.
- 3.2 The Road Safety Framework set targets to measure progress towards its goal. To illustrate the reductions necessary, Table 1 shows the 2004 to 2008

baseline, as well as the level of casualties inferred by the 2015 milestones and 2020 targets. These figures show that Aberdeen has been successful in meeting the 2020 targets set by Transport Scotland.

Table 1: 2004 to 2008 baseline with 2015 milestones and 2020 targets against actual figures.

ABERDEEN CITY	2004-2008 Ave	2015 Milestone reduction	2015 Target	2015	2016	2017	2018	2019	2020 Target	2020 Target	2020 provisional figures	2030 Interim Target	2050
People killed	5	30%	3.5	5	3	2	2	3	40%	3	1	50%	0
People seriously injured	85	43%	48.5	69	52	31	43	51	55%	38.3	37	50%	18
Children (aged <16) killed	0	35%	0	0	0	0	0	0	50%	0	0	60%	0
Children (aged <16 seriously injured	9	50%	4.5	9	12	2	1	5	65%	3.2	2	60%	1

KEY	Transport Scotland (TS) target not met
	Transport Scotland (TS) Target met

3.3 Road casualty figures are reported annually by Transport Scotland, provisional figures for the previous year are available in the following June with finalised data available in the October. The figures for 2020, shown in Table 1, are provisional pending verification and publishing in October 2021.

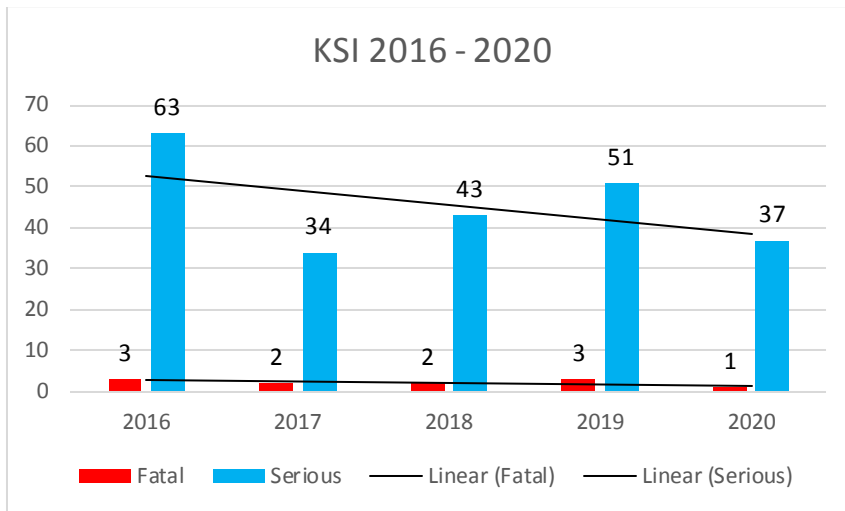
3.4 The road casualty statistics from the past year have been reviewed against previous years see Table 2 below for details.

Table 2: Summary of Killed or Seriously Injured Casualties in Aberdeen City

Year	2016	2017	2018	2019	2020 (preliminary)
Killed	3	2	2	3	1
Seriously injured	63	34	43	51	37

Source: [Reported Road Casualties Scotland 2016 \(final publication\)](#)
[Reported Road Casualties Scotland 2017 \(final publication\)](#)
[Reported Road Casualties Scotland 2018 \(final publication\)](#)
[Reported Road Casualties Scotland 2019 \(final publication\)](#)
[Reported Road Casualties Scotland 2020 \(provisional publication\)](#)

Key reported road casualty document links above summarise reported injury accidents and severity of casualties injured in Aberdeen City found in table B: Summary of reported injury accidents by council and severity. It should be noted due to changes in the way casualty severities are recorded, figures for serious accidents in 2019 are not comparable with previous years.

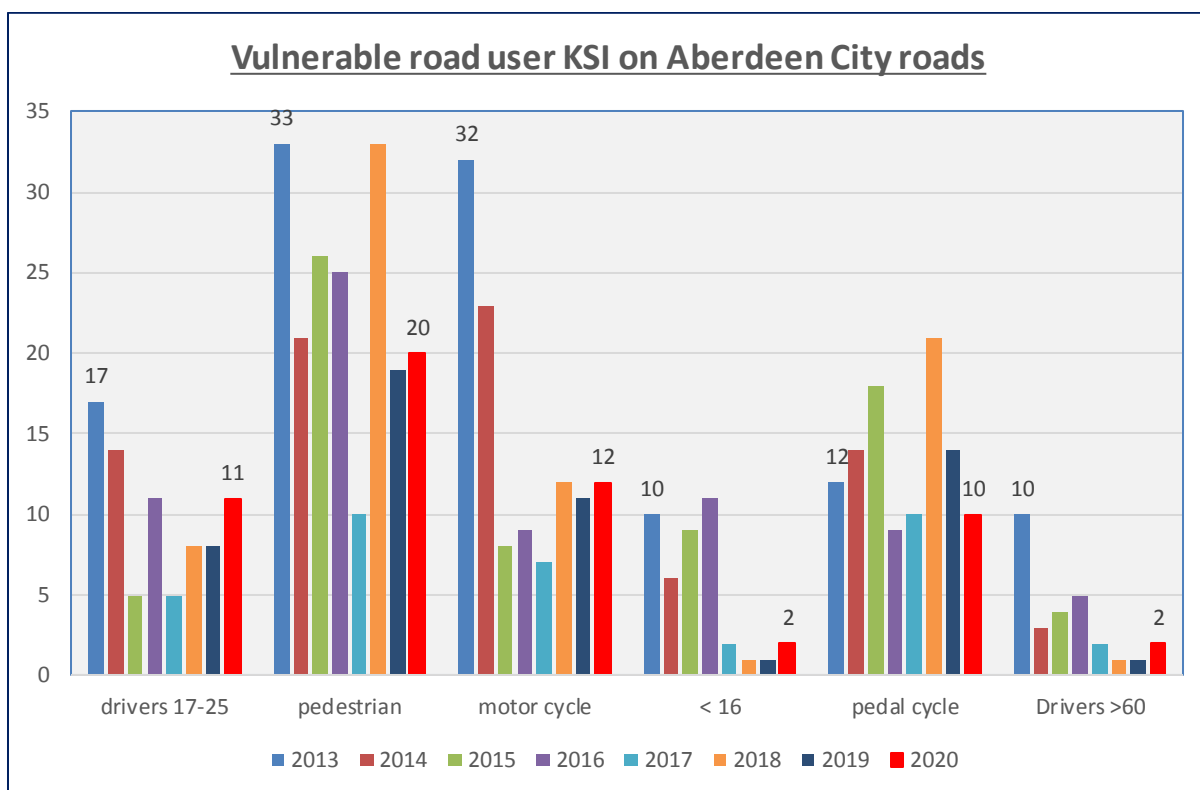


- 3.5 COVID-19 has had a profound impact on transport choices and the number of Killed and Seriously Injured road traffic collision casualties nationally. Transport Scotland research found that car traffic levels dropped to around 25 per cent of 2019 levels at the start of the pandemic measures but had recovered to 91 per cent of 2019 levels by the end of the first six-month period. Car traffic on tourist routes fell to a lower minimum level, but recovered more than non-tourist routes once tourism reopened. The reasons for how, why and when people travel have fundamentally changed. There has been a mass shift to home working in some professions. Sustained remote and local working practices could promote a better work/life balance and result in less exposure to air pollution, while also causing less congestion.

Evaluation of Vulnerable Road Users

- 3.6 Some road users are at greater risk than others,
- a) Pedestrians
 - b) Children under the age of 16 years
 - c) Pedal cycles
 - d) Young drivers (aged 17 – 25 years)
 - e) Motor cyclists
 - f) Drivers aged 60+
- 3.7 The figures below in Table 3 show some increase on figures from 2019 for vulnerable road users with the exception of cyclists. Decreases over time have been sustained however the results do highlight areas for focus over the coming year.

Table 3: Vulnerable road user KSI in Aberdeen City



Actions Undertaken in 2020

3.8 Spaces for People (SfP) funded by Transport Scotland was introduced in June 2020 due to the Covid pandemic and the need for physical distancing to protect public health. To address the public health concerns additional space for pedestrians and cyclist links were introduced to minimise the use of public transport, promote cycling and walking for short distances, and encourage people using 'community' local provisions, supporting the local economy. The following City areas were identified for road re-allocation and the introduction of a temporary 20mph speed limit.

- (i) Rosemount
- (ii) Beach Boulevard/Beach Esplanade
- (iii) City Centre/Union Street
- (iv) George Street
- (v) Torry / Victoria Road

3.9 The road re-allocation measures were introduced on a temporary basis and following the change to level zero, the removal of some restrictions has commenced. The 20mph speed limits introduced in the Rosemount and George Street areas have now been promoted under permanent traffic regulation orders and the measures to assist physical distancing in Union Street and surrounding streets will remain in place pending permanent recommendations for the area in line with the CCMP.

- 3.10 In addition to the introduction of Spaces for People, the following schemes have also been introduced which aim to assist the reduction of road casualties and increase the active travel network.
- Golf Road, Seaton width restriction, removing the through route for HGV's (installed)
 - Extension of 30mph speed limit on Coast Road (installed)
 - Hardgate Cycle Contraflow (implementation expected this financial year)
 - Closure of Central Reserve Gap at A92 Harehill (implementation expected this financial year)
 - Extension to the 20mph speed limit within the City Centre West End (implementation expected this financial year)
 - LED Traffic Signals installation (underway, completion expected by the end of financial year)
 - Zebra Crossing LED replacement lights (implementation expected this financial year)
- 3.11 These works will build on our activities 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, media and promotional activities, route action schemes, data collection, data analysis and monitoring and the work of the North of Scotland Safety Camera Unit.

Introduction to Scotland's Road Safety Framework to 2030

- 3.12 The Framework builds on what has already been achieved here in Scotland over the last decade. It sets out new strategic outcomes for road safety, built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. For the first time, mode specific targets are being created to focus attention by partners on priority areas. This Framework is launching with a new nationwide marketing campaign by the Scottish Government and Road Safety Scotland focusing on speed reduction to tackle the issue of speeding on our roads – with the clear message “*there is no excuse for speeding*”.
- 3.13 Transport Scotland will also establish new Local Partnership Forums (LRF) to expand and grow the connections between national and local road safety across Scotland.
- 3.14 The intention is to gather together local authorities in geographical areas (to be confirmed) and feed in research and strategic local knowledge feeding back local actions and focus ensuring the strategy is appropriate and fit for purpose.
- 3.15 The RSF sets out how it proposes to achieve the national road casualty reduction targets. The framework identified 10 strategic actions all council areas need to focus on:

- Speed
- Active and sustainable travel
- Climate
- Knowledge and data analysis
- Funding and resources
- Enforcement
- Change in attitudes and behaviours
- Education
- Technology
- Health

3.16 ACC is already part of Road Safety North East Scotland at operational and lead officer levels with our Aberdeenshire, Moray, Nestrans and Bear colleagues alongside the emergency services. This group is currently reviewing the joint North East Scotland Road Casualty Reduction Strategy to bring it in line with the Road Safety Framework 2030. This will be reported to a future committee. It would be intended to maintain this group alongside the proposed LPF which would cover a much wider geographical area.

3.17 View additional information about road casualties:

- [Key Reported Road Casualties Scotland 2019](#)
- [Key Reported Road Casualties Scotland 2020 \(provisional data provided by Transport Scotland\)](#)

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
Strategic Risk	N/A		
Compliance	N/A		
Operational	N/A		
Financial	That measures may be identified that	L	Officers can explore alternative budgets for further works that are

	cannot be met by existing budgets.		identified dependant on the scale/ extent and type of work that is deemed to be required.
Reputational	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.
Environment / Climate	N/A		

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Aberdeen City Local Outcome Improvement Plan	
Prosperous People Stretch Outcomes	This report demonstrates the positive impact of the Road Safety Plan on customer experience in terms of road safety in our communities.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not required
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

- 9.1 A Road Safety Plan for Aberdeen City 2019 to 2022 approved by ODC, September 2019
<https://committees.aberdeencity.gov.uk/documents/s102613/Road%20Safety%20Plan%20Report%20appendix%201.pdf?txonly=1>
- 9.2 Scotland's Road Safety Framework to 2030
<https://roadsafety.scot/scotlands-road-safety-framework/>
- 9.3 Reported Road Casualties Scotland 2020
<https://www.transport.gov.scot/publication/key-reported-road-casualties-2020-pdf-only/>

10. APPENDICES

N/A

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