

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City Council Road Safety Plan 2023 to 2030
REPORT NUMBER	RES/23/239
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Naomi McRuvie
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to introduce the new Aberdeen City Council Road Safety Plan 2023 to 2030 which reports on the City's achievements in meeting the 2020 Targets and the city's progress toward the new 2030 Targets.

2. RECOMMENDATIONS

That Committee:

- 2.1 notes the new Aberdeen City's updated road casualty figures to 2022; and
- 2.2 approves the new Aberdeen City Council Road Safety Plan 2023 – 2030 to further reduce these figures towards the targets set within Scotland's Road Safety Framework to 2030.

3. CURRENT SITUATION

- 3.1 The Council's previous Road Safety Plan 2019 to 2022 was written in line with Scotland's Road Safety Framework to 2020. In February 2021 the Scottish Government published its new Road Safety Framework to 2030 which builds upon the previous document setting out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050.
- 3.2 Scotland's Road Safety Framework 2030 (the Framework) 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 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.

- 3.3 The Framework builds on what has already been achieved here in Scotland. 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. Specific targets are being created to focus attention with partners on priority areas.
- 3.4 The Framework set targets to measure progress towards its goal. The Road Safety Plan sets out the 2004 to 2008 baseline average, 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.
- 3.5 Road casualty figures are reported annually by Transport Scotland. The figures for 2022 are provisional pending verification and publication in Scotland's Reported Road Casualties due to be published in Autumn this year.
- 3.6 COVID-19 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. 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. It should be noted however, figures relating to road casualties may have been affected during this period.
- 3.7 The Road Safety Plan 2023-2030 can be found in Appendix 1.

4. FINANCIAL IMPLICATIONS

- 4.1 The implementation of measures determined from the Road Safety Plan will be carried out using existing resources.
- 4.2 A capital fund is in place to provide £1M over the next 5 years as agreed through the budget process in 2023. Transport Scotland have also provided an annual Road Safety Infrastructure Fund for capital schemes.
- 4.3 All budgetary spend is reported annually within the Roads and Transport Related Capital Budget Programme. Other strategic funding streams could be sourced, for example Nestrans and Sustrans, for specific schemes that may emerge which cannot be delivered using existing resources.

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. ENVIRONMENTAL IMPLICATIONS

- 6.1 Measures proposed within the plan include reduced speed limits which are expected to create improved environments for active travel. An increase in active travel will have benefits for air quality.
- 6.2 Improved driving practises mean that vehicles operate at more efficient rates, reducing wear and tear, and excessive fuel consumption.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure to appropriately assess the roads network in relation to Road Safety will affect the Council's ability to deliver upon the National Reduction Targets.	By appropriately assessing the roads network, the Council can ensure that strategic risk levels are minimised.	L	Yes
Compliance	It is a statutory duty for the Council to report on Road Casualty figures. Failure to do so would be a breach of this duty and would render the Council open to legal claims for compensation.	By appropriately assessing Road collisions data and operating a robust set of inspection regimes, the Council can minimise risk of statutory non-compliance.	L	Yes
Operational	Failure to adequately maintain and assess collision data could lead to a deterioration of the road network and increased numbers of road collisions on those assets. This will create a substantial operational burden.	By appropriately maintaining and assessing risk pertaining to road collisions, the Council can ensure that the operational burden resulting from road safety is minimised.	L	Yes

Financial	That measures may be identified that cannot be met by existing budgets.	Officers can explore alternative budgets for further works that are identified dependant on the scale/ extent and type of work that is deemed to be required	L	Yes
Reputational	The deterioration in assessment of collision data would be highly visible to our customers. Failure to maintain these will result in reputational damage. A significant number of customer enquiries relate to road safety concerns	By appropriately maintaining and analysing data ensures that, reputational damage can be minimised, although it is acknowledged that a level of dissatisfaction with asset condition will always exist.	L	Yes
Environment / Climate	The activities associated with completing the works outlined in this report have a negative environmental impact	Any appropriate improvements using lower carbon solutions where available will mitigate negative environmental impact.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report are included within the approved rolling programme of additional capital funding over the five-year period from 2023 to 2028 for the additional investment in roads.
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous People Stretch Outcomes	<i>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i> This report details Road Safety Actions and improvements which are necessary to provide customers with a safe infrastructure for walking and cycling.

Prosperous Place Stretch Outcomes	Creating an environment where road users feel safe to use the roads network and encourage the use of more sustainable modes of travel
Regional and City Strategies NESTRANS Regional Transport Strategy 2040	The proposals set out in the appendices to this report support the NESTRANS Regional Transport Strategy and include schemes funded by NESTRANS Encourage and improve safe travel options for the inclusivity of all our citizens

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 assessment has been completed
Data Protection Impact Assessment	Not required.
Other	

10. BACKGROUND PAPERS

- 10.1 Scotland's Road Safety Framework to 2030
<https://roadsafety.scot/scotlands-road-safety-framework/.....>
- 10.2 Key Reported Road Casualties Scotland 2022
<https://www.transport.gov.scot/publication/key-reported-road-casualties-2022-pdf-only/>

11. APPENDICES

Appendix 1 Aberdeen City Council Road Safety Plan 2023 - 2030

12. REPORT AUTHOR CONTACT DETAILS

Name	Naomi McRuvie
Title	Technical Officer
Email Address	nmcruvie@aberdeencity.gov.uk
Tel	01224 067740