

An aerial photograph of Aberdeen, Scotland, showing the city built on a hillside overlooking the harbor. The harbor is filled with numerous sailboats and larger vessels. In the foreground, a multi-lane bridge crosses a river, with several cars and a yellow truck on it. A roundabout with a colorful flower bed is visible near the bridge. The sky is blue with some light clouds.

ROAD SAFETY PLAN

2023 to 2030

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FOREWARD

The last 3 years have created opportunities and challenges for Road Safety professionals as the COVID 19 pandemic has, at times, significantly altered traffic volumes, modified travel patterns and led an increase in walking and cycling. These changes have had a positive effect to the number of Road Casualties. Whilst this is great news, it makes prediction of future issues a challenge as our usual review and provide mechanism is more difficult to assess.

However, we continued to monitor, assess and identify improvements to our roads network especially through the challenges of creating safe spaces for people. Ensuring that vulnerable citizens were protected from possible road safety issues, along with the day to day road safety issues of the ever evolving roads network within the City.

It should be a great source of pride for us all in Aberdeen that due to this hard work, and in partnership with many other agencies, stakeholders and other road safety professionals that the reduction in road collisions has continued to a downward trend.

The measure of this success is that we have managed to meet ALL Government Targets for 2020 and are striving to achieve the NEW 2030 Targets as set out in “Scotland’s Road Safety Framework to 2030” “Together, making Scotland’s roads safer” published in February 2021.

When you consider the unnecessary grief, hurt and loss that road collisions cause to victims and their families, every improvement made is of huge significance and while the statistics are encouraging, we must guard against complacency. The figures in this document serve to remind us that progress always needs to be made.

Safety is a shared responsibility for everyone who uses our roads network, as well as those who design, maintain and police the network. All our stakeholders and citizens must strive and build on these significant achievements to make our streets safer for everyone.



INTRODUCTION

The population of Aberdeen City is around 230,000 and Aberdeen City Council looks after approximately 1057km of road network and oversees the safe travel of their citizens.

The Council has a statutory duty under the '1988 Road Traffic Act – Section 39' to investigate, design, promote engineering and education measures, give road safety advice and information to prevent road traffic collisions and the impact resulting on the social and economic costs and especially the devastating impact on the pain and suffering endured by affected families.

Our Road Safety and Traffic Management Team not only delivers the Councils' Road Safety Plan but also carries out a diverse range of tasks in an effort to reduce the occurrence of road collisions within the city.

- supervises and monitors road collision data to identify areas where remedial improvements should be taken including carrying out studies on collision on our roads network to identify areas where appropriate intervention is required or identify casualty and causation trends
- carrying out programme of measures designed to promote road safety
- carrying out relevant surveys

- preparing reports provide engineering solutions
- designing schemes
- preparation and commissioning work
- design and evaluation measures
- develops council policies and practices relating to road safety
- undertakes Road Safety Audits

with all these actions being pertinent to the delivery of the reduction in the pain and suffering caused by Traffic Collisions within the City.

Ensuring a safe roads infrastructure is key to achieving a reduction in road accidents. Areas of concern across our road network are investigated and where it has been identified that there is a proven road safety issue and working with the current governmental guidance, identify mitigating measures that should be promoted to reduce the risk to the road user and reduce the likelihood of injury in the event of a collision.

It is not solely the responsibility of the Central Government, Local Authorities, the Police or the many excellent road safety bodies to make progress towards getting the number of roads deaths and serious injuries down. It is the responsibility of every single road user who uses the City's roads and footwork network.

Partnerships in this area are vital. We must all work together and ensure everyone understands their responsibilities to make in-roads towards....



This document follows on the back of the publication in 2010 of Scotland's Road Safety Framework to 2020 'Go Safe on Scotland's Roads, and the NEW Scotland's Road Safety Framework to 2030, 'It's everyone's responsibility' published in Feb 2021 which it supersedes.

It is intended that this document not only reports back on Aberdeen City Council’s achievements made towards the targets set out in the Scotland’s Road Safety Framework to 2020 but also progress towards the 2030 Targets, whilst outlining strategic objectives incorporating the integration of the Safe Systems’ five pillars approach, using known collision information, trends and evolving issues to develop our current priority focus areas, all with the aim of Scotland having the Best Road Safety performance in the world by 2030.

When considering Road Safety, it is important to emphasise the positive influence that our strong Partnerships with stakeholders make towards the reduction of casualties both local and nationally. These stakeholders are detailed below:-

	Nationally		Locally
	Transport Scotland		Aberdeen City Council
	Police Scotland		Aberdeenshire Council
	Scottish Fire and Rescue Service		Moray Council
	Scottish Ambulance Service		NHS Grampian Health Board
	Society of Chief Officers Scotland		NESTRANS
	Crown Office & Procurator Fiscal Office		Local Partnership Forums – North East Road Safety Forum
	RoSPA		North East Policing Unit Community Safety Partnerships
	IAM Roadsmart		
	Cycling Scotland		Active Travel Groups
	SUSTRANS		Local Authority Education Departments Local Motorcycle groups Haulage Organisations Trunk Road Operating Companies

The effect on Road Casualties from COVID 19 Pandemic



Commenting on the data, Ewan Wallace, head of Transportation at Aberdeenshire Council and chair of Road Safety North East Scotland said: “The reductions seen in north east road collisions and casualties in 2020 are significant and have undoubtedly arisen from the unparalleled changes which people had to make to their lives during the response to Covid.

“In the first half of 2020, many northeast roads saw only a small proportion of their usual traffic flows and putting it simply, less people using the road led to fewer collisions and for much of 2020 Covid-related travel restrictions were in force which led to considerably fewer vehicles using the road.

Transport Scotland has indicated that ‘car traffic levels dropped to around 25% of 2019 values between March and September 2020’* and during that time, when restrictions applied, many people chose to make greater use of alternative travel options.

“By the end of 2020, traffic volumes had returned to near normal levels and in a road safety context, we will have to acknowledge that 2020 was likely a unique year which has temporarily distorted – ironically in a positive way given the negative backdrop of COVID – the general direction of local road safety performance

These restrictions have significantly impacted on both the number of road collisions and casualties, with reductions occurring in all three adjacent local authority areas.



With the above in mind, it should be noted that road collision data over the period 2020 and 2021 (most notably the changes between 5th Jan to April 2021 during the second lockdown whereby there was a legal requirement forbidding anyone from leaving their homes except for essential purposes).

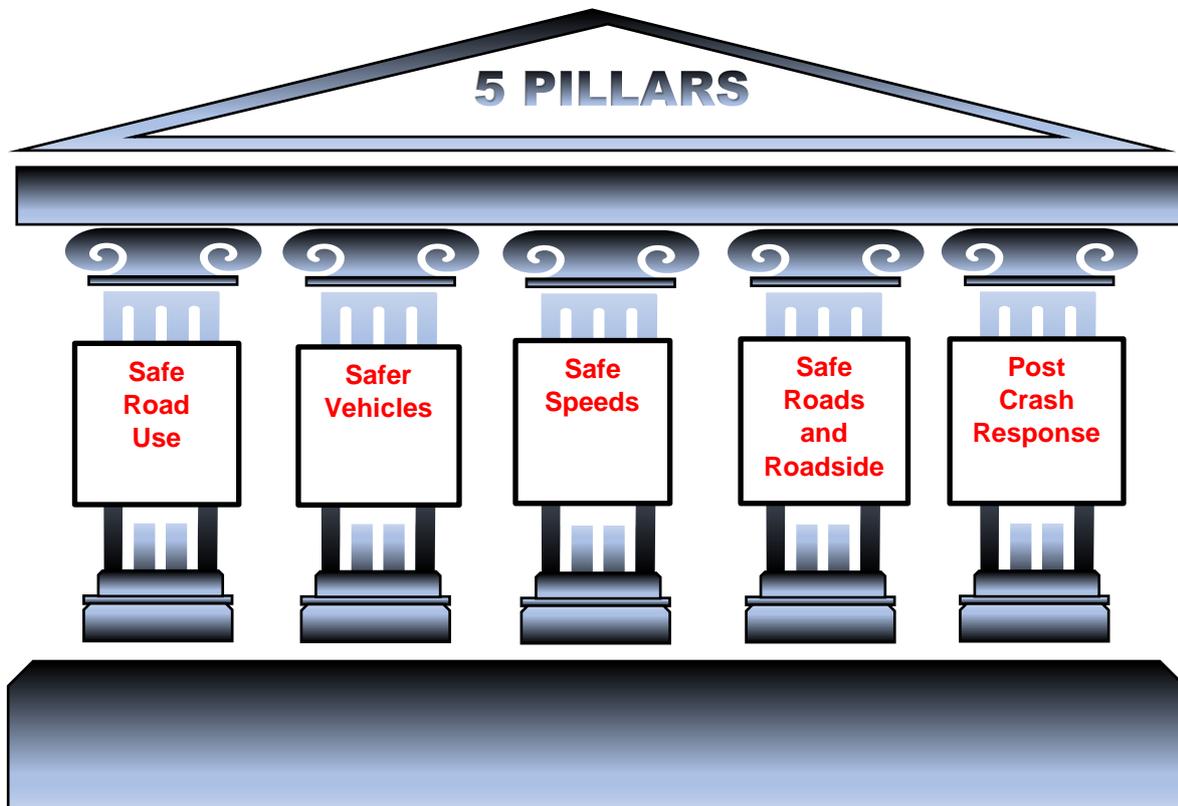
This will have had a significant impact on the reporting of collision data going forward therefore the collision data for this time period will be skewed and it will not be until the preceding years where a true reflection of casualty reduction can be effectively assessed.

SAFE SYSTEMS

adopted by Scotland's Road Safety Framework to 2030 in conjunction with the well-respected 5'E's approach.

Firstly, it may be prudent to explain the Safe System approach as highlighted in Scotland's Road Safety Framework to 2030 as well as the 5 E's model.

First published in 2021 the above Framework adopted a new **SAFE SYSTEMS** Approach which identifies the collaborative approach for Road Safety Stakeholders to follow in an effort to reduce Casualties on our local Authority Roads.



To explain how the 5 Pillars applies to a reduction of road collision casualties, each pillar is detailed separately in the tables below:-

SAFE ROAD USE

This pillar is generally the responsibility of the road users themselves. What are the behaviours that each road users take to help improve road safety to themselves and other road users:-

- **Paying full attention** to the road ahead and the task at hand



- **Travelling at Lower Speeds**

Adapting your speed to prevailing conditions. Road users should be aware of the speed limit within the environment they are driving. A speed limit is not a target speed for driving, all drivers should drive at the appropriate speed for the environment.

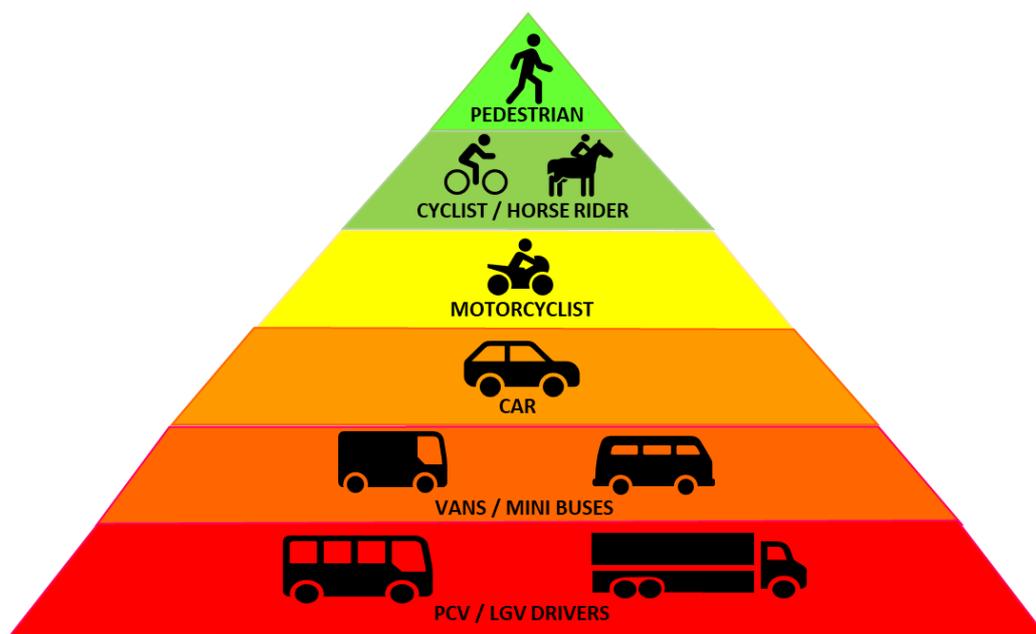


- **Adapting their driver behaviour** to the road conditions
 - Prevailing Weather conditions which can affect the road surface.
 - Presence of other road users especially relating to Vulnerable Road Users (Pedestrians/Cyclists/Wheelers/Motor Cyclists).
- **Not driving while under the influence of drink, drugs**, prescribed medicine which may affect your reactions as well as fatigue.
- **Not being distracted by in vehicle technology** such as mobile phones, entertainment systems or Satellite Navigation Systems.

- **Giving other road users safe room**, especially Vulnerable Road Users no matter which mode of travel they choose to adopt.



Respect for **ALL Road Users** by **ALL Road User Groups** is essential regardless of their adopted choice of travel with everybody being mindful of the road user hierarchy and the vulnerability of those road users who come to the greatest harm in the event of a road collision. All road users should take the responsibility to reduce the danger or threat they pose to other road users.



ROAD USER HIERARCHY

Aberdeen City adopt measures to encourage safe road use including working together with other stakeholders (Scottish Government bodies, NESTRANS) to reduce the reliance on car based travel, encouraging people to use more active modes of transport ie. walking, cycling, wheeling and the use of public transport links in and around the city.

SAFE ROADS AND ROADSIDES

Customarily the responsibility of the Scottish Government, Local Authorities, Police Scotland and other relevant stakeholders.

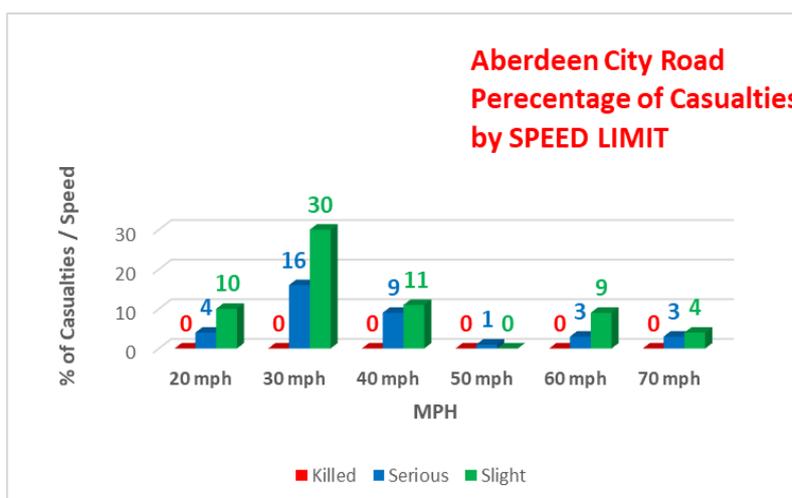
Generally, roads and roadsides are designed specifically to reduce the risk of collisions and to mitigate the severity of injury occurring in the event of collisions



This is achieved by the combination of improved design and maintenance of the roads network supported by the implementation of a range of strategies, design specifications as well as Governmental guidance on a range of Road Safety Initiatives to ensure that the roads and roadsides are as safe as possible. These can be achieved by the segregation of different road users where achievable, or creating safer sharing spaces, and the appropriate use of signing and speed limits, which is more affordable and sustainable way to protect the safety of the most vulnerable road users, and which is hoped, in turn promotes more positive behaviours of road users.

SAFE SPEEDS

Responsibility of the Scottish Government and Local Authorities with input through consultation with Police Scotland and other relevant stakeholders. Appropriate speed limits are introduced to help with crash avoidance and in turn reducing the severity of injuries sustained in the event of a collision by reducing the speed at which the impacts occur.



The Roads Hierarchy has been reconsidered as the requirements of the network across Aberdeen has seen changes to traffic patterns as a result of the opening of the A90 Special Road (AWPR and B/T). Aberdeen City Council aims to establish appropriate speed limits, with consistency applied across the network. Key factors in determining appropriate speed limits are the history of collisions, road geometry, engineering measures, road functionality, road environment as well as the composition of road users especially the potential levels of vulnerable road users.

Transport Scotland has also now released further details regarding the widespread implementation of 20mph speed limits in urban areas where it is appropriate to do so.

The 20mph strategy seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity.

SAFE VEHICLES

Responsibility of manufacturers and technological advances.

Vehicles are to be designed and regulated to minimise the occurrence and consequences of roads collisions to the road user in relation, not only to the vehicle occupants but also to those vulnerable user groups. Manufacturers are continually making vehicles safer through such technologic innovations as:-

- Autonomous Emergency Braking Systems.
- Passive measures such as seatbelts / airbags.
- In vehicle technology / speedometers / seatbelt indicators.

It is vital that roadworthiness is regulated to the highest standards.

POST CRASH RESPONSE

Responsibility of the Government, Emergency Services, National and Local Health Authorities and Police Scotland and Local Authorities.



It is vital to work with the emergency service stakeholders ensuring the best possible response times in the event of a road collision to ensure that victims are effectively cared for and helped in a timeously fashion.

The health outcomes for victims of road collisions rely on the systems to quickly locate and provide the most professional emergency first aid responder care as quickly as possible to ensure the victims are stabilised and safely transported to the hospital for further specialised treatment to give the victims the best possible outcome for their injuries.

Where there is an identifiable road safety problem, either highlighted by members of the public, the Police or through data analysis, Aberdeen City Council meaningfully investigate the causes and potential solutions for the future.

5 E's MODEL

In conjunction with the NEW Safe Systems Approach we will continue to work towards the reduction targets using the 5 E's Model.

- **E**NGINEERING - Apply engineering measures to promote safe active travel and support the safe systems approach.
- **E**NFORCEMENT – Work with and support Police Scotland in identifying areas of speeding concerns/ illegal or bad driving practices and City Wardens relating to civil parking and bus/cycle lane enforcement.
- **E**DUICATION - Provide a world class road safety education and active school travel service.
- **E**NCOURAGEMENT - Work with our partners, businesses and communities to prevent and reduce collisions and their severity.
- **E**VALUATION – Evaluate Road Safety initiatives to ensure improvements are effective and appropriate are good value for money.

This system has served us well in achieving reductions in casualties as results show by way of previous road safety targets.

Changes to the Accident Reporting System- *Police Scotland*

Before continuing it should be noted that in 2019 Police Scotland introduced a NEW Accident and Casualty Recording System to remove the uncertainty that arises from officers having to assess, (based on the official guidance at the time) casualty injuries based on their own judgement. This was to collate information accurately and consistently.

However, this has created an inconsistency within the previous time series therefore the Department of Transport has carried out analysis to show what historical figures would have looked like had the CRASH system had been previously used. For this reason, figures quoted in previous documents may differ from those presented here.

More information on the adjustment methodology can be found in REPORTED ROAD CASUALTIES SCOTLAND 2020 published by the National Statistics Publication for Scotland.

PROGRESS SO FAR

Aberdeen City Council's previous Road Safety Plan was written in line with



However, in February 2021 Transport Scotland published a new Framework for local Authorities to work towards:-



This document sets out an ambitious, compelling and ultimate goal for Scotland to have the best road safety performance in the world, with aspirations for Scotland to have nobody killed or seriously injured on Scotland's roads by 2050.

This document not only builds on the strengths and progress made on the previous Framework but introduces a more comprehensive performance management system which will help in gaining a much clearer understanding of the differing issues that influence road safety within Scotland in addition to improved communication between road safety professionals at the national and local levels.

Aberdeen City has always had a strong relationship with its neighbouring Local Authorities, working together collaboratively along with our colleagues within the Police Force, other governmental Stakeholders and Road Safety professionals to reduce the number of people killed and seriously injured on our roads.

PREVIOUS TRANSPORT SCOTLAND'S TARGET TO 2020

SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2020 (Published 2012)

To understand the scale of the problem it is maybe pertinent to show the results of Aberdeen City's progress towards the previous Framework to 2020 detailed below:-

SCOTLANDS ROAD SAFETY FRAMEWORK TO 2020 NATIONAL TARGETS 2020			
<i>"Go Safe on Scotlands Roads - It's everyones responsibility"</i>			
ABERDEEN CITY'S PROGRESS TOWARDS OUR NATIONAL TARGET 2020			
	NATIONAL 2020 REDUCTION TARGET	PROJECTED ABERDEEN CITY 2020 TARGET	ACTUAL 2020 CASUALTIES
<i>Killed</i>	40%	3	1
<i>Seriously Injured</i>	55%	38.5	38
<i>Children Killed</i>	50%	0	0
<i>Children Seriously inured</i>	65%	3.2	2
Key:		Transport Scotland Target MET	

As you can see from the table above, we have achieved the Scottish Targets for ALL Killed and Seriously Injured Casualty in both categories, Adult and Child. We met these targets, in some cases by the narrowest of margins, and although we have made in-roads, we will continue to improve towards the NEW 2030 Framework Targets.

These results were published as part of the Road Safety Plan Annual Update September 2021.

THE SCALE OF THE PROBLEM

COSTS of Road Collisions – Aberdeen City

When considering collisions, the Department for Transport estimate the cost of road casualties and accidents in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and accidents in road schemes. This is intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost.

The human cost covers an amount to reflect the:

- pain
- grief
- and suffering to the casualty, relatives and friends,

In the case for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services.

The economic cost covers loss of output due to injury and medical costs. The cost of an accident also includes:

- the cost of damage to vehicles and property
- the cost of police and insurance administration.

COMPARISON OF THE COST OF COLLISIONS in Aberdeen City BETWEEN 2010 and 2021

COST of each collision by severity in SCOTLAND 2010		
Severity	Cost / Collision	
Fatal	£	1,585,510.00
Serious	£	178,160.00
Slight	£	13,740.00
<i>Reported Road Casualty Scotland 2010 average cost based on available GB figures (£) 2010</i>		

Using the data above the table below shows the estimated total personal and economic cost of road collisions in Aberdeen City 2010.

COST OF COLLISIONS – Aberdeen City in 2010

TOTAL COST of Collisions Aberdeen City 2010				
Severity	Cost/ Collision	No. of Casualties	Cost	
Fatal	£ 1,585,510.00	7	£	11,098,570.00
Serious	£ 178,160.00	75	£	13,362,000.00
Slight	£ 13,740.00	407	£	5,592,180.00
Total			£	30,052,750.00
<i>Reported Road Casualty Scotland 2010</i>				

This data shows that the total cost of collisions was around £30M.

Now, if we compare the above costs (2010) with the data from 2021 you can see how proactive Aberdeen City has been in the reduction to the cost road safety collisions.

COST OF COLLISIONS – Aberdeen City in 2021

(Please note that costs were compared between 2010 and 2021 as 2022 figures have not, as yet, been verified by Transport Scotland).

COST of each collision by severity SCOTLAND 2021	
Severity	Cost / Collision
Fatal	£ 2,114,526.00
Serious	£ 237,614.00
Slight	£ 18,318.00
<i>Reported Road Casualty Scotland 2021 average cost based on available GB figures (£) 2021</i>	

TOTAL COST of Collisions Aberdeen City 2021			
Severity	Cost/ Collision	No. of Casualties	Cost
Fatal	£ 2,114,526.00	1	£ 2,114,526 .00
Serious	£ 237,614.00	36	£ 8,554,104.00
Slight	£ 18,318.00	33	£ 604,494 .00
		Total	£ 11,273,124.00
<i>Reported Road Casualty Scotland 2021 average cost based on available GB figures (£) 2020</i>			

Since well before 2010 Aberdeen City has been working along with its Stakeholders and Road Safety Partners to achieve this reduction.

The figures show that between 2010 and 2021 the estimated economic cost to the Aberdeen economy had REDUCED from £30 million to a little over £11M, a reduction of 63%.

Costs Savings to the Economy following the Reduction of Road Casualties Aberdeen City 2020	
Severity	Total Cost of Collisions
2010	£ 30,052,750.00
2021	£ 11,273,124.00
Total Cost Reduction	£ 18,779,626.00

ABERDEEN CITY PROGRESS TOWARDS TRANSPORT SCOTLAND'S ROAD CASUALTY TARGETS TO 2030

SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030
Delivery Plan 2021 - 2022
(Published 2021)

Interim Targets to 2030

It should be noted that all 2022 figures are provisional as the verified results will not be published by Transport Scotland until Autumn 2023.

As detailed above Transport Scotland published the NEW Casualty Reduction Targets in February 2021.

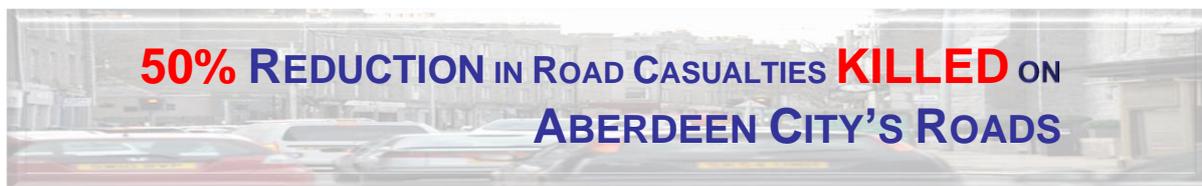
Scotland's Road Safety Framework to 2030 – "Together, Making Scotland's Road Safer"

The casualty reduction targets for 2050 are ambitious therefore Transport Scotland have developed Interim Targets for 2030 to ensure we are on track.

Progress towards these new Interim Targets are detailed below:-

SCOTLANDS ROAD SAFETY FRAMEWORK TO 2030 NATIONAL TARGETS	
<i>Together, Making Scotland's roads safer</i>	
ABERDEEN CITY'S PROGRESS TOWARDS OUR INTERIM NATIONAL TARGET 2030	
ROAD CASUALTIES	NATIONAL 2030 REDUCTION TARGET
<i>Killed</i>	50%
<i>Seriously Injured</i>	50%
<i>Children Killed</i>	60%
<i>Children Seriously injured</i>	60%

CASUALTIES **KILLED** ON ABERDEEN CITY'S ROADS

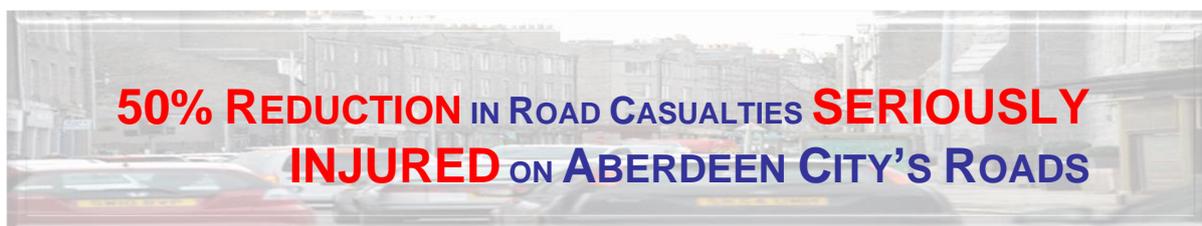


Aberdeen City Road Casualties Killed between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casualties	4	4	4	2	2	2	2	1	2	1

2014-2018 Baseline figure	3
50% Reduction	1.5
2030 TARGET	1.5
ACTUAL 2022 FIGURE	1

Target MET to date

CASUALTIES **SERIOUSLY INJURED** ON ABERDEEN CITY'S ROADS



Aberdeen City Road Casualties Seriously Injured between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casualties	126	111	94	67	53	58	55	36	26	26

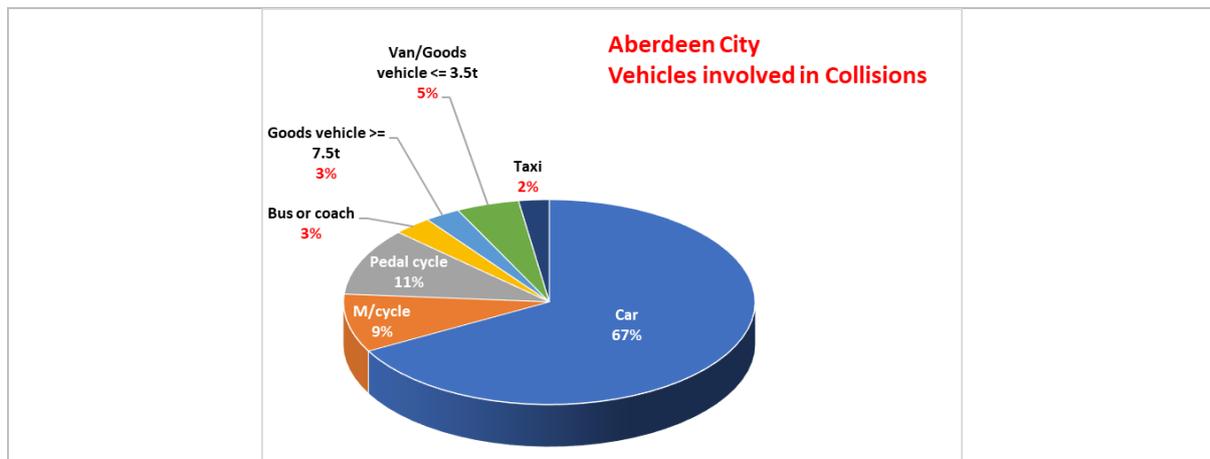
2014-2018 Baseline figure	77
50% Reduction	38
2030 TARGET	39
ACTUAL 2022 FIGURE	26

Target MET to date

The tables above show that **both targets for the reduction in KILLED as well as the SERIOUSLY INJURED targets for 2030 have already been met 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.

KILLED AND SERIOUSLY INJURED CASUALTIES – Analysis of Data

COLLISIONS BY VEHICLE TYPE



SEATBELTS – NON-COMPLIANCE

Analysis has shown that over the past 10 years **15%** of collisions involved drivers or passengers who were **NOT** wearing a seatbelt with **38% of these involving drivers or passengers between the age of 20 and 30 year olds** (almost 60% being women). This is a worrying trend. Generationally, these drivers have been brought up with this law being in place. Through working with our stakeholders this will be highlighted to see if other Local Authorities are also seeing this trend, action may be required at national level.

Seatbelts and the Law in SCOTLAND

The Seatbelt law for drivers and front seat passengers came into force in 1983 with rear seat passengers coming into force in 1991. The law states the following:-

- All drivers and passengers aged over 14 years old **MUST** wear a seatbelt if available, this includes both front and rear seat passengers
- The law applies to cars, vans and other commercial vehicles
- It is up to the driver to make sure everyone over the age of 14 years old wears a seat belt and or correct child restraint
- Only one person / seatbelt

Failure to do so could result in a penalty

- £100 minimum fine, up to £500
- and 3 points on your licence for a driver, if a child under the age of 14 is not properly restrained.



ALCOHOL and DRUG CONSUMPTION

Alcohol Related Collisions

Data analysis also showed that during a **10 year period (2013 to 2022)** alcohol impairment was involved in an average of 6% of all collisions (**57% of those collisions relating to alcohol being PEDESTRIAN**).

Drug Related Collisions

Analysis shows that during the same 10 year period (2013 to 2022) drug impairment was involved in an average of 2% of all collisions (62% of those collisions relating to impairment by drugs being DRIVERS).

Although both these numbers seem quite low, they are totally unacceptable and therefore we must work together with all our stakeholders to educate to ALL our road users to the dangers of Drink / Drug driving, to change attitudes and eradicate the practice of getting behind a wheel under the influence of Drink or Drugs, whether prescribed or recreational.

CHILD CASUALTIES **KILLED** ON ABERDEEN CITY'S ROAD



The Scottish Government classifies CHILD CASUALTIES as those road users aged between 0 and 15 years of age

Aberdeen CHILD Road Casualties KILLED between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casualties	1	0	0	0	0	0	0	0	0	0

2014-2018 Baseline figure	0
60% Reduction	0
2030 TARGET	0
ACTUAL 2022 FIGURE	0

Target MET to date

Analysis of the Road Collision Data that Aberdeen City, since 2014 have had no children killed in road traffic collisions and therefore has already achieved the 2030 TARGET MET to date. But when children are concerned, we must not become complacent.

CHILD CASUALTIES **SERIOUSLY INJURED** ON ABERDEEN CITY'S ROADS

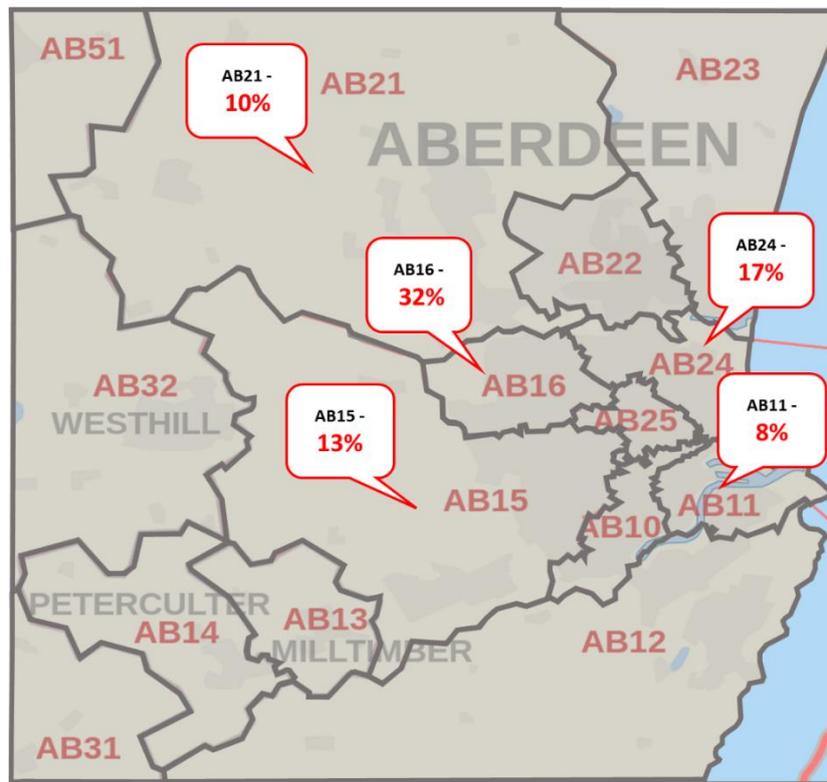


Aberdeen CHILD Road Casualties SERIOUSLY INURED between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casu	9	6	8	11	2	1	5	2	0	5

2014-2018 Baseline figure	6
60% Reduction	3
2030 TARGET	3
ACTUAL 2022 FIGURE	5

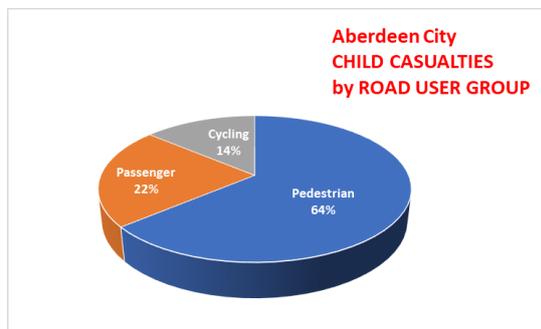
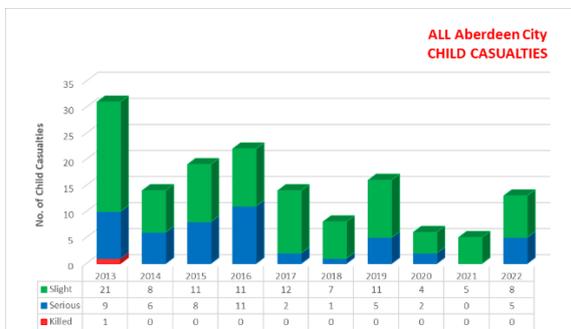
Target on schedule

The above result show that although we have already reached our target for the reduction on **KILLED CHILD** casualties, we have 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 extremely 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.



CHILD CASUALTIES -
Percentage of CHILD Casualties by POSTCODE

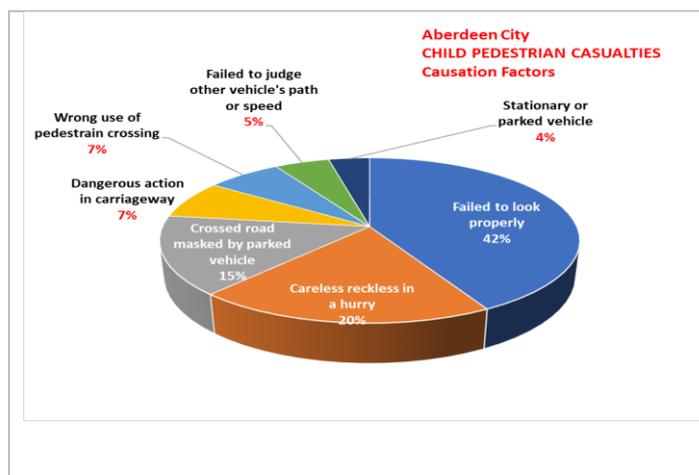
CHILD CASUALTIES - Analysis of Data



Based on figures from 2013 to 2021 figures show that **CHILD PEDESTRIANS** are the most **VULNERABLE CHILD** Road User group at **64%** of all child casualties.

CHILD PEDESTRIAN Casualties

AGE	No. of PEDESTRIAN Casualties	%age
0 to 4	10	10%
5 to 8	27	27%
9 to 12	30	30%
13 to 15	33	33%



As can be seen by the above pie chart the top causation factor for child pedestrian casualties are unsurprisingly:

- FAILURE TO LOOK PROPERLY – **42%**
- CARELESS / RECKLESS IN A HURRY – **20%**
- CROSSING ROAD MASKED BY PARKED OR STATIONERY VEHICLE – **15%**

These are basic dangers that should be reduced through teaching children basic Road Sense and shows that work is always required to reduce these casualty figures. **Most Child Casualties occur around school travel times, equating to 87% of ALL Child Casualties as the table below indicates.**

ABERDEEN City Child Casualties by TIMES OF DAY											
Time	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Totals
6 to 8	3	2	0	1	1	2	2	1	0	0	12
8 to 10	2	2	4	1	2	0	3	0	0	0	14
10 to 12	2	0	1	0	0	0	0	0	0	0	3
12 to 14	2	2	3	3	2	0	3	0	0	0	15
14 to 16	9	4	5	5	1	4	6	2	4	4	44
16 to 18	10	1	3	8	6	1	2	2	0	7	40
18 to 20	2	4	6	3	3	0	0	1	0	0	19
20 to 22	4	2	0	1	0	0	0	1	1	2	11
22 to 24	1	0	0	0	0	1	2	1	0	0	5
24 to 2	1	1	0	0	0	0	0	0	0	0	2
2 to 4	0	0	0	0	0	0	0	0	0	0	0
4 to 6	0	0	0	0	0	0	0	0	0	0	0

It is a common misconception that the Local Authority assumes responsibility for the safety of children on their whole journey to and from school. This is not the case and although the

Local Authority can assist with road safety improvements and initiatives where there are proven road safety issues, it remains the responsibility for parents or guardians to ensure their child has the life skills or supervision to ensure safe use of the roads network.

In other words, the responsibility for ensuring the safety of children travelling to and from school is, and must remain, a parental one.

Aberdeen City Council Road Safety Team will endeavour to work with other Road Safety Stakeholders including Education to encourage schools to prepare Travel Plans.

CHILD PASSENGER Casualties

CHILD PASSENGERS equate to **22%** of **Child Casualties**.

A worrying trend relating to PASSENGERS casualties was that prior to 2020 and the COVID pandemic (from available data 2013 to 2020 – no data supplied following 2022) data was showing that almost **20%** of Child Passengers casualties were **NOT wearing seat belts!**

CHILD CYCLING Casualties

Figures from 2013 to 2021 show that **CHILD CYCLING Casualties** equate to **14%** of **ALL Child Casualties**.

The table below shows the **SEVERITY** of **CHILD CYCLE CASUALTIES**

Child Pedal Cycle Collisions				
Year	Killed	Serious	Slight	TOTALS
2013	1	1	1	3
2014	0	1	1	2
2015	0	3	0	3
2016	0	1	0	1
2017	0	0	1	1
2018	0	0	2	2
2019	0	1	1	2
2020	0	0	1	1
2021	0	0	1	1
2022	0	0	0	0



The latest figures may have been affected by the COVID pandemic however Aberdeen City will continue to work with our **ROAD SAFETY** partners to maintain a downward trend in Cycling Casualties.

The table below shows the age groups of **CHILD** Cycling Casualties

AGE	No. of CHILD CYCLING Casualties	%age
0 to 4	0	0%
5 to 8	4	33%
9 to 12	4	33%
13 to 15	4	33%

Any CHILD CYCLING Casualty is undesirable, and considering the urban nature of Aberdeen there has been great progress in reducing CHILD CYCLE casualties. Great efforts have been made by our **EDUCATIONAL PARTNERS** along with **Bikeability Scotland** have made a positive effect in the reduction in **CHILD CYCLE CASUALTIES** within the City.

Generally, there is no differential comparison to child casualties of either **GENDER** in relation to either **PEDESTRIAN** casualties or **PASSENGER** casualties, however a further breakdown identifies, significantly **Cycling Casualties** are predominantly **MALE**.

ABERDEEN CITY PROGRESS TOWARDS THE TRANSPORT SCOTLAND'S ROAD CASUALTY TARGETS TO 2030

Annual Delivery Plan 2021 - 2022

SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030 (Published 2021)

Intermediate Outcome Targets to 2030

As well as the above, Transport Scotland has introduced more onerous reductions targets for the more vulnerable road users groups as well as age specific groups and are detailed as part of Intermediate Outcome Targets to 2030 below:-

SCOTLAND'S ROAD SAFETY FRAMEWORK to 2030 - INTERMEDIATE OUTCOME TARGETS

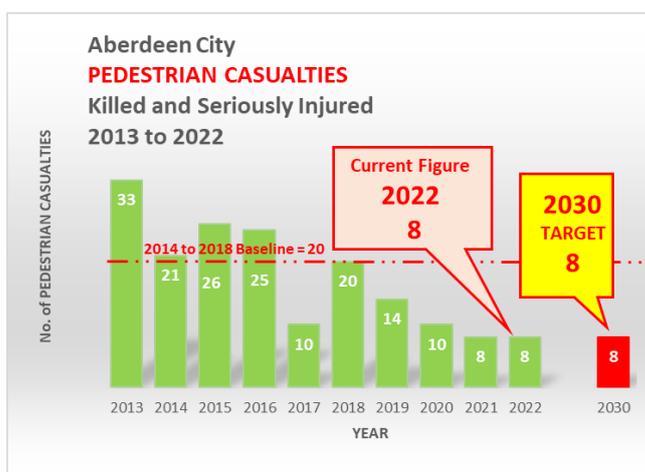
Together, making Scotland's roads safer

ROAD CASUALTIES	NATIONAL 2030 REDUCTION TARGET
<i>Killed or Seriously Injured PEDESTRIANS</i>	40%
<i>Killed or Seriously Injured CYCLISTS</i>	20%
<i>Killed or Seriously Injured MOTORCYCLIST</i>	30%
<i>Killed or Seriously Injured ROAD USERS AGED 70 YEARS and OLDER</i>	20%
<i>Killed or Seriously Injured YOUNG ROAD USERS AGED 17 YEARS and OLDER</i>	70%

PEDESTRIAN Casualties



Over the last 10 years **25%** of **ALL** Aberdeen City Injury Collisions involved **PEDESTRIANS**



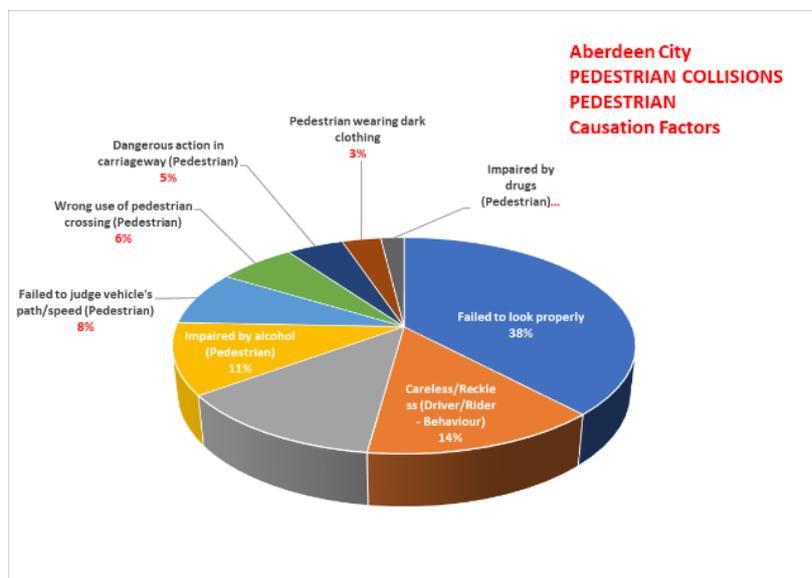
Figures below show that Aberdeen City **has reached the NATIONAL TARGET ahead of schedule** but will continue to work together with our Road Safety Partners and Stakeholders to maintain this reduction and reduce these figures further.



The following graphs show not only progress towards these **INTERIM TARGETS** but also the breakdown relating to severity of injuries and percentage of injuries in relation to **PEDESTRIAN CASUALTIES**.

PEDESTRIAN CASUALTIES – Analysis of Data

Interrogation of collision data over the past ten years show that 59% of pedestrian injury accidents are caused by the pedestrian, with the causation factors detailed below:-



This data shows that the top 4 causation factors have not differed over the years with **FAILURE TO LOOK PROPERLY** being the main cause of pedestrian collisions at **38%**,

- **FAILURE TO LOOK PROPERLY (38%)**
- **CARELESS / RECKLESS IN A HURRY (14%)**
- **CROSSING THE ROAD MASKED BY STATIONARY or PARKED VEHICLE (13%)**
- **IMPAIRMENT BY ALCOHOL (Ped) (11%)**

28% of collisions occurred in the city centre (around 11% citywide in total), with **18%** of pedestrian collisions occurring in the CITY CENTRE involving pedestrians **UNDER THE INFLUENCE OF ALCOHOL**. This data has identified a worrying trend with approximately **11%** of ALL pedestrian collisions involving pedestrians being under the influence of alcohol. Although these figures have reduced in recent years. This data may have been affected by COVID 19 and therefore should be monitored in the future for changes.

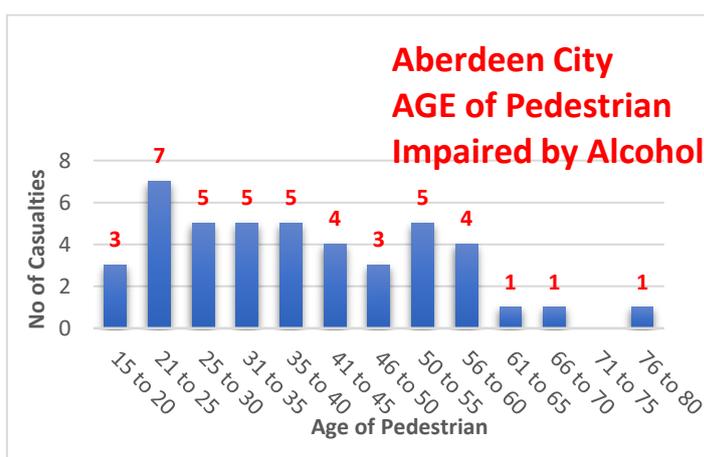
It should be noted that everyone reacts differently to the effects of alcohol, there is no safe cut off point. Alcohol is a depressant and as such slows down reaction times and the behaviour associated with inhibition.

Alcohol can affect:-

<ul style="list-style-type: none"> • Judgement. • Slows down reaction times. • Affects balance and coordination. • And loss of concentration and feeling drowsy. 	
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All the above can have a dramatic effect on a pedestrians' ability and judgement especially when crossing the road.

86% of alcohol related pedestrian casualties were male and the graph below identifies what ages are involved.



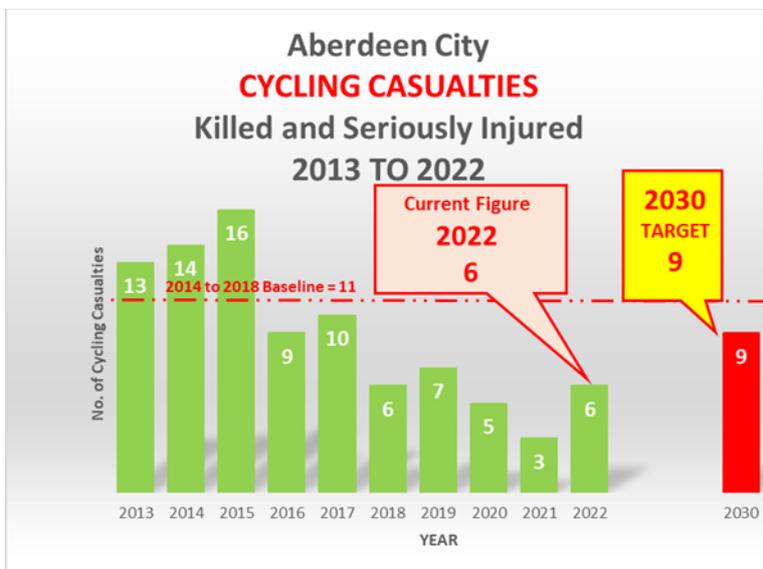
Citizens, especially **MALE pedestrians** should therefore be aware of the effects of alcohol when attending social events and try to plan ahead, ensuring they have made arrangements in advance to get home safely, especially at night.

It should also be noted that **9%** of pedestrian collisions involved **the WRONG USE OF PEDESTRIAN CROSSING**, this is an area of concern and once again should be monitored as this may require action through education.

CYCLING CASUALTIES



Over the last 10 years **17%** of ALL Aberdeen City Injury Collisions involved **CYCLISTS**



Figures show that Aberdeen City Council has **reached the NATIONAL TARGET ahead of schedule** and we will continue to work together with our Road Safety Partners and Stakeholders to maintain this reduction and reduce these figures further.

The following graphs show not only progress towards these interim **TARGETS** but also the breakdown relating to severity of injuries and percentage of injuries in relation to **CYCLING CASUALTIES**.



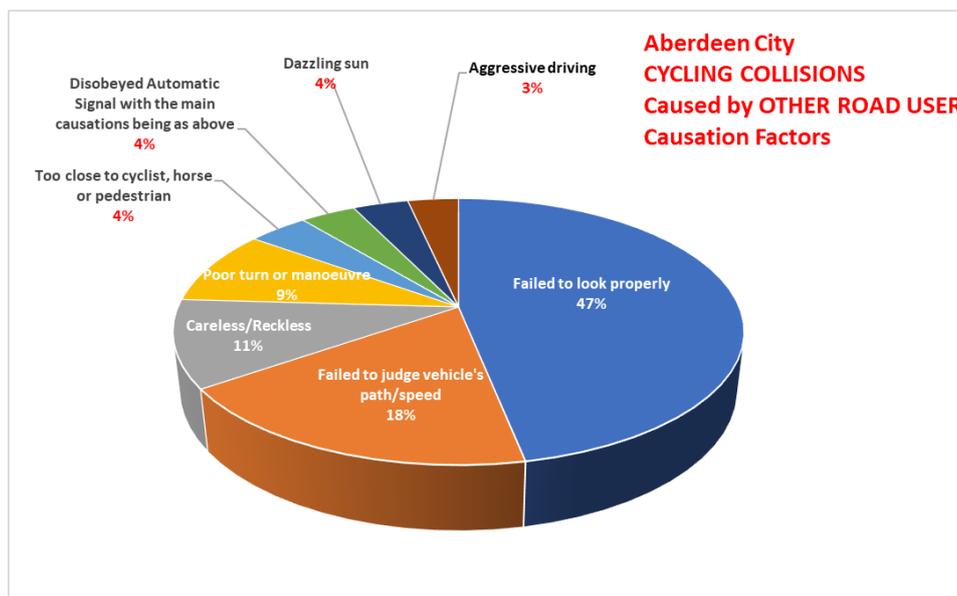
Cycle has increased over the past couple of years throughout the city (NESTRANS 2020) with this increase there are great benefits such as fitness, the environment and the financial benefits therefore it should be encouraged.

CYCLING – Analysis of Data

Cyclists will always be susceptible to more serious injuries as they have little protection in the event of a traffic collision especially when involved with a motor vehicle therefore it is essential to educate drivers as to the vulnerability of Cyclists.

CAUSATION OF CYCLING COLLISIONS

Other Drivers - A breakdown in Cycling Collisions show that almost 75% of Cycling Collisions are Caused by Other Drivers with around 25% being caused by Cyclist themselves.



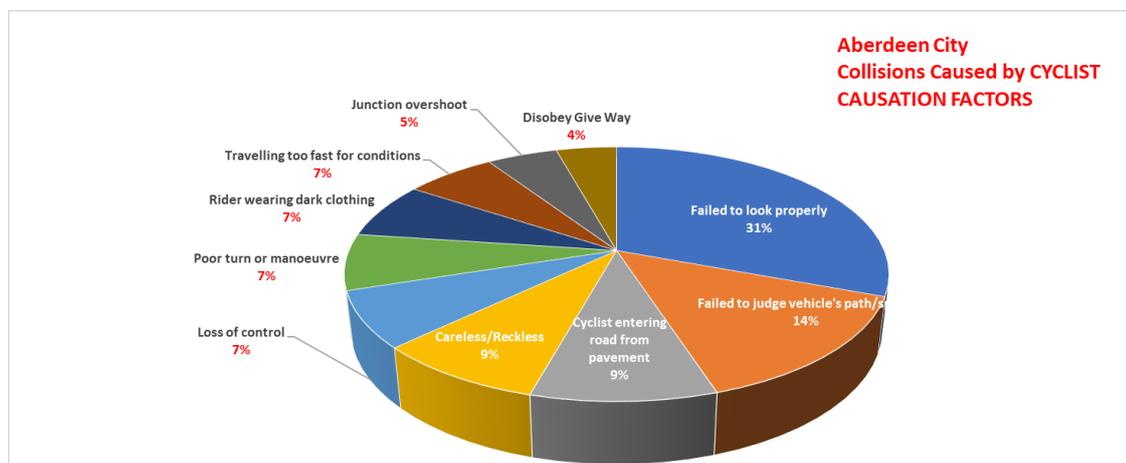
Unfortunately **75%** of Cycling collisions have been attributed to Other Road Users with the main causation factors detailed above:-

- **FAILURE TO LOOK PROPERLY (47%)**
- **FAILURE TO JUDGE OTHER PERSONS PATH OR SPEED (18%)**
- **CARELESS / RECKLESS IN A HURRY (11%)**
- **POOR TURN OR MANOEUVRE (9%)**

As you can see from the above, poor driving practices seem to be the main cause of **Cycling Collisions**.

Police Scotland have been proactive in highlighting the need to give cyclists adequate space when overtaking through '**OPERATION CLOSE PASS**' as well as Cycling Scotland's '**GIVE CYCLE SPACE**'. These campaigns highlight the laws relating to the overtaking of cyclists whereby **drivers must leave at least 1.5 m between them and the cyclists** when carrying out an overtaking manoeuvre.

Although data shows that in the majority 'Other road user' groups are mainly at fault in the event of a collision involving cyclists, **CYCLISTS** are not always the innocent party in cycling collisions as the above pie chart shows. **25%** of Cycling collisions are attributed to **CYCLIST** themselves with the top causation factors detailed below :



- **FAILURE TO LOOK PROPERLY (31%)**
- **FAILURE TO JUDGE OTHER PERSONS PATH OR SPEED (14%)**
- **CYCLIST ENTERING CARRIAGEWAY FROM PAVEMENT (9%)**
- **CARELESS / RECKLESS IN A HURRY (9%)**

The above Causation Factors above seem to highlight poor cycling practices and therefore perception training may be of benefit, to raise the importance of road safety to Cyclists in the City and make riders think of the personal consequences of taking risks by giving Cyclists the knowledge and skills to be safer on the city's roads.



It is essential that Cyclists ensure that their bicycle is roadworthy before taking it onto the public road. Safety checks should be carried out at regular intervals. Lights should be attached to the front and rear of your bicycle, if cycling in the dark.

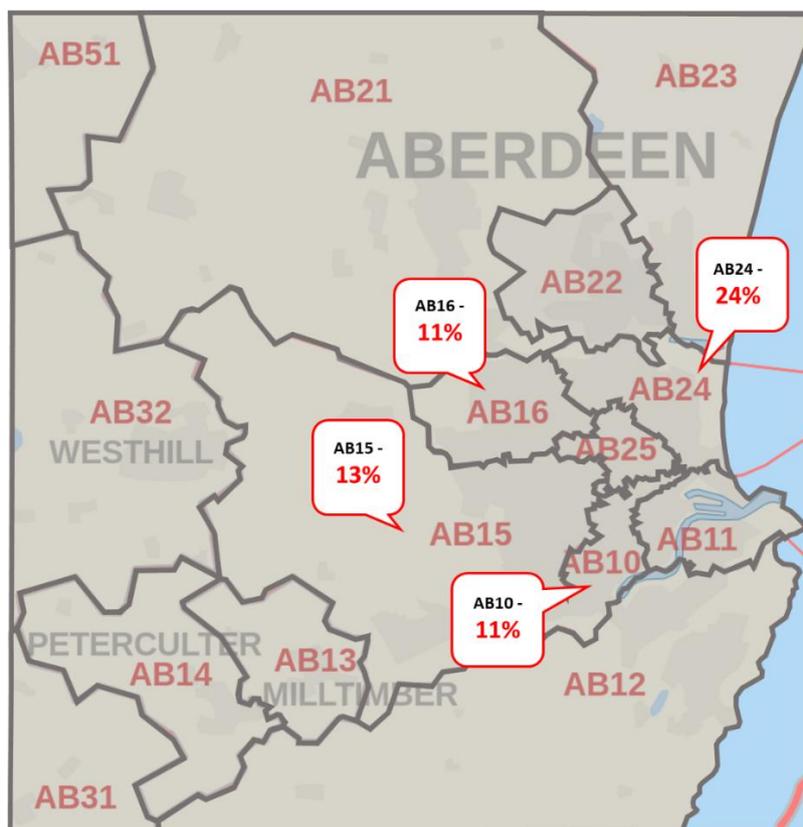


Cycling can be an emotive subject with some Drivers and Cyclists sharing a lack of **consideration** and **respect to road safety and the safety of each other**. There needs to be a change in attitude, with frustration being a major factor in cycling collisions especially relating to overtaking. As previously mentioned, **DRIVERS** should ensure that they give cyclists adequate space when overtaking and **CYCLISTS** should recognise that when cycling slower than the prevailing traffic / blocking the free flow of traffic, then they should consider pulling in and letting traffic pass and always adhere to automatic traffic signals and give way lines.

Cyclist should also take great care when cycling in and around larger vehicles and avoid undertaking. Never assume that a vehicle will indicate when turning left and remember these vehicles can have a blind spot whereby there are areas around these vehicles where it is difficult for the driver to see approaching cyclists/pedestrians especially from the rear and their nearside.



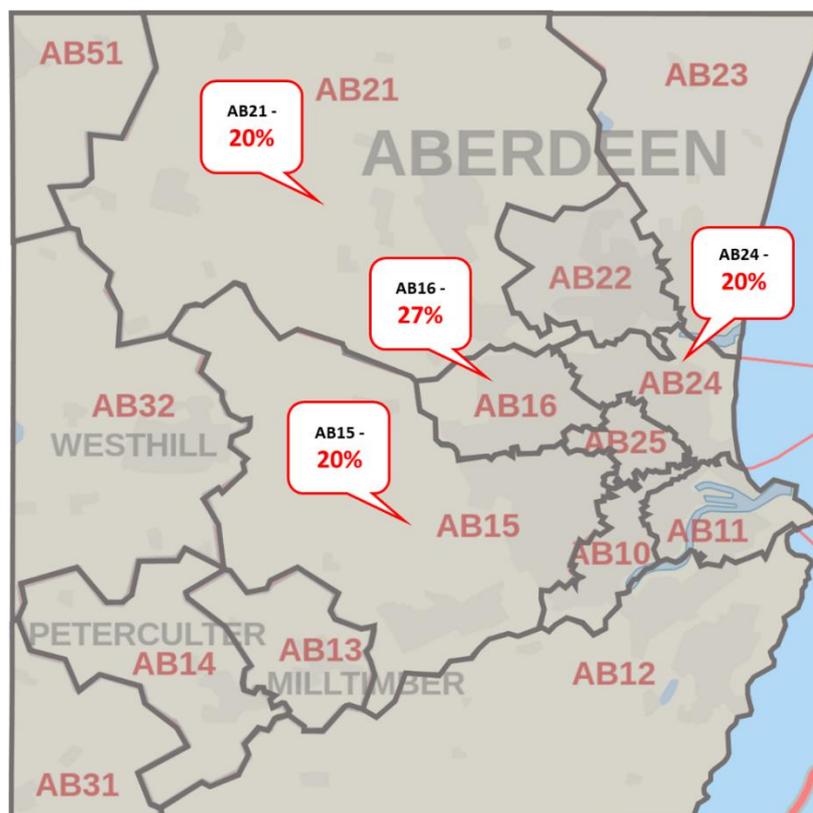
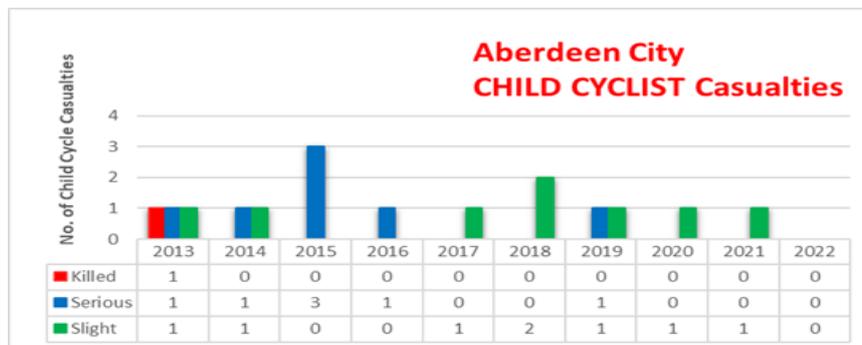
Although wearing a cycling helmet is not a legal requirement, they have been proven to effectively reduce injuries in the event of a collision if properly fitted. Therefore, the wearing of a cycle helmet should be considered even for short distances.



ADULT CYCLING CASUALTIES -
Percentage of ADULT Cycling Casualties by POSTCODE

Investigations have shown that the majority of Cycling Casualties are **MALE (77%)**, mainly being concentrated during commuter periods, Monday to Friday with Sunday showing an increase, presumably for recreational cycling rather than travelling to work, with the table above identifying the areas where Cycling Casualties reside. This identifies areas in the city where efforts can be concentrated in highlighting the problem.

CHILD CYCLING Casualties



CHILD CYCLING CASUALTIES -
Percentage of CHILD Cycling Casualties by POSTCODE

The above map shows the postcode areas where the highest percentage of **Child Cycling Casualties reside**. Further inspection of data also shows that the main age groups of concern are **8 year olds** and **15 year old**, with **75%** of casualties being **MALE**.

This map, as with the previous, identifies where resources can be concentrated in highlighting road safety concerns relating to **CYCLING**.

Aberdeen city Council will work with our Road Safety partners, **NESTRANS and Cycling Scotland** to continue to build an improved **CYCLING** infrastructure and our commitment toward active travel.

This will help in Scotland meeting the 2045 Net Zero Emissions Target. The promotion of cycling is integral to this and therefore cycling safety requires a high level of attention. The development of comprehensive dedicated cycle network, where achievable, will be paramount in encouraging Safe Cycling within the city.

NESTRANS are currently carrying out a study into identifying options for improving transport connections on the A92 Bridge of Dee to Bridge of Don and the A944 from Westhill into Aberdeen to encourage active travel which is hoped will improve cycle facilities as well Public Transport Links.



ELECTRICALLY ASSISTED PEDAL CYCLES and POWERED TRANSPORTERS

In recent years there has been a considerable rise in the number of e-bikes within the city. With the environmental impact of carbon emissions, e-bikes will become more popular as a greener alternative way to travel. However, in terms of Road Safety at the present time it is difficult to correlate road collision data relating to the use of these modes of transport.



Our colleagues in Police Scotland have identified the growing trend on the use of e-bikes / e-scooters. People purchasing these modes of transport are urged to fully understand the law and implications of using them in a public place especially on the city's roads and pavements.



This is a national problem and therefore awareness needs to be raised with parents and employers (food delivery for example) around which of these bikes are legal, but also the safety implications for riders (and indeed pedestrians), as the higher speeds possible on unregulated vehicles are resulting in more serious injuries when involved in a collision. This is a national trend.

E-Bikes

You can ride an electric bike if you're 14 or over, **as long as it meets certain criteria.**

These electric bikes are known as EAPC's 'Electrically Assisted Pedal Cycles' which do not need a licence to ride on and it does not need to be registered, taxed or insured.

However, the classification of such a bike is it **MUST HAVE PEDALS** that can be used to propel it.

They **MUST** also show either:-

- the power output
- the manufacturer of the motor

They **MUST** also show either:

- the battery's voltage
- the maximum speed of the bike



Some e-bikes post 2016 also have a Twist and Go throttle providing starting assistance, without the user pedalling which have been designed specifically to help people who have difficulty starting a bicycle due to disability or illness. However this throttle **MUST CUT OUT at 3.7mph (6 kmph) if the user is NOT pedalling**

The **ELECTRIC MOTOR** on these vehicles:

- **MUST NOT** have a maximum power output that **EXCEEDS 250 watts**
- **SHOULD NOT ASSIST** with the speed of the bike when travelling **MORE THAN 15.5mph (25 kmph)**
- where a **'TWIST & GO'** function is provided it **SHOULD ONLY** assist the rider up to a speed of **3.7mph (6 kmph)** without pedalling, any vehicle with a **'TWIST & GO'** function in **EXCESS of 3.7mph (6 kmph) MUST** have type approval from the **UK Vehicle Certification Agency**

Where you can ride an E-Bike?

If a bike meets the EAPC requirements, it's classed as a normal pedal bike. This means you can ride it on the carriageway, cycle paths / tracks etc, and anywhere else pedal bikes are allowed but not the footway.

Other Types of Electric Bikes

There are some types of electrically powered bikes that **DO NOT fall** within the **legal definition of an EAPC** and therefore do not meet the EAPC rules.

These would be classified in UK law as motor vehicles meaning that :-

- they **MUST** be **TAXED** and **INSURED**
- **YOU MUST** have a **LICENSE**.
- you **MUST** to wear a **MOTOR CYCLE TYPE HELMET** to ride them.
- Like mopeds, they can **only be ridden on roads or unrestricted byways** and **not on the footway network**.

E-Scooters

Although the UK Government introduced legislation trialling the use of e-scooters through local authorities for a period of 12 months there is no such scheme operating in Scotland.

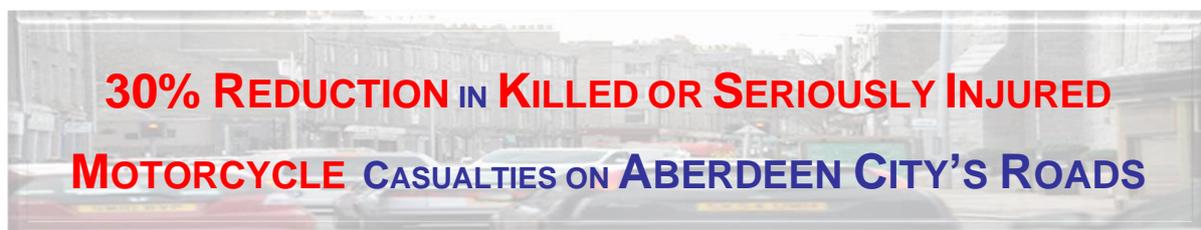
E-Scooters are currently classified as Personal Light Electric Vehicles (PLEVs) or Powered Transporters.

While e-scooters are legally available to purchase, it is currently against the law to ride a privately owned E-scooter in any public place in the UK. This includes roads, pavements, parks, town centres or promenades. The only place a privately owned e-scooter can be used is on private land with the agreement of the landowner.

We will continue to work with our colleagues in Police Scotland and other Road safety Groups to highlight to our citizens, and especially employers, these growing trends and improve and educate their safe legal use.

MOTORCYCLE CASUALTIES

PROGRESS TOWARDS Scotland's Road Safety Framework to 2030





Over the last 10 years **16%** of ALL Aberdeen City Injury Collisions involved **MOTORCYCLES**

This category of vulnerable road user is at greater risk to more serious injuries with faster speeds and with little protection. This means that any driver error, either by motorcyclist or other driver can have a catastrophic effect with the devastation being felt by their loved ones when the effect of the collisions leaves life changing injuries.

For every mile travelled by motorcyclists, they are 25 times more likely to be at risk of being killed in a Road Traffic Collision than car drivers.

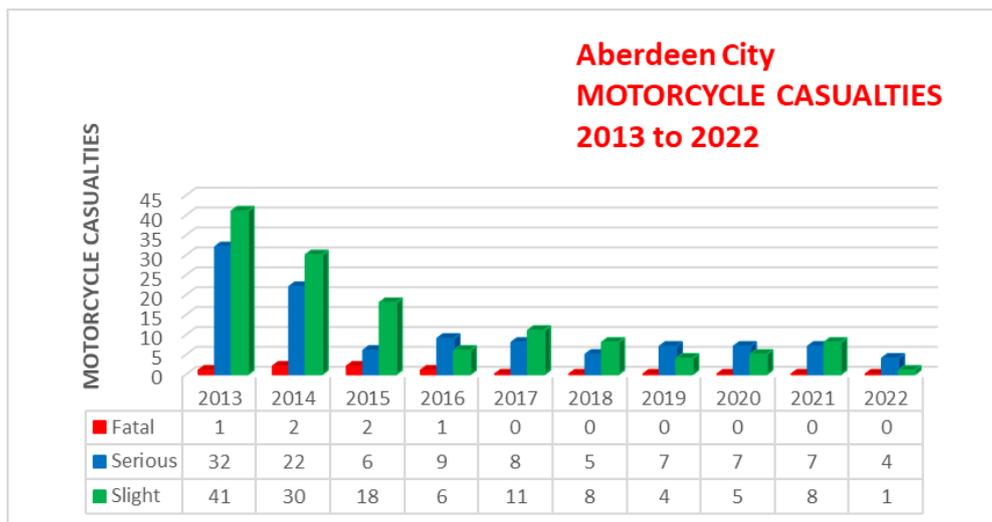
In general, the progress towards the motorcycle targets has been excellent, however an increasing number of people are using motorcycles for both recreation and everyday travel which could ultimately lead to an increase in MOTORCYCLE casualties.



However, we should not be complacent. Motorcycle injuries are a major worry. Nationally, although motorcyclists only make up 1% of road users in Scotland proportionately, they account for 17% of all road Deaths.

Police Scotland have reported that 25 motorcyclists died on Scotland's roads in 2021-22 and although there were no Fatal Casualties in Aberdeen City the number of SERIOUSLY injured casualties has showed no significant reduction.

Aberdeen City Motorcycle collisions tend to differ from our neighbouring Local Authorities who experience collisions through recreational journeys mainly occurring at the weekend and in rural settings. City data has identified that although the element of risk to motorcyclists in the city occur during the week as opposed to rural areas where they usually often occur at the weekend.

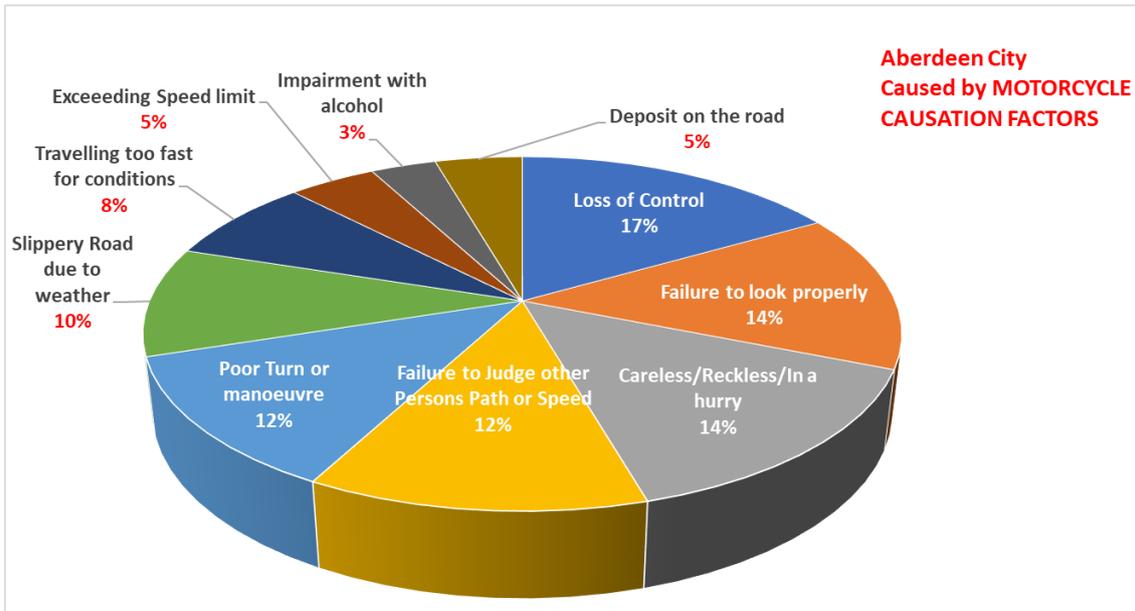


It is understandable the freedom and enjoyment experienced by motorcycle riders, and as the Scottish weather improves then motorcycle usage increases. With this Police Scotland focuses on motorcycle safety and education, in partnerships with other road safety groups and hold training courses for motorcyclists.

Obviously, risks are dependent on various factors and motorcycle riders should not underestimate their vulnerability with collisions in the rural settings, in the majority, tending to be due to rider error, however in the case of Aberdeen City, urban settings show the majority of collisions occur at junctions.

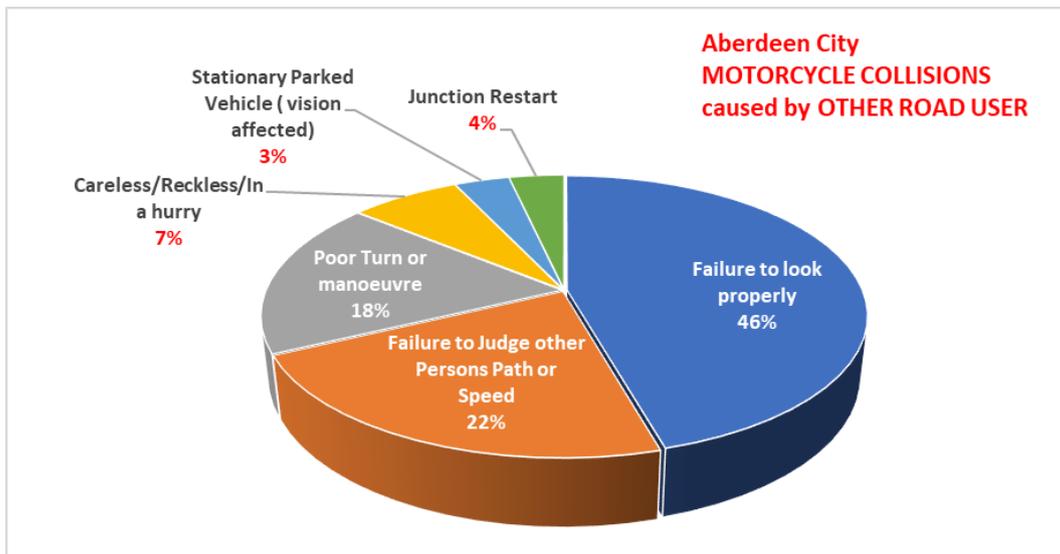
MOTORCYCLE Collision Causation Factors

57% of Motorcycle Collisions over the past **10 years** were caused by **Motorcyclists**



- **LOSS OF CONTROL - 17%**
- **CARELESS / RECKLESS IN A HURRY - 14%**
- **FAILURE TO LOOK PROPERLY - 14%**
- **FAILED TO JUDGE OTHER PERSONS PATH OR SPEED - 12%**
- **POOR TURN OR MANOEUVRE - 12%**
-

However **43%** of Motorcycle collisions are caused by **OTHER ROAD USERS**

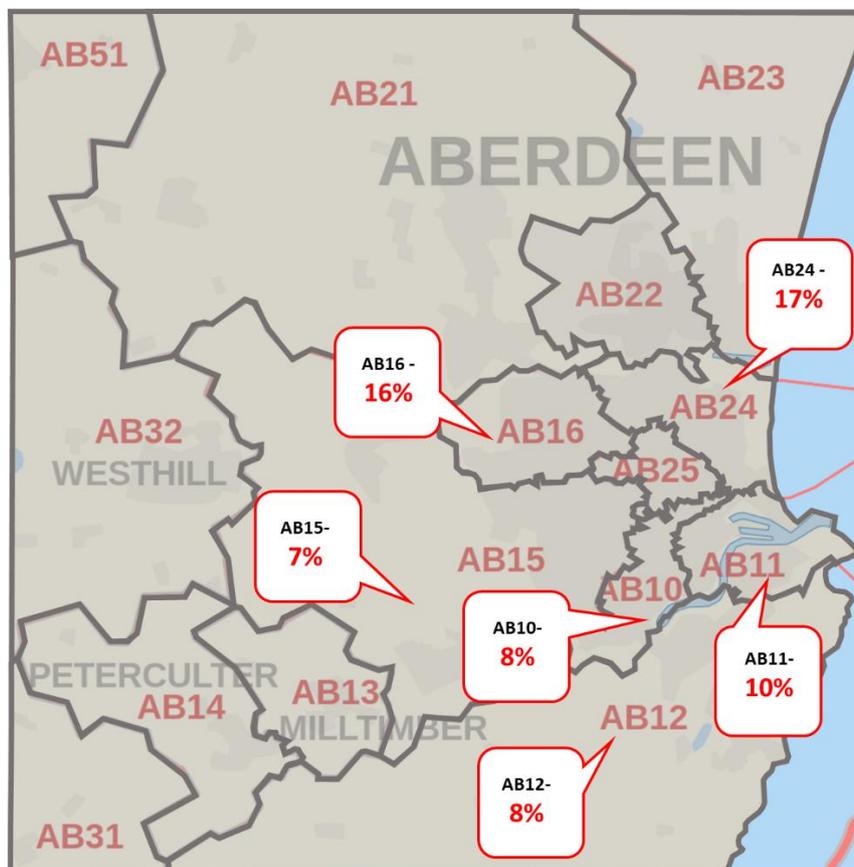
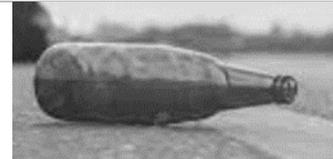


- **FAILURE TO LOOK PROPERLY - 46%**
- **FAILURE TO JUDGE OTHER PERSONS PATH OR SPEED - 22%**

- POOR TURN OR MANOEUVRE - **18%**
- CARELESS / RECKLESS IN A HURRY - **7%**

11% of causation features **speed** (travelling too fast for conditions and exceeding speed limit). With most of the city being covered by low, urban speed restrictions, it is essential to work with the Police to identify areas which can be targeted for attention to enforce these speed restrictions.

Although quite low **impairment by ALCOHOL** is a worrying factor and will therefore share this intelligence with our colleagues within the police.



MOTORCYCLING CASUALTIES -
Percentage of Motorcycling Casualties by POSTCODE

The data above highlights the dangers that Motorcyclists come across daily therefore they should always be mindful of **OTHER ROAD USERS** especially when approaching junctions and shows that there are concerns over other road users relationship with motorcycles on the City's roads. This intelligence should be highlighted for further action, especially through education.

As motorcyclists are at greater risk of more serious injuries it is essential that they take mitigating measures to ensure their safety when travelling on the City's roads and be aware of the environment they are driving on and take the appropriate measures:-

- Losing Control is the predominant cause of collisions in the City, mainly due to the loss of traction following excessive acceleration, or braking which can be exacerbated by external factors such as hazardous surfaces.
- Motorcyclist should accelerate and brake smoothly and should be vigilant for any deposits on the road including gravel, standing water, oil/diesel spill as well as ironmongery.
- Only overtaking when it is safe to do so and where the motorcyclist has a safe view of the road ahead. Adequate road positioning increases the turning circle and extends the riders view round the bend.
- Be vigilant on the approaches to junctions and anticipate the behaviours of other road users.
- Know the appropriate speed-limits.
- Do not mix riding with alcohol or drugtaking.
- Reduce your speed according to prevailing conditions.
- Ensure your motorcycle is roadworthy.
- Wear adequate protective gear for the prevailing conditions.

Police Scotland, along with road safety partners in the North of Scotland launched Rider Refinement North in 2018. These courses are led by Police Advanced Motorcyclists with the feedback from students being good. This course has also been evaluated and well received independently and with the positive feedback is currently being rolled out nationally in Scotland.

They are specifically aimed at motorcyclists, offering classroom and practical based experiences in a day long course. Courses run between April and October in various venues across the north of Scotland.



These courses are delivered and led by the Police accompanied by an observer from the Institute of Advance Motorists. The course looks at key risk factors and provides riders with the knowledge and skills to be safer. It aims to raise awareness of both road safety and the personal consequences of taking risks.

The courses involves:-

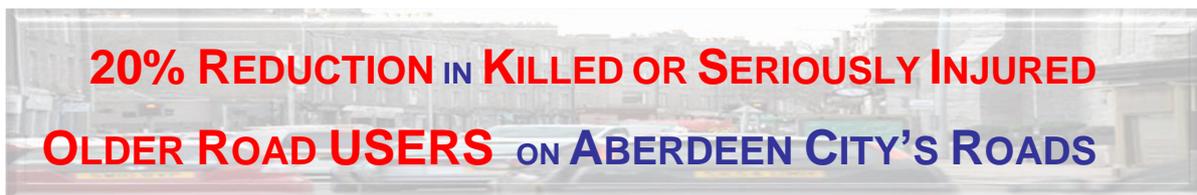
- demonstration rides
- observed rides with feedback from officers,
- vehicle examination checks of riders' bikes and
- safety checks that should be carried out before any journey.

All in an effort to help motorcyclists ride responsibly and to reduce the number of road collisions involving motorcycles.

Anyone interested in the course should email operationriderrefinementnorth@scotland.police.uk. The course is open to any qualified motorcyclist.

OLDER ROAD USER Casualties

PROGRESS TOWARDS Scotland's Road Safety Framework to 2030



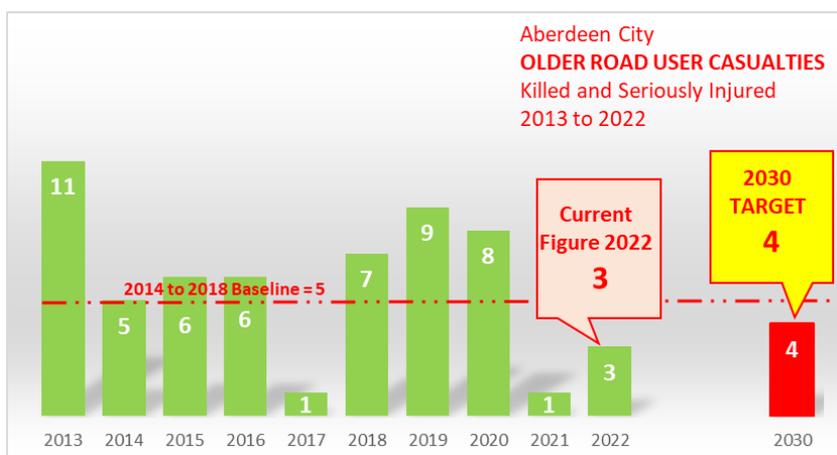
For clarity the Scottish Government classifies OLDER ROAD USERS are those road users aged 70 years and over.



Over the last 10 years **8%** of ALL Aberdeen City Injury Collisions involved **OLDER ROAD USERS**

While historically people have tended to travel less as they get older, the current generation is healthier, fitter and more mobile than previous generations. They are likely to travel more but this brings increased risk, often because of frailty. What constitutes a relatively minor crash for a younger driver or passenger, may be serious or fatal for an older person. Age

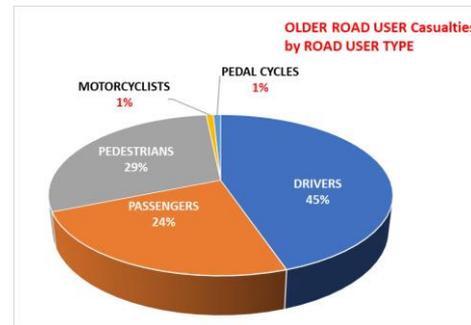
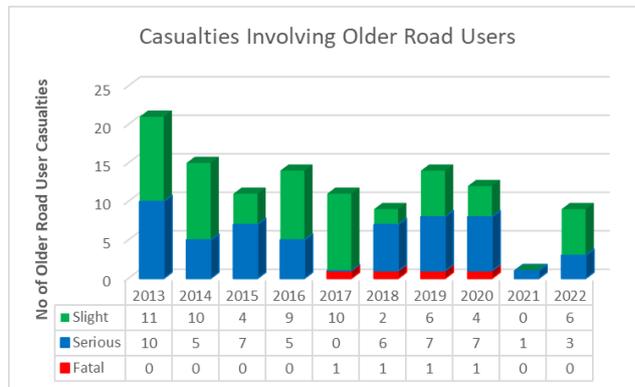
related frailty is one of the main reasons why older road users are more likely to suffer death or serious injury in a collision.



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 in an effort to maintain this downward trend.

The following graphs show not only progress towards these **interim TARGETS** but also the breakdown relating to severity of injuries and percentage of injuries in relation to **OLDER ROAD USER** groups.

OLDER ROAD USER GROUPS - Analysis of Data



OLDER DRIVERS and PASSENGER Casualties

69% of OLDER ROAD USERS were either Vehicle Drivers or Passengers

Driving is very important for many elderly people. It gives them freedom and independence to get out and about, maintaining social contact with friends and family, and improves their mental health and well-being.

An analysis of OLDER DRIVER Casualties show a worrying trend of Drivers/Passengers **NOT wearing a seat belt**, averaging in and around **20%**. This will be highlighted to our colleagues in Police Scotland to consider as to whether attention is required for our older citizens as to the **BENEFITS** of wearing a **SEATBELT**.

As we get older, reaction times, health and fitness begin to deteriorate, including eyesight and our physical condition decline with age related conditions which can affect our driving. It is therefore important that OLDER drivers recognise whether and how their driving has changed, to remain driving safely on our City's roads.

WHAT YOU NEED TO KNOW:-

- You need to renew your license at 70
- Health conditions can have an impact on driving
- There are ways to help driving easier for older drivers

- Further training /refresher courses can make a difference especially with changes in the highway code
- Car maintenance is important
- Good journey planning can be beneficial

It is a common misconception, that mature drivers are unsafe, in general they are safer drivers than those less experienced. **Once over 70 years old, drivers are required to renew their driving licence every 3 years.**

As the assessment is self-reporting it is imperative that **OLDER drivers** are aware of their obligations by law and to the **DVLA** rules and procedures to report any physical conditions which may affect their driving ability.

Conditions that may have an impact on Older Drivers driving capabilities are as following:-

- **Deteriorating Eyesight** – Poor eyesight can increase our reaction times resulting in difficulty reading or judging approaching traffic speeds or distance, which in turn can lead to sudden braking, loss of control or taking evasion action too late.
- **“NOTIFIABLE” medical conditions or disability** - Notifiable’ medical conditions and disabilities include epilepsy, strokes and other neurological conditions, mental health problems, physical disabilities, and visual impairments. Always check if your health condition is one that needs to be reported to the **DVLA**.
- **Medication** - Medicines and prescribed drugs help restore our health but may produce side-effects that can affect our driving skills. Don’t presume that your doctor or pharmacist is aware that you’re a driver – you should always inform them and ask if the prescribed medication will impair your driving. Never drive if you feel that your medicine has impaired your driving ability. For example, if you feel drowsy, confused or unable to concentrate.

We were making in-roads in the reduction target of 4 casualties by 2030 but the variation within the figures over the last few years means that we need continue to look at ways to ensure our **OLDER ROAD USERS** have sufficient travel options to be safe and maintain independence on our transport network.

The best way you can carry on driving for as long as possible is to keep your skills and knowledge up to date.

- Make sure you are up to date with the latest changes to the Highway Code
- Take assessments and advice on how your driving skills may have changed. These
- assessments can give you confidence and make driving less stressful. These assessments can be done through a simple refresher course.
- You can get a medical assessment through a Mobility Advisory Centre.
- Consider changing your vehicle. New cars come with the latest safety and driver assistance technology that can make driving easier and safer.
- If you or your family are unsure about your medical condition, consult your doctor, optician, pharmacist or other medical professional, and comply with any decision or recommendation they give you.

It is not the intention to preclude older drivers from driving, as it is clear that removal of a license can cause isolation and mental health problems. However, there will come a time when

each of us needs to reduce our driving, or even stop altogether. Taking advice from your doctor, or another health professional, and from family and friends can be very helpful.

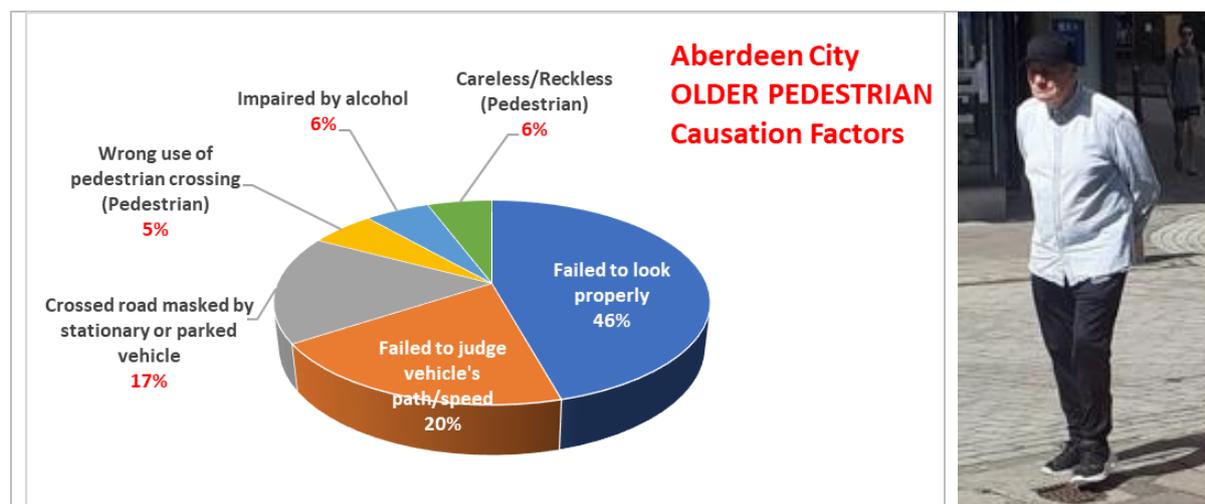
Always check if a condition you have needs to be notified to the DVLA or DVA (Northern Ireland). You could be fined up to £1,000 if you don't tell the DVLA or DVA (Northern Ireland) about a condition that might affect your ability to drive safely. You could also be prosecuted if you're involved in a collision.

Funding has been secured by Police Scotland through the Road Safety Framework for a pilot project in the North East of Scotland to provide a driving assessment centre for OLDER DRIVERS which assesses whether criteria is met in terms of fitness to drive, It is currently at the planning stages and is hoped to be up and running by November this year. Although based in Aberdeenshire referrals will be accepted for any drivers in the Grampian Area.

They also raise awareness through the delivery of Driver Engagement North which is an engagement session delivered at events or in centres and involves raising awareness with the public and utilising a driving simulator to test reaction times and approach to hazards. This is used as an engagement tool to open up conversations with people/families around fitness to drive.

OLDER PEDESTRIAN Casualties

29% of Older Road User casualties were **PEDESTRIANS**

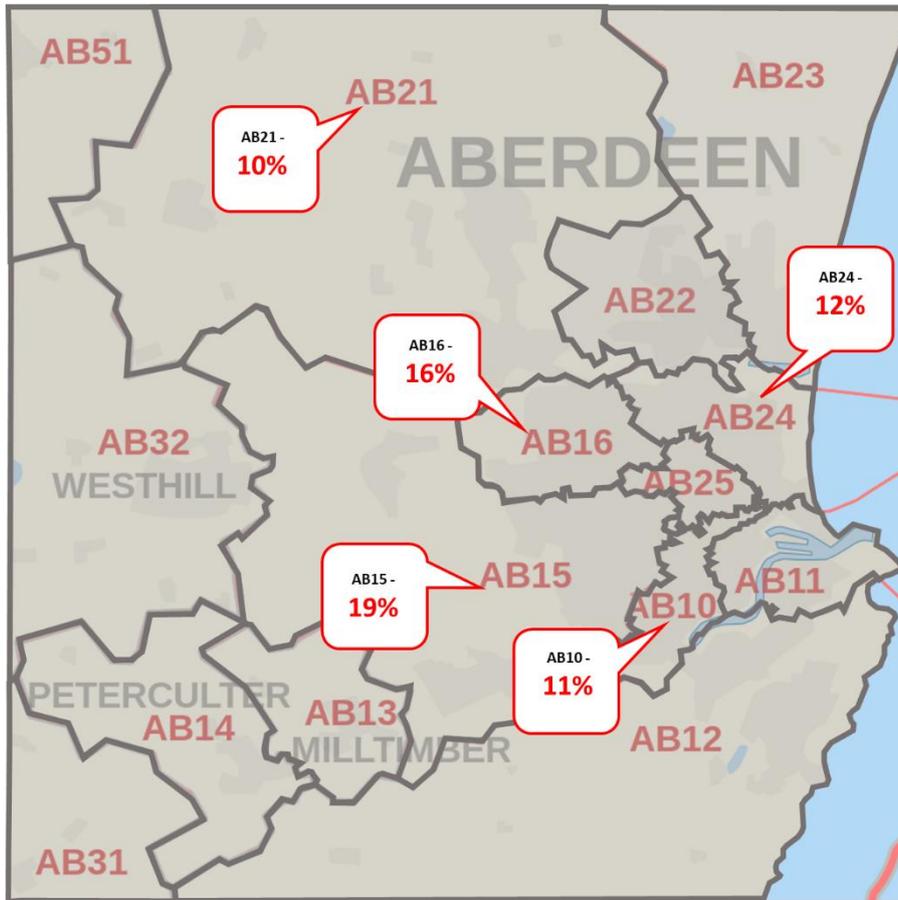


As the above table shows the top causation factors for Older Pedestrians is Failure to Look (46%) and Failure to Judge vehicles path / speed (20%) and Crossing the road between Stationary or Parked Vehicles (17%).

These collisions could be caused by slower reaction times and not being able to adequately judge speeds and distances of approaching traffic. We will endeavour to work with our Road Safety Partners and Stakeholders to highlight these findings and seek a solution to highlight these concerns to this OLDER user group. It should also be noted that 6% of pedestrian collisions involved the impairment by ALCOHOL.

This highlights that Older Pedestrians are the most vulnerable from this Road user group, in older pedestrian collisions, injuries in most instances are more severe due to the aging process.

There is a need for OLDER pedestrians to be more aware of their surroundings and to have the ability to identify the safest place to cross and take great care and attention when crossing the carriageway and for other road users to be alert to their presence.



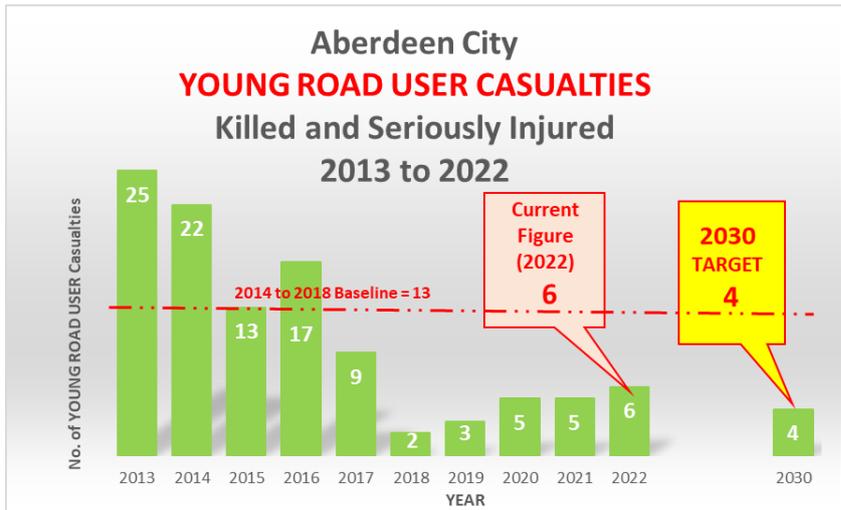
OLDER ROAD USER CASUALTIES -
Percentage of Older Road User Casualties by POSTCODE

YOUNG ROAD USER Casualties

For clarity the Scottish Government classifies YOUNGER ROAD USERS as those road users between the age of 17 and 25 years of age.

PROGRESS TOWARDS Scotland's Road Safety Framework to 2030

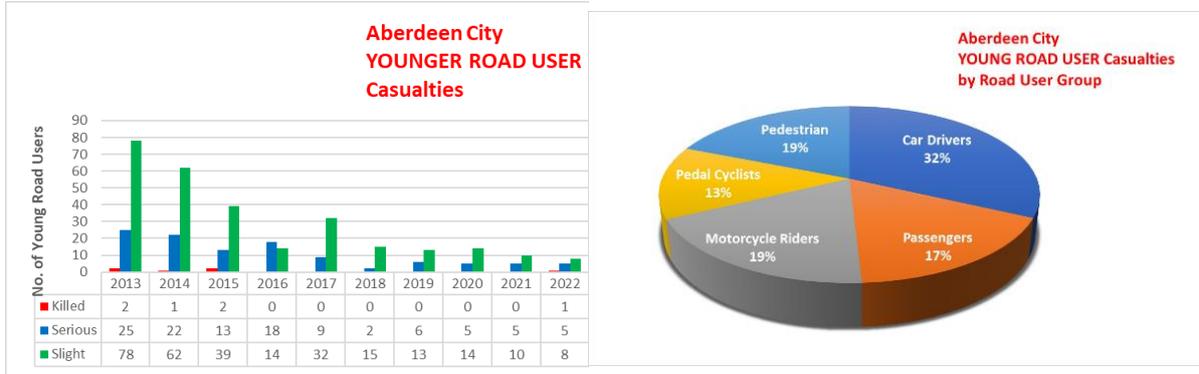




The **2022** figures show that **Aberdeen City** has a way to go in order to achieve the **TARGET for 2030**. And will therefore strive along with our Road Safety Stakeholders to reduce casualties in our Young Road User Group

YOUNGER ROAD USER GROUPS - Analysis of Data

The following Graphs show not only progress towards these interim TARGETS but also the breakdown relating to severity of injuries and percentage of injuries in relation to YOUNG ROAD USER groups.



YOUNG DRIVERS and PASSENGERS

Almost **50%** of **YOUNGER ROAD USERS CASUALTIES** were Vehicle **DRIVERS** with **26%** being **PASSENGERS**

For many young Drivers gaining their license is an exciting time in their lives as it gives them a new found freedom and greater independence. However it is well documented that **Young Drivers** are at a higher risk of being involved in traffic collisions than older drivers attributed to their youth and inexperience.

Although passing your test gives you the ability to drive on the road legally it does not mean that you have the skills to drive safely, this evolves through experience.

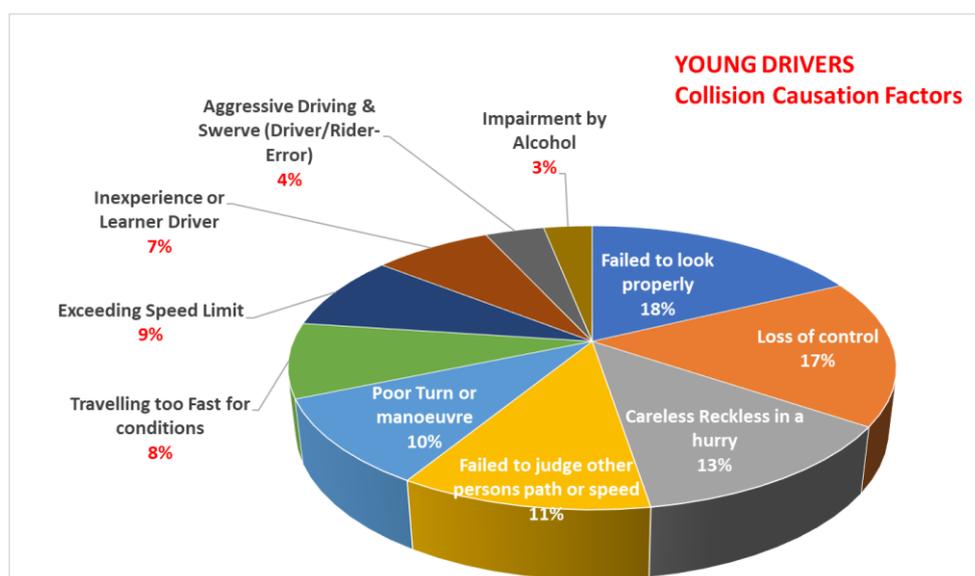
Drivers require the ability to identify hazards and alter their driving to the road conditions. Evidence suggests that Young Drivers are particularly susceptible to be influenced by their peers (particularly passengers) and are more likely to indulge in thrill seeking behaviour and taking risks such as inappropriate overta

king and speeding. Overconfidence can lead to dangerous driving behaviours:

- Inappropriate overtaking
- Speeding
- Tailgating
- Harsh braking
- Racing

Although practical driving skills can be quick to learn hazard perception requires more experience. As drivers gain this experience on the road, they are less likely to be involved in road traffic collisions.

Young drivers often drive too fast as they underestimate the risks associated with speeding.



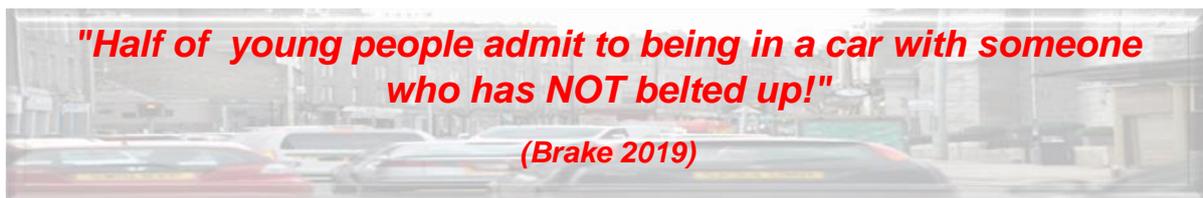
As you can see by the above Pie Chart speed, in some form or other, is associated with the majority of YOUNG DRIVER COLLISIONS.

- Loss of control (17%)
- Exceeding speed limit (9%)
- Travelling too fast for conditions (8%)
- Careless reckless in a hurry (13%)

Which equates to almost **50%** of collisions involving **YOUNG DRIVERS**

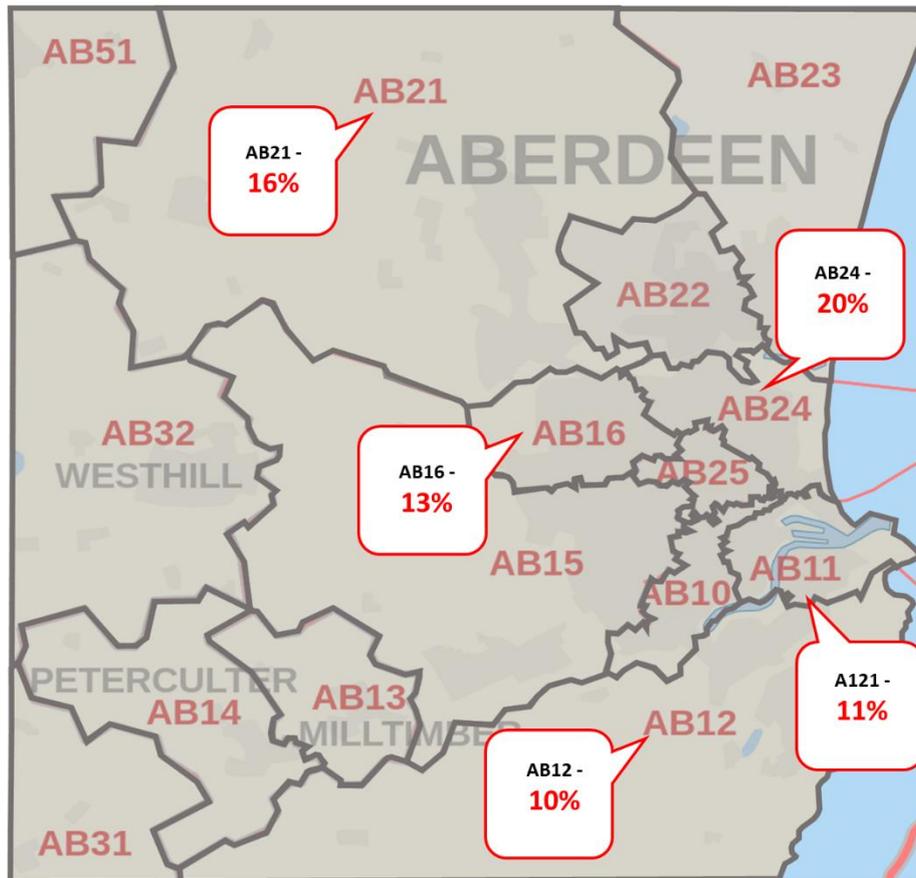
More in depth analysis of collisions show a worrying trend in Young Drivers **NOT wearing their seat belts**. Evidence has shown that wearing a seatbelt can dramatically reduce the severity of injury in the event of a road traffic collision. **This equates to almost 20% of Road Traffic collisions involving young drivers.**

Seat belt wearing came in to law in 1982. Surveys have shown that the risk of **death is reduced by 50%** belts are worn.



Police Scotland are working in partnership with Scottish Fire and Rescue Service to deliver the New Driver Early Intervention Scheme for new and young drivers (17-25 years old) based within a classroom. This involves the delivery of a presentation and video followed by a discussion of the road safety issues raised in the video.

This has been well received by many secondary 6 pupils, young apprentices and communities throughout the northeast. There is a continual delivery of the course as opposed to once a year.

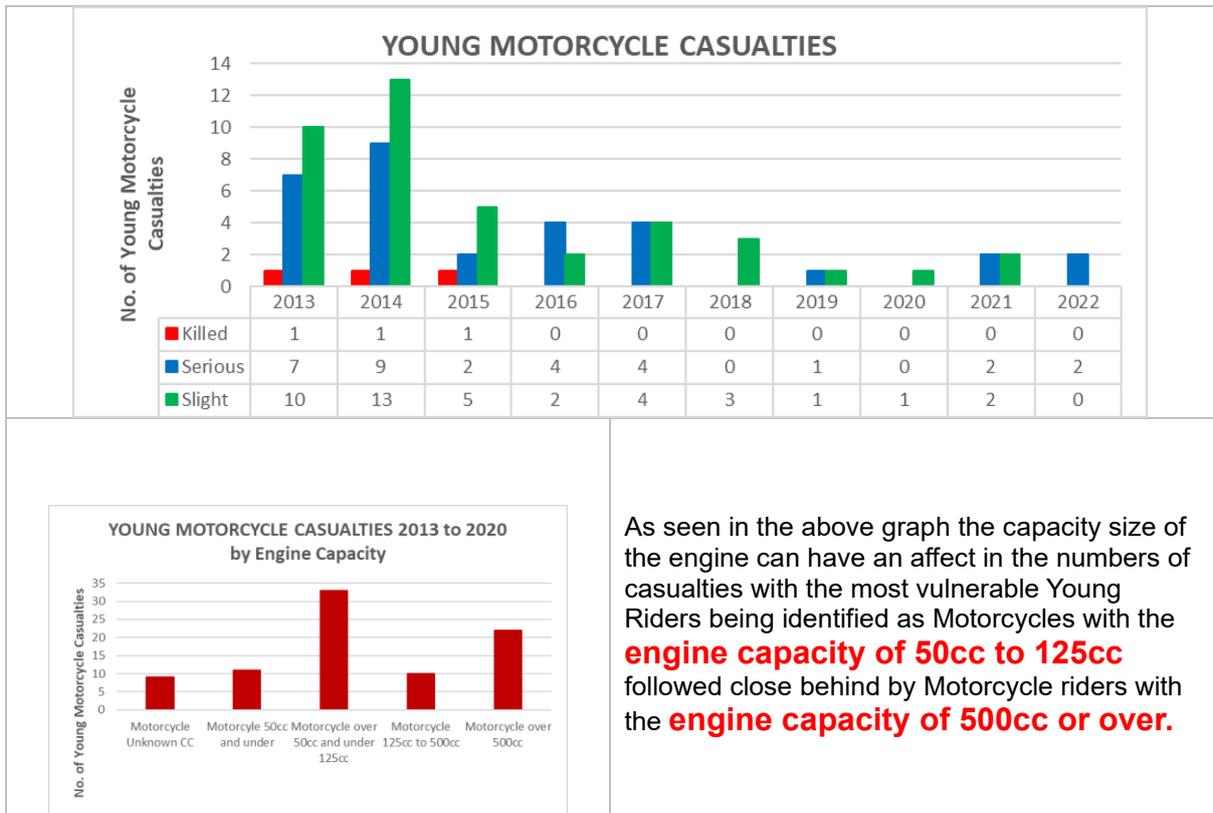


 **YOUNG ROAD USER CASUALTIES -**
Percentage of Young Road User Casualties by
POSTCODE

We will continue to work with Police Scotland and the North East Safety Camera Partnership in identifying areas in the City to be targeted in order to educate drivers as to driving appropriately. Encouraging them to reduce their speed especially the urban setting as well as highlighting concerns relating to the wearing of seatbelts by **YOUNG DRIVERS** and **PASSENGERS**.

YOUNG MOTORCYCLE Casualties

19% of all Young Road User Casualties are attributed to **YOUNG MOTORCYCLE Casualties** with **30%** of **ALL Motorcycle Collisions** involving **YOUNG RIDERS**.

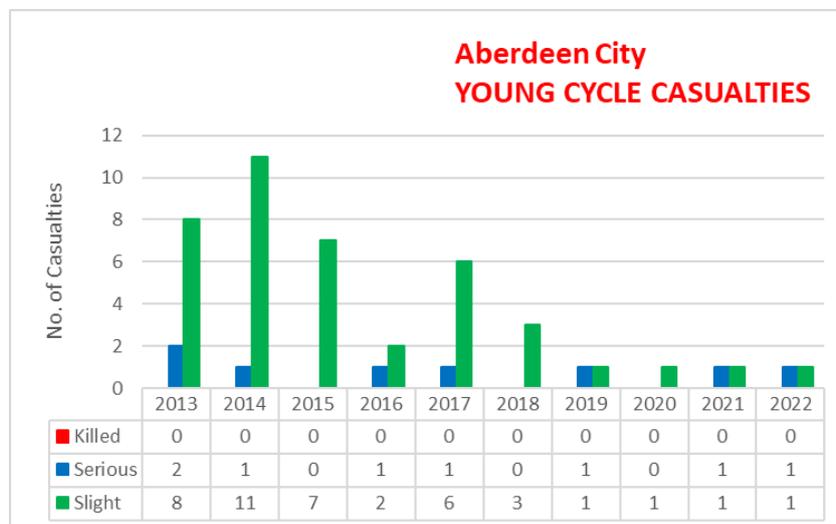


In relation to Motorcycles over 50cc to 125cc, the increase in casualties could be attributed to Young Riders stepping up from Motorcycles of 50cc (mopeds types, which by law can be ridden by 16 year olds) to Motorcycles with a larger engine capacity.

This highlights that more work has to be done in ensuring that young motorcycle riders have the adequate training to ensure that they have the suitable skills to be able to handle motorcycles with larger engine capacities. This could be exasperated by the gig economy with a large number of deliveries being made daily and longer work hours.

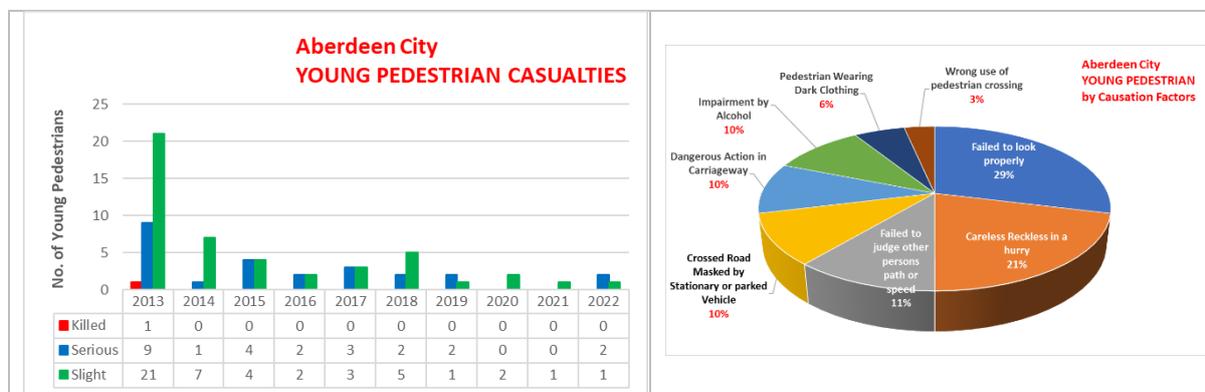
Police Scotland run Rider Refinement Courses throughout Scotland with partners from Road Safety Scotland, Institute of Advanced Motorists, RoSPA and Scottish Fire and Rescue. These courses aim to raise awareness of the importance of road safety and make motorcyclist think about the consequences of taking risks.

YOUNG CYCLING Casualties



YOUNG PEDESTRIAN Casualties

Young Pedestrians add up to **29%** of all Young Casualties, and **18%** of **ALL** pedestrian casualties.



Around **60%** of **Young Pedestrian** collisions were caused by the pedestrian, with the pie chart above showing the main causation factors.

The main causation factors seem no different to ALL pedestrian collisions however further analysis shows that **10%** of **Pedestrian collisions involved alcohol**.

Alcohol is a depressant and as such its effect on the body varies for each individual case. Even a small amount can have affects to a pedestrian's reaction times, judgement and coordination. This group should be targeted to educate **YOUNG PEDESTRIANS** as to the effect alcohol can have when making decisions as to where and when it is safe to cross the road when under the influence.

ABERDEEN CITY

ACTION at NATIONAL LEVEL		
Action Point	TARGET	PROGRESS
1	Adopt the Safe System approach to achieve the Scottish Government's aspiration to ZERO casualties Killed or seriously injured on Scotland's Roads by 2050.	Adopt the Safe System approach to achieve the Scottish Government's aspiration to ZERO casualties Killed or seriously injured on Scotland's Roads by 2050.
2	Continue to promote the benefits of more responsible and sustainable transport choices and ensuring that Road Safety is engrained in the culture within our communities in line with National objectives.	Provide regular progress updates of innovative measures for adoption to achieve and ensure sustained and responsible targeted improvements.
4	Continue engagement with our fellow key stakeholders to encourage and develop measurable performance objectives and develop and implement road safety improvements which in turn will be beneficial to other societal objectives.	Carry out regular focused engagement meetings and workshops with key stakeholders and across other services to assist the further development of the strategy to 2030.
5	Continue to work with neighbouring councils and road safety stakeholders to develop and implement road safety initiatives in hope to provide a consistent approach to road safety and our casualty reduction aims.	Continue to provide professional expertise in road safety (Audits, Plans, Reports, Advice etc)



ACTION at LOCAL LEVEL

Action Point	TARGET	PROGRESS
1	Review our policy position on the setting of speed limits alongside Police Scotland and local government directives.	To be discussed with the local policing area managers and engage with their respective local communities to ensure that local views are considered when setting or amending speed limits.
2	<p>To review, engage and report on the introduction of 20mph zones and limits more widely within the city so that speed limits of 30mph and above would be the exception and require justification within predominately residential or city centre areas.</p> <p>Transport Scotland has also now released further details regarding the</p>	<p>ACC has sought committee approval for the implementation of 20mph zones in and around the city's schools and it is hoped that these will be rolled out city wide within the next 2 years.</p> <p>ACC will also continue to engage with this ongoing process in conjunction with the statutory</p>

	<p>proposed widespread implementation of 20mph speed limits in urban areas.</p> <p>The intentions of the 20mph strategy assist in the further delivery of 20mph zones and limits on suitable roads where it is appropriate to do so. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity.</p>	<p>process and with full consultation with the local community.</p>
3	<p>Contributory Factors – ACC to carry out an annual review of road traffic collisions to identify areas of concern.</p>	<p>Carrying out surveys and analysing road collision data and where evidence shows, implementing appropriate and proportionate road safety interventions responding to casualty trends and effectively reduce casualties.</p>
4	<p>Improved Road Safety at Schools</p>	<p>To target schools where parking and pedestrian safety concerns are identified, using traffic management measures, education and enforcement to bring forward change.</p>
5	<p>Continue to encourage safe practises when cycling and walking.</p>	<p>Review and manage active travel networks, providing enhancements and design interventions in partnership with internal teams and external stakeholders. Evaluate level of information available to active travel users.</p>
6	<p>Review safety interventions and campaigns which target drivers between 17 and 25 years and develop options which build upon best practice examples to maximise local impact.</p>	<p>Evaluation of road safety related interventions with stakeholders and service users.</p>
7	<p>Engage with the North Scotland Safety Camera Unit, Police Scotland and Transport Scotland for resources to be</p>	<p>Conduct annual reviews, in liaison with the partners, to evaluate and determine effectiveness of current</p>

	deployed where there is an identified speeding issue.	campaigns and new issues as they arise.
8	Raise awareness amongst older drivers and their families of vulnerability and potential loss of driving skills in time and work with community groups to address the impact.	Awareness will be raised through the North East Casualty Reduction Partnership.
9	Evaluate and support motorcycle interventions.	Continue to support initiatives from Police Scotland and the community team such as Rider Refinement and local youth work to encourage responsible motorcycle use.
10	Identify and address small scale improvements raised by road users within local communities.	Continue to manage traffic locally through implementation of various restrictions where warranted.
11	Build upon both our existing and expanding roads network ensuring we build a safer roads network suitable for the 21 st century	Continue to work with our colleagues within the Council's planning and development teams to ensure that all proposed changes to the roads network are proportionate and safe for all our road users especially those in the vulnerable categories.
12	Engage with Aberdeen's employers to encourage leadership and focus on road death and serious injury prevention.	Develop a plan in conjunction with neighbouring local Authorities to work with the city's leading employers. To encourage safe driving practices within their organisations.
13	Provide a yearly report on progress in achieving our road safety goals, targets and objectives based on key performance indicators.	Providing progress delivered through the Net Zero, Environment and Transport Committee or other appropriate committee.
14	Develop a web-based Road Safety Tool within the council's website	Providing information and advice on Road Safety matters as well and providing useful websites of relevant organisations for our citizens to access

SUMMARY

Road Traffic collisions are a major cause of death and physical injuries to our citizens. Whilst most people do eventually come to terms with even the worst traumatic experiences, approximately 10 – 20 % of survivors of road traffic collisions will experience serious and long-lasting psychological reactions which can be distressing and disabling, including depression, phobic anxiety, panic disorder and in some cases post-traumatic stress disorder. It should be remembered that the human consequence of a road traffic collision does not stop at the survivor, others may be involved and suffer as well such as grieving relatives and friends.

Aberdeen City Council will continue to be pro-active in relation to Road Safety within the city and will continue to work together with our respected Stakeholders and Road Safety Colleagues in seeking improvements and funding to to strive to reach the Scottish Targets of ZERO Casualties being Killed or Seriously Injured on the City's Roads by 2050.

However, our Citizens **ALSO** have their part to play, no matter what mode of transport they choose to take. We would ask that they travel considerately and respect both their own road safety and the safety of others when using the roads and footpath networks within the City.



Resources:-

National Records for Scotland

Reported Road Casualties Scotland

Transport Scotland

Road Safety Scotland

Police Scotland

NESTRANS

Brake Scotland

Cycling Scotland

Age UK

Highway Code

Useful Organisations:-

<https://www.roadpeace.org>

<https://www.brake.org.uk>

<https://www.mygov.scot/road-crash-victims>

<https://www.ageuk.org.uk/>

www.Cyclelawscotland.co.uk

www.goodeggsafety.com

www.iamroadsmart.com