

# Transport and Environment Committee

10.00am, Thursday, 8 December 2022

## Draft Road Safety Action Plan – Delivering City Mobility Plan

Executive/routine Wards Council Commitments	Executive All
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### 1. Recommendations

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- 1.1 It is recommended that Transport and Environment Committee:
  - 1.1.1 Approves the Draft Road Safety Action Plan to be presented for public consultation in early 2023;
  - 1.1.2 Notes the targets set out within the draft Action Plan to further reduce the number of personal injury collisions on Edinburgh's roads;
  - 1.1.3 Notes that these either meet or exceed the national targets set out in the Scottish Government's Road Safety Plan for Scotland to 2030; and
  - 1.1.4 Approves the Road Safety Improvements - Delivery Plan to 2024.

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Executive Director of Place

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## Draft Road Safety Action Plan – Delivering City Mobility Plan

### 2. Executive Summary

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- 2.1 This report presents the content of the Draft Road Safety Action Plan for Edinburgh to 2030 for approval to progress to public consultation in early 2023, alongside the other City Mobility Plan (CMP) Delivery Plans.
- 2.2 The report also presents the associated Road Safety Improvements Delivery Plan to 2024 for approval.

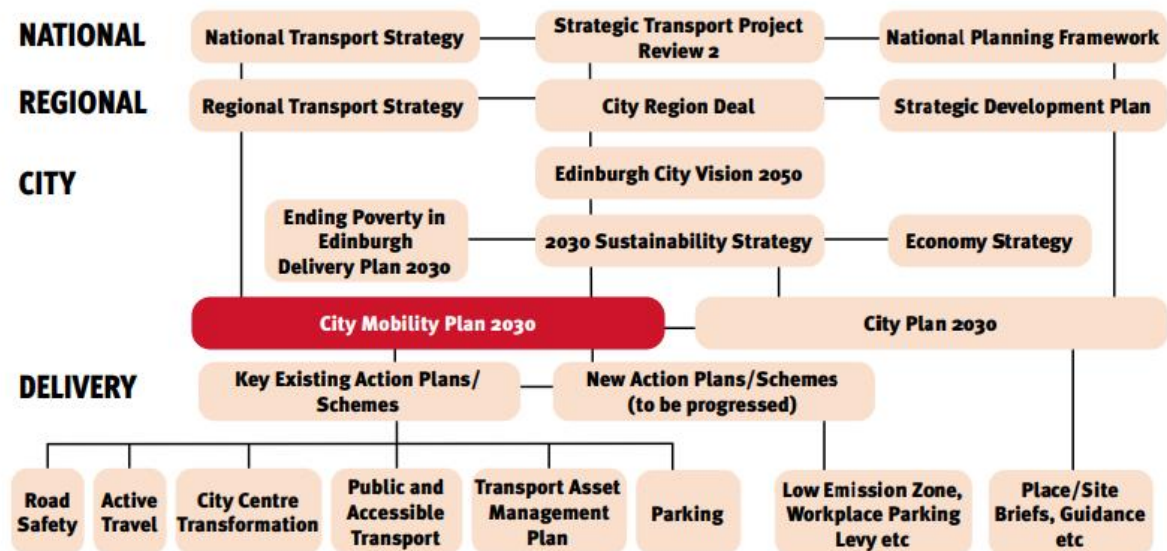
### 3. Background

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- 3.1 Edinburgh's strategic plan for mobility, the [CMP 2021-2030](#) was approved by Committee on [19 February 2021](#). The CMP sets out the Council's approach to the sustainable, safe and effective movement of people and goods around Edinburgh. It sets out nine objectives and 49 policy measures under the three themes of People, Movement and Place which will, collectively, achieve the plan's Vision:  
*'Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.'*
- 3.2 The CMP's objectives and associated policy measures, in addition to specific commitments in the CMP Implementation Plan, direct the creation of detailed Actions and Action Plans to help prioritise investment in mobility across the city. This draft Road Safety Action Plan focusses on meeting the following CMP objectives and associated policy measures:
  - 3.2.1 **PEOPLE 1 - Supporting Behaviour Change** - Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns;
  - 3.2.2 **PEOPLE 2 - Travel Plans** - Require the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators;

- 3.2.3 **MOVEMENT 14 - Walking and Wheeling** - Enhance and where necessary expand the walking/wheeling network to serve and connect key destinations across the city;
- 3.2.4 **MOVEMENT 15 - Cycling** - Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increased segregated cycle infrastructure on main roads;
- 3.2.5 **MOVEMENT 20 - Protecting Vulnerable Road Users** - Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis;
- 3.2.6 **MOVEMENT 21 - Speed Limit Reductions** - Explore speed limit reductions on all non 20mph roads within the Council boundary and work with Police Scotland to enforce speed limits;
- 3.2.7 **MOVEMENT 29 - Monitoring and Evaluation** - Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering; and
- 3.2.8 **MOVEMENT 37 - Parking, Waiting and Loading Restrictions** - Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.

The Road Safety Action Plan is one of several Action Plans being developed to deliver the policies set out in the CMP, as shown in the image below.



- 3.3 The current Road Safety Plan for Edinburgh to 2020 was published in [May 2010](#) and set out the Council’s commitment to providing a safe and modern road network for the 21<sup>st</sup> century.
- 3.4 At its core was the vision that the Council and its partners would work towards Vision Zero and the provision of a modern road network where all users are safe from the risk of being killed or seriously injured.

3.5 In the intervening period, since the Plan was published, there has been an overall downwards trend in collisions resulting in personal injury, as shown in Table 1 below.

Severity	Year										
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal	9	13	6	10	3	9	7	5	5	6	3
Serious	160	183	129	152	144	162	138	110	176	133	153
Slight	1144	1112	1200	1257	1109	1126	899	786	677	359	365
<b>Total</b>	<b>1313</b>	<b>1308</b>	<b>1335</b>	<b>1419</b>	<b>1256</b>	<b>1297</b>	<b>1044</b>	<b>901</b>	<b>858</b>	<b>498</b>	<b>521</b>

Table 1 – Personal Injury Collisions in Edinburgh 2011-2021<sup>i</sup>

- 3.6 The Scottish Government published its new [Scotland's Road Safety Framework to 2030](#) in February 2021. This is based on the premise that no serious or fatal injury is acceptable. It sets out a long-term vision for road safety, Vision Zero, where there are zero fatalities or serious injuries on Scotland's roads by 2050.
- 3.7 The national Framework builds on what has already been achieved in Scotland over the last decade. It sets out new strategic outcomes, with the safe systems approach at its core. For the first time in the national Framework, mode specific targets have been created to focus attention on priority areas.
- 3.8 The national Framework also includes interim targets, aiming to reduce the number of people being killed or seriously injured on Scotland's roads by 50% by 2030.

## 4. Main report

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- 4.1 Following the publication of the national Framework, work has been ongoing to develop a new Road Safety Action Plan for Edinburgh to 2030, that aligns with the new objectives contained within the national Framework.
- 4.2 The Action Plan aims to build on the national Framework and has adopted the same safe systems approach to road safety to reduce the number of personal injury collisions on the network. It also mirrors the use of mode specific targets in the national Framework.
- 4.3 The Action Plan has been developed in partnership with the Council's road safety partners and a series of workshops held with Elected Members and key stakeholder organisations, which have informed its content.
- 4.4 Ongoing engagement with the Council's road safety partners will be undertaken throughout the duration of the Action Plan, through Local Partnership Forums that have been set up by Transport Scotland and Divisional Road Safety Partnership meetings with the emergency services, to ensure ongoing co-operation towards meeting the Action Plan's targets.
- 4.5 The targets set out in the draft Action Plan, to be met by 2030, are:
- 4.5.1 Zero fatalities;

- 4.5.2 At least a 50% reduction in people seriously injured;
  - 4.5.3 At least a 60% reduction in children and young people (under 18 years old) seriously injured;
  - 4.5.4 At least a 40% reduction in pedestrians seriously injured;
  - 4.5.5 At least a 30% reduction in cyclists seriously injured;
  - 4.5.6 At least a 30% reduction in motorcyclists seriously injured;
  - 4.5.7 At least a 20% reduction in road users aged 65 and over seriously injured; and
  - 4.5.8 At least a 70% reduction in road users aged between 18 to 24 seriously injured.
- 4.6 The draft Road Safety Action Plan for Edinburgh to 2030 is appended to this report as Appendix 1 and approval is sought for this to be presented for public consultation.
- 4.7 The Road Safety Action Plan will complement the CMP and will play its part in delivering a more sustainable, integrated, efficient, safe and inclusive transport system by 2030.

## **5. Next Steps**

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- 5.1 Subject to the approval of the recommendations in this report, it is intended:
- 5.1.1 That this Plan will be presented for public consultation in early 2023, alongside the other Action Plans which currently form part of the delivery of the CMP;
  - 5.1.2 The outcomes of the consultation will be reported to Committee in Autumn 2023; and
  - 5.1.3 That officers will continue with the delivery of the actions set out in the Delivery Plan.

## **6. Financial impact**

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- 6.1 Funding for the delivery of road safety improvements is available from within the Council's Transport Capital Investment Programme, supplemented by external funding sources such as the Scottish Government's annual Cycling Walking Safer Routes and Road Safety Improvement grant funding awards.
- 6.2 Successful delivery of the Action Plan will require an increase in the level of resources currently dedicated to the Road Safety programme and a plan to address this will be developed in early 2023.

## 7. Stakeholder/Community Impact

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- 7.1 Engagement has been carried out in developing this plan with the Council's road safety partners, Elected Members and key stakeholder organisations.
- 7.2 Wider engagement will be carried out through the planned public consultation.

## 8. Background reading/external references

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- 8.1 [Scotland's Road Safety Framework to 2030](#)
- 8.2 Report to Transport and Environment Committee, [22 April 2021](#) - Delivery of the Road Safety Improvements Programme
- 8.3 Transport and Environment Committee Business Bulletin, [11 November 2021](#) - Road Safety Plan for Edinburgh to 2030
- 8.4 Transport and Environment Committee Business Bulletin, [27 January 2022](#) - Development of new Road Safety Plan for Edinburgh

## 9. Appendices

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- 9.1 Appendix 1 – Draft Road Safety Action Plan for Edinburgh to 2030
- 9.2 Appendix 2 – Road Safety Improvements - Delivery Plan to 2024

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### <sup>i</sup> Notes:

1. Collision data for both 2020 and 2021 will have been impacted by changes to travel behaviour arising from the COVID-19 pandemic, particularly during periods of lockdown.
2. From around June/July 2019, Police Scotland has been using a new collision and casualty data recording system called CRaSH (Collision Reporting and Sharing). Before the introduction of CRaSH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either 'slight' or 'serious'). CRaSH is an injury-based recording system where the officer records the most severe injury for the casualty. The system then automatically converts the injuries to a severity level of 'slight' or 'serious'. The definition of a serious injury in CRaSH is as follows:

A serious injury is one which does not cause death less than 30 days after the accident, and which is in one (or more) of the following categories:

- an injury for which a person is detained in hospital as an in-patient; or
- any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment; or
- any injury causing death 30 or more days after the accident.

A serious accident is one in which at least one person is seriously injured, but no-one suffers a fatal injury.

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Since CRaSH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury-based reporting system tends to result in more casualties being classified as 'serious' and therefore causes a discontinuity in the time series, as is seen in the significant rise in the number of serious injuries recorded in 2019.