Midlothian Council Road Safety Plan Update 2015

On roads in Midlothian (including trunk roads) in 2014 there were no people killed, 34 seriously injured, and 213 slightly injured - a total of 247 casualties. These included 1 child (0-15 years) seriously injured and 23 children slightly injured.

With no people killed, 2014 was the best year since at least 1981: although there have been periods of more than 12 months without fatalities, this was the first time a complete year had none. Serious casualties were up again from 2013 and worse than each of the previous four years. Slight casualties increased from 2013, but not as high as in 2012 and remain below the 5 year average. and the target.

The Scottish Government set targets for road casualties for 2020 to reduce the numbers of people killed by 40% and seriously injured by 55%; and to reduce the numbers of children (0-15) killed by 50% and seriously injured by 65%.
There are also "milestones" for these figures by 2015 and a target of a 10% reduction in the Slight casualty rate by 2020. The reductions are all from the baseline of the 2004-8 averages, for Scotland as a whole and not all areas will be able or need to contribute to them equally.

Our Council has adopted the targets for reductions in the numbers of casualties in Midlothian (including Trunk Roads) implied by the Framework as follows:

		2004-08 Averages*	2015 milestone		2020 target	
		numbers	reduction	numbers*	reduction	numbers*
All ages	Killed	3	30%	2.1	40%	1.8
	Serious	41.4	43%	23.6	55%	18.6
Children (0-15)	Killed	0	35%	0	50%	0
	Serious	6.4	50%	3.2	65%	2.2

*updated with corrections since 2009

The Slight casualty rate averaged 0.4 casualties per million vehicle-kilometres in 2004-8, so the target 10% reduction by 2020 gives a rate of 0.36 casualties/Mveh-km.

With such small baseline figures, random variations in individual years can appear relatively large proportionally. The numbers of casualties seriously injured and those killed can be combined to reduce this effect.

Compared with the baseline, Midlothian in 2014 had:

a **reduction** of 3 people Killed (all ages);
a **reduction** of 18% in Seriously Injured casualties (all ages);
(combined figure was **reduction** of 23% in Killed or Seriously Injured (KSI) casualties (all ages);

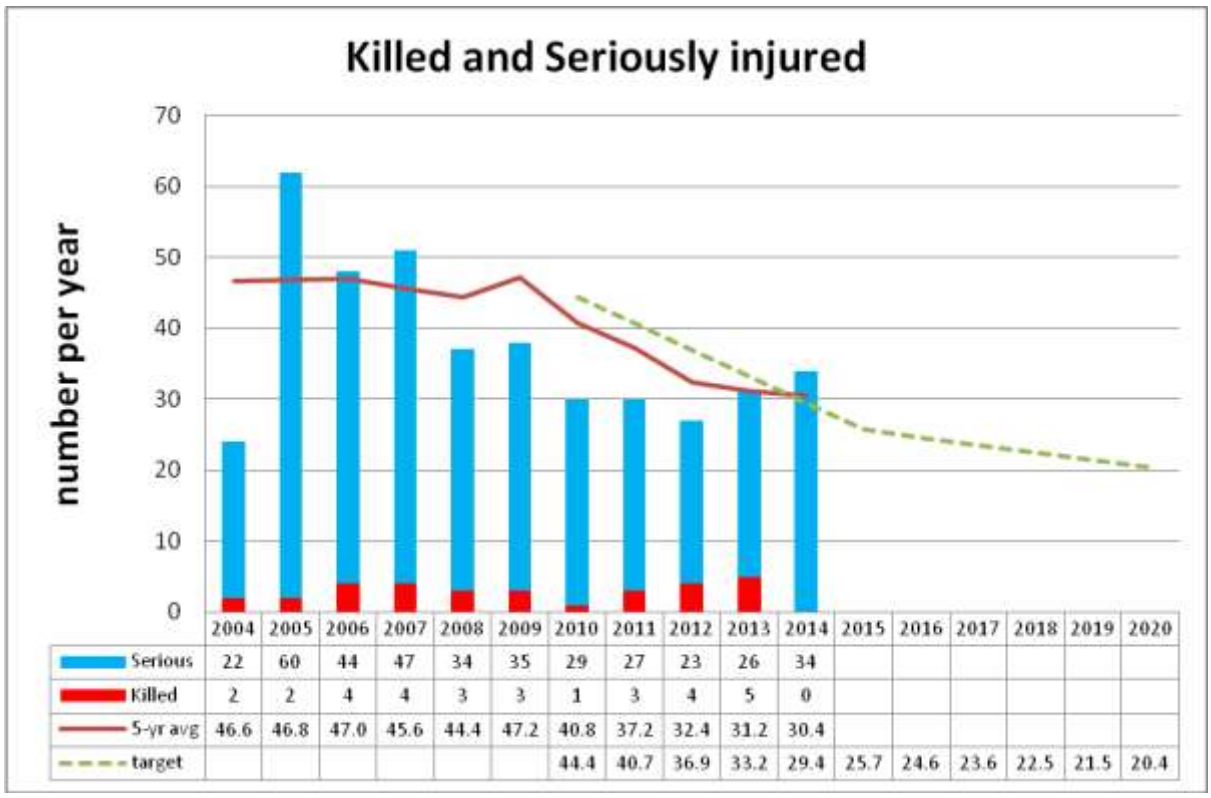
the same number (zero) of children Killed;
a **reduction** of 84% in children Seriously Injured;

and a **reduction** of 16% in the slight casualty rate (assuming no change in traffic flows).

For KSI (all ages), the 2014 figure and the 5-year average were both **better** than target.
For KSI (children) the 2014 figure was better but the 5-year average was **worse** than target.
The Slight rate for 2014 and the 5-year average were both **better** than target.

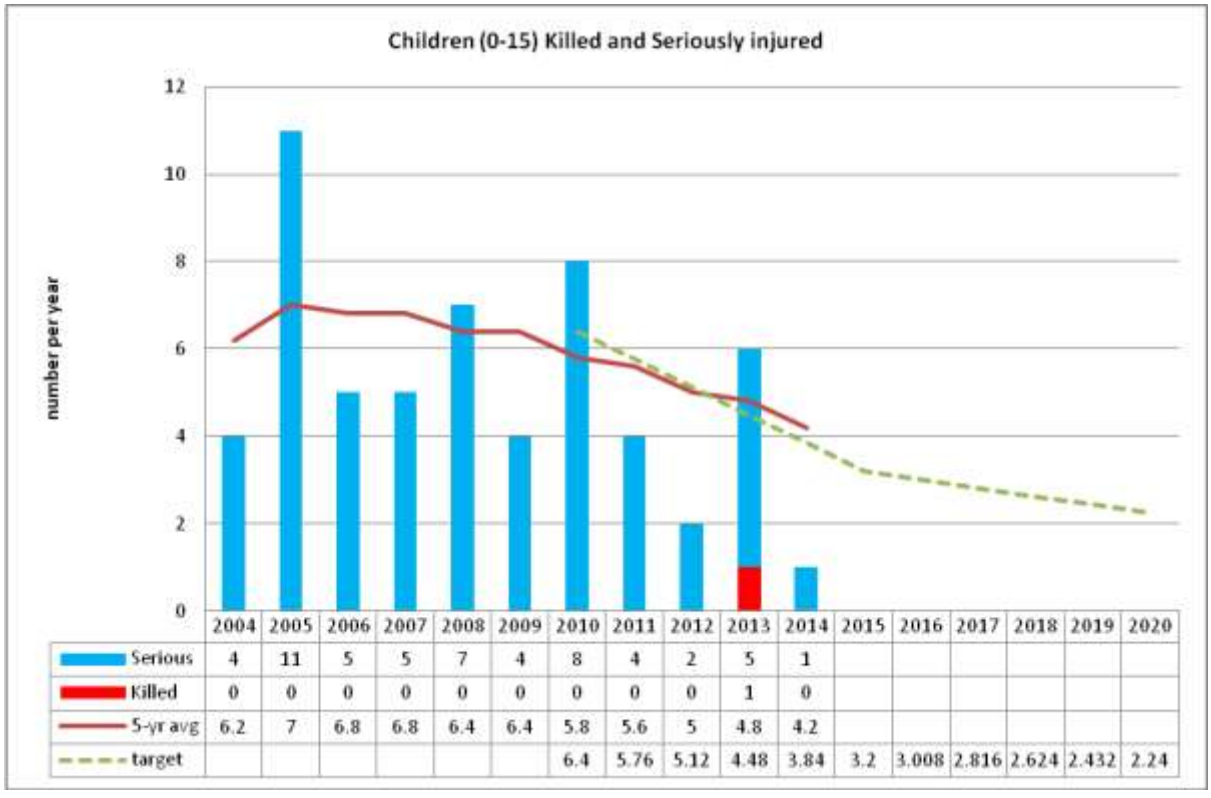
The following graphs show the figures for individual years from 2004 to 2013 and the averages for 5-year periods, as well as target lines from 2010 to 2020.

Although the number of KSI casualties **increased** in 2013, the 5-year average continued to decline and both were **better** than the target for 2013.



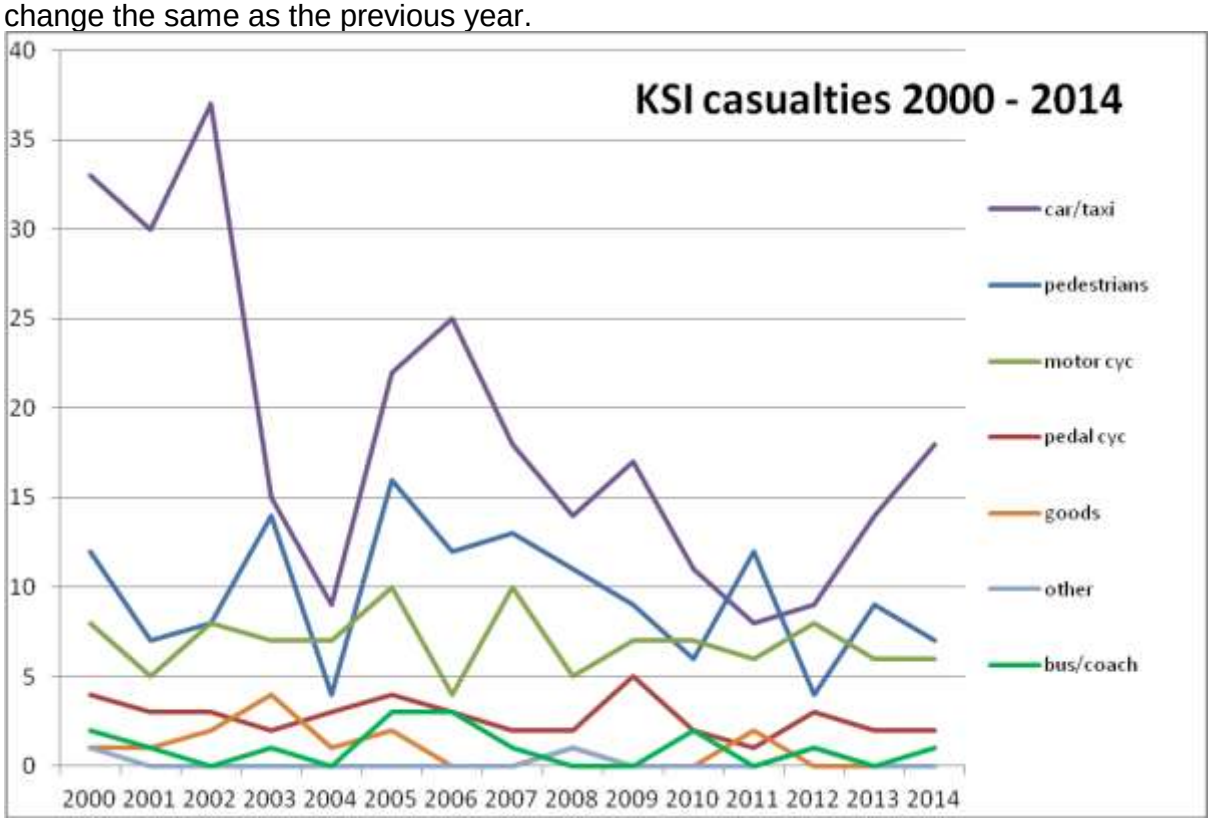
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Serious	22	60	44	47	34	35	29	27	23	26	34						
Killed	2	2	4	4	3	3	1	3	4	5	0						
5-yr avg	46.6	46.8	47.0	45.6	44.4	47.2	40.8	37.2	32.4	31.2	30.4						
target							44.4	40.7	36.9	33.2	29.4	25.7	24.6	23.6	22.5	21.5	20.4

For child KSI casualties the **increase** was much bigger proportionally than for all ages. Although the 5-year average continued to decline, this was not as fast as target and both it and the figure for 2013 were **worse** than the target.

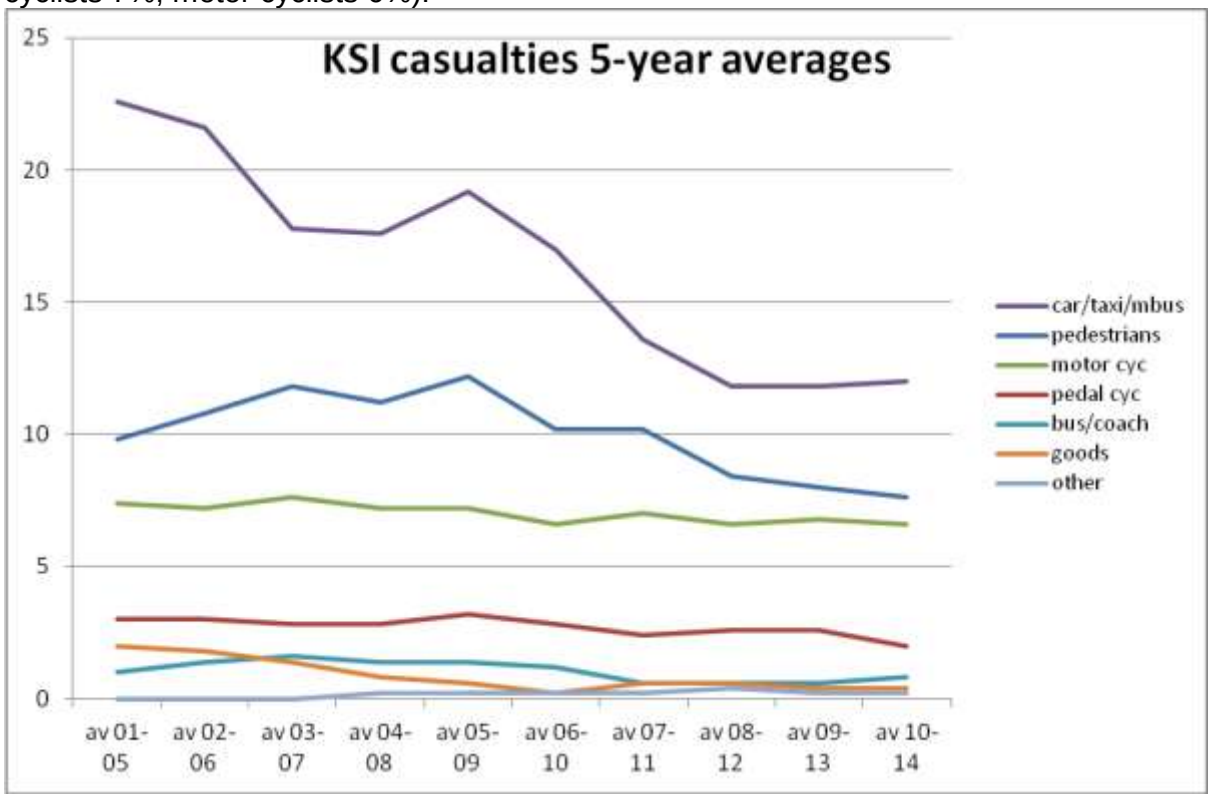


	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Serious	4	11	5	5	7	4	8	4	2	5	1						
Killed	0	0	0	0	0	0	0	0	0	1	0						
5-yr avg	6.2	7	6.8	6.8	6.4	6.4	5.8	5.6	5	4.8	4.2						
target							6.4	5.76	5.12	4.48	3.84	3.2	3.008	2.816	2.624	2.432	2.24

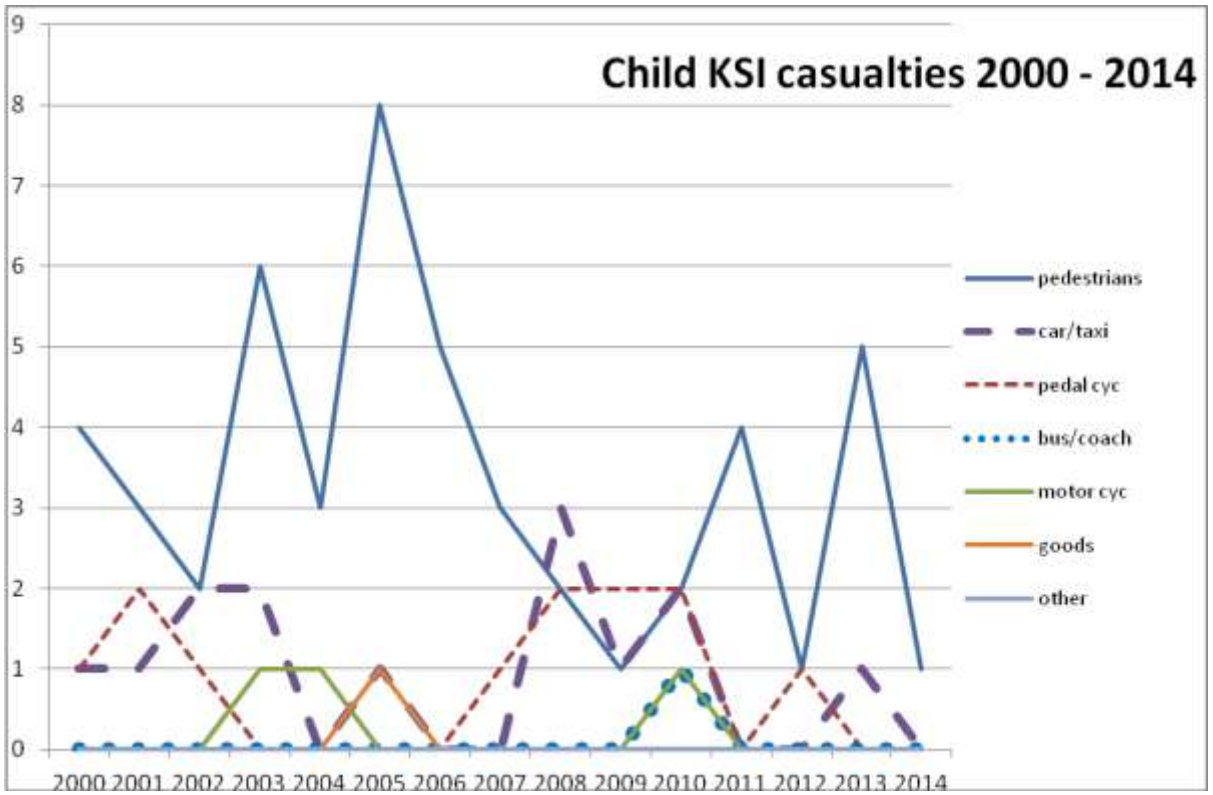
The following charts show the KSI casualty numbers for pedestrians and by vehicle type for driver/passenger/rider. Compared with the previous year, in 2014 there was an **increase** in the numbers of KSI casualties who were **car/taxi users**, with a **decrease** for **pedestrians**, with little or no change for all other user groups. Again, with small numbers each year trends are less clear, only for car/taxi users was the direction of change the same as the previous year.



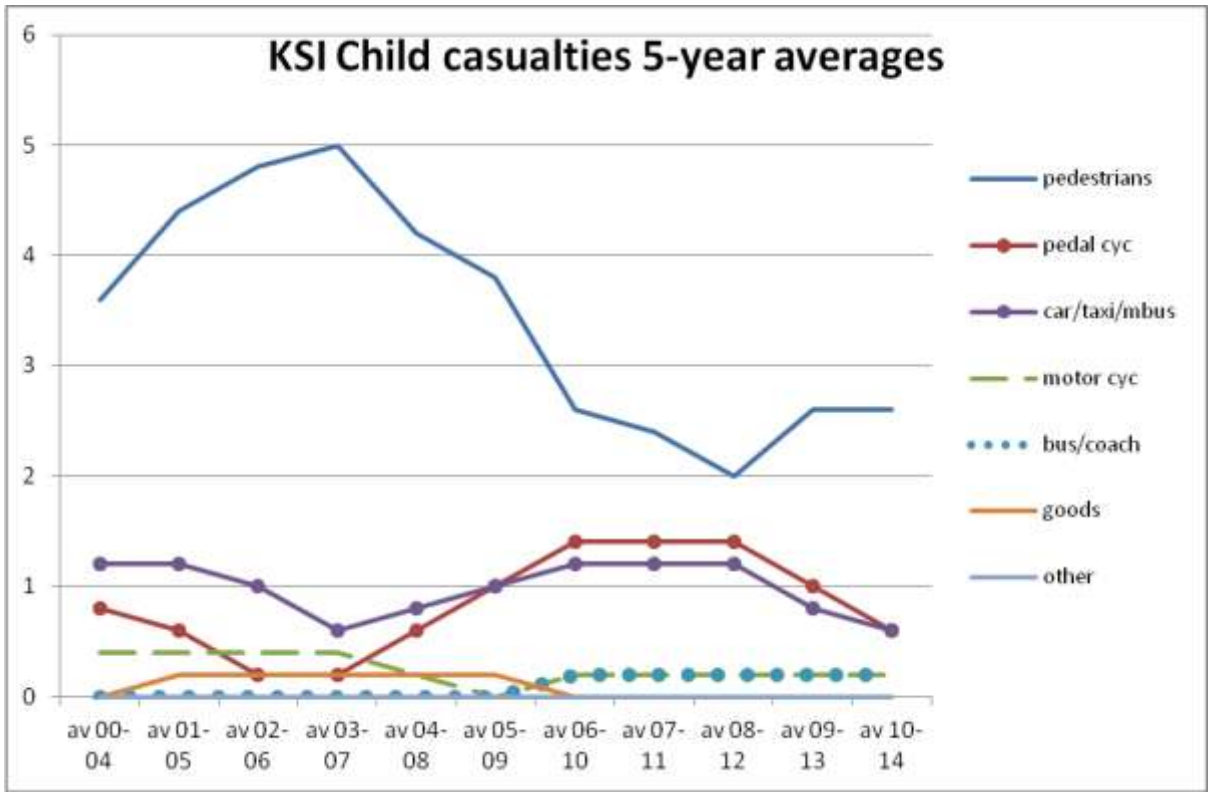
Rolling averages for the latest five years shows big reductions since the 2004-8 baseline for car/taxi users (33%) and pedestrians (29%), and smaller reductions for others (pedal cyclists 7%, motor cyclists 6%).



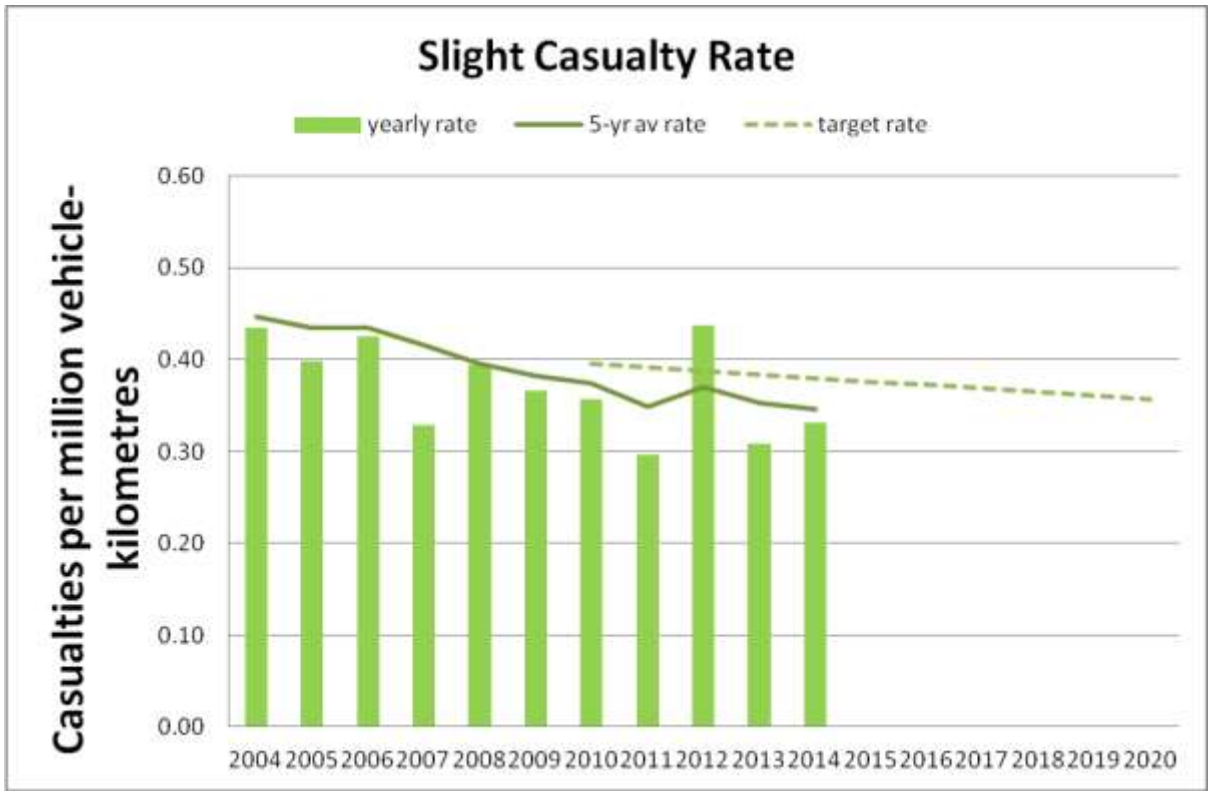
For child KSI casualties, the small numbers vary widely from year to year. Pedestrian casualties are usually the biggest category, and the only child KSI in 2014 was a pedestrian.



The latest 5-year average for child KSI pedestrians was the same as in 2013 and has only been lower in 2011 and 2012. For each other category of road user, there was less than 1 child KSI per year over the last 5 years.



The slight casualty rate is calculated from the number of slight casualties divided by the estimated total distance travelled by all vehicles.
The Government traffic estimate is not available until later than accident data, so the 2013 figure has been used for 2014 - the figure for one year is usually within 2% of the previous year so this should be fairly accurate.



For slightly injured casualties there were **increases** in **most categories**, partly reversing the large decreases that most had in the previous year. However both the slight and total casualty numbers in all but one category (pedal cyclists) were lower in 2014 than they had been in 2012..