

Midlothian Road Safety Forum Action Plan (2013-2020)

2020 Scottish Government targets

	Target	2004/08 Ave (Midlothian)	2015 milestone		2020 target	
			%reduction	No. of casualties (Midlothian)	%reduction	No. (Midlothian)
T1	People killed	3	30	2.1	40	1.8
T2	People seriously injured	37.2	43	21.1	55	16.7
T3	Children (<16) killed	0	35	0	50	0
T4	Children (<16) seriously injured	5.8	50	2.9	65	2
T5	People slightly injured per 100 million veh km travelled	40	-	-	10	35.6

Please note: Since the plan has been agreed, changes have occurred due the formation of Police Scotland. Some of the activities, and events that were previously police led will be carried out by other agencies within Road safety Forum.

Commitments

C1 Vehicle and occupants

In Midlothian 85% of road accident casualties in 2012 were motor-vehicle users, as the biggest road user group and largest part of our casualties, vehicle safety, in car safety, driving safely, roads layout and restrictions are required to reduce vehicle injury accidents.

23 motor cyclists were casualties in 2012, up from 14 in 2011. This is slightly higher than the average for the previous 5 years. 8 of the motor cyclists casualties in 2012 were seriously injured, which was more than the previous 4 years. Although 7% of all casualties were motor cyclists, 31% of Killed or Seriously Injured (KSI) casualties were motor cyclists.

C2 Cyclists

Although 3% of all casualties were pedal cyclists, 11% of Killed or Seriously Injured (KSI) casualties were cyclists. Due to health and climate agendas cycling is rising as a mode of transport and this is to be encouraged but clearly a cyclist on a busy road is a vulnerable user and Education (of other vehicle users) and Engineering measures are required to lower the risk to this vulnerable road user group amidst campaigns to encourage cycling.

C3 Pedestrians

Although 12% of all casualties were pedestrians, 15% of Killed or Seriously Injured (KSI) casualties were pedestrians. 37 pedestrians were casualties in 2012, an increase from 30 in 2011. This is higher than any year since 2008. Pedestrians are vulnerable road users and also top of the hierarchy published in designing streets policy. Again if more walking is to be encouraged, risks need to be addressed by education, roads engineering, and robust enforcement of traffic legislation.

C4 Young Drivers (16-25) and newly qualified drivers

33% of injury accidents involve young drivers, however in Midlothian 3 out of 4 fatal accidents this year (2012) have involved drivers in their twenties. This is a national problem and lack of experience, risk adverse age group, and driver distraction are some of the well documented causes. Locally education, persuasion and publicity can play a part such as Tomorrows Driver, one of the initiatives run in Midlothian that is designed to reduce the risk of young driver accidents.

C5 Children and young people

The child fatality in March 2013 was the first since May 2000. For 2012 there were 2 reported child serious casualties, down from 4 in 2011. Midlothian Road Safety Forum are committed to School travel plans and safer routes to schools initiatives including road safety engineering measures and roadside training that are essential to reduce the likelihood of child pedestrian accidents. In car safety, vehicle improvements and driver enforcement are key to child passenger injury reduction.

C6 Rural Roads

Rural Roads: outside urban areas and having a population of less than 10 thousand. Urban Roads: within an urban area with a population of 10 thousand or more. From MAST online using data for all injury road accidents in Midlothian from 2004 to 2011: 38% occurred in an urban area and 62% in a rural area. There are twice as many accidents in rural areas than urban but this does include villages and hamlets. One vehicle accidents are also common. Education and persuasion are vital to change driving standards on these roads and roads engineering measures should be applied at cluster locations whether these are junctions, bends or other challenging sections of road.

The Urban/Rural definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data.)

C7 Injury accident clusters

Highlights where changes to the roads, speed limits, sign and road markings could reduce the likelihood of injury accidents. This technique is more focussed on engineering than other factors.

Monitoring

A quarterly log is completed by all partners prior to each Midlothian Road Safety Forum meeting. The log details projects, events, campaigns that have been carried out or are being investigated or planned in the previous quarter. This log is reported to the Midlothian Community Safety Delivery Group.

Midlothian Road Safety Forum Action Plan

VISION

Meet 2020 injury accident reduction targets, make Midlothian a safer place to live, enable people to feel safe to walk, cycle and access public transport

Commitment		Activities	Agencies involved	2015 / 2020 Target
C1	Vehicle and Occupants Elderly Tourists Occupational road users Goods vehicles Public Transport	Campaigns:- Seatbelts Drink driving Speeding Winter Safety:- (campaigns, roadshows, press, enforcement) Cluster analysis / AIP / roads engineering Speed Cameras	Police/fire service Police / Council Council / TS L&B Safety Camera Partnership	T1,T2,T3,T4,T5

C2	Cyclists Adult Children	Cycleways / Infrastructure Cycle training Cycle Education Give me Space Cycle skills / clubs	Council/TS Council Police Council/SG Council	T1,T2,T3,T4,T5
C3	Pedestrians Town Centres / shopping areas Routes to amenities	Pedestrian refuges, zebras, puffins Town Centre Improvements Parking enforcement	Council Council / Community/ Businesses Police (enforcement)	T1,T2,T3,T4,T5
C4	Young Drivers	Campaigns: Tomorrows Driver Enforcement Speed Cameras ASBO legislation	Multi agency. Police L&B safety camera partnership Police	T1, T2, T5

C5	Children and Young People School Journeys – in car School Journeys – ped/cycle Residential streets Deprived areas	School travel plan initiatives; Kerbcraft, ParkSmart, Know your Place, school gate pledges, walk to school week, give me cycle space School gate safety campaigns (in car safety, vehicle, parking) Routes to Schools	Council, Police Police Council	T3,T4, T5
C6	Rural Roads	Education (campaigns, press) Road Safety Village etc. Enforcement Engineering (AIP)	Police Police Council / TS	T1,T2,T3,T4,T5
C7	Injury accident cluster sites	Identify cluster locations (computer programme) Identify common causation factors, vehicle movements, speeds etc Propose engineering measures, signs, lines and or TRO's (AIP)	Council Council / Police Council / Police	T1,T2,T3,T4,T5

