Midlothian

**Cabinet**
**Tuesday 2 October 2012**
**Item No 8**

**Road Accident Statistics for Midlothian 2011**

**Report by John Blair, Director, Corporate Resources**

## 1.0 Introduction

1.1 To advise the Council on reported road accident statistics for Midlothian during 2011 as required by the 1988 Road Traffic Act. This report updates Council on how Midlothian's figures are contributing to the Government's 2015-2020 target.

## 2.0 Background

2.1 On 1 September 2009, Cabinet agreed to adopt the targets for reductions in the numbers of casualties in Midlothian (including Trunk Roads) implied by the Scottish Road Safety Strategy Framework as follows:-

| | | 2004-08 average | 2015 milestone | | 2020 target | |
|---|---|---|---|---|---|---|
| | | numbers | reduction | numbers | reduction | numbers |
| all ages | fatal | 3 | 30% | 2.1 | 40% | 1.8 |
| | serious | 37.2 | 43% | 21.2 | 55% | 16.7 |
| children | fatal | 0 | 35% | 0 | 50% | 0 |
| | serious | 5.8 | 50% | 2.9 | 65% | 2.0 |

2.2 On roads in Midlothian (including trunk roads) in 2011 there were 3 people killed, 26 seriously injured, and 195 slightly injured - a total of 224 casualties. This included 4 children seriously injured and 20 children slightly injured.

2.3 With the small numbers of casualties in Midlothian, variations from year to year can be proportionally large. The attached graphs (Appendix 1 and 2) show the figures for individual years and the averages for 5-year periods to reduce the effect of random variations, as well as target lines from 2010 to 2020. For 2011 for all-age Killed or Seriously Injured (KSI) casualties and child KSI casualties and the 5-year average (2007-11) for all-age KSI casualties were all better than target. The 5-year average (2007-11) for child KSI casualty numbers improved slightly on 2006-2010, but not by enough to keep below the target line.

2.4 The biggest change in 2011 from 2010 has been the reduction in reported slight casualties to 195 (from 234 in 2010). Most of this change has been in the numbers of car/taxi users, although as usual this user group is by far the biggest of the various user types, for all injuries.

2.5 For KSI casualties, 2011 was the first time that Car/Taxi users were not the biggest group, with the 2011 total of 8 being well below the previous average of 17. This year the biggest group of KSI casualties was Pedestrians with 12, up from the previous average of 10.2. The only other group with an above average number of KSI casualties in 2011 was Goods Vehicle users, with 2 compared with a total of 1 in the previous 5 years.

2.6 The costs to the community of road accidents are estimated by the Department for Transport, including human costs, economic costs, damage to vehicles and property, and police and insurance administration. The cost of road accidents in Midlothian in 2011 was estimated at £10.5 - 12million. To reduce casualty levels to the target for 2020 would result in savings of £3.5 million per year in 2020.

2.7 The Road safety schemes in Midlothian have historically been funded from the 'Cycling, Walking and Safer Streets' Budget, grant funded by The Scottish Government. However since 2006/2007 when the Budget was £149,000, the grant has been reduced in recent years and is currently £94,000 for 2012/2013. With the possibility of this source of funding being further reduced in 2013/2014 it makes it increasingly difficult to fund the array of works that it initially covered including cycling projects, safe routes to school and road safety schemes. The grant has in the last 3 years, introduced conditions that require a minimum of 36% and preferably over 50 % to be spent on cycling related projects. This year we have been successful in securing matched funding improvements to part of the cycleway in Roslin Glen, with 50% funding from SUSTRANS (total cost of project £90,000). Currently it is proposed to allocate two thirds of the Budget to cycling projects with the remainder being spent on safe routes to school and road safety schemes.

2.8 Typically a vertical road hump (sinusoidal type) costs in the region of £2000 each and should be spaced every 70 metres for effective speed reduction. A puffin pedestrian crossing costs around £25,000 and a traffic signal junction being around £70,000 to £80,000. In order to ensure that road traffic accidents reduce in Midlothian in line with Government targets, additional internal funds would be required.

## 3.0 Report Implications

### 3.1 Resource

There are no direct resource implications resulting from this report and the staff resources to commence the revision of the Road Safety Plan are provided for.

Identified accident black spots which require measures to be introduced resulting in significant expenditure will be brought forward as a separate report for future consideration.

### 3.2 Risk

Without positive action to reduce the number and severity of accidents in Midlothian it is unlikely that the Council will achieve the targeted reduction in accidents in line with national policy.

## 3.3 Policy

### Strategy

This report links to the Midlothian Single Outcome Agreement 2010-13; National Outcome 09: "We will improve safety on Midlothian's roads"; and The Midlothian Local Transport Strategy for 2007 – 2010 states an objective to "reduce the number of casualties involving death or serious injury and ensure that the design of the transport system improves personal safety and minimises crime.

### Consultation

There has been no consultation regarding these figures.

### Equalities

There are no equalities issues arising directly from this report.

### Sustainability

There are no sustainability issues arising directly from this report.

## 3.4 IT Issues

There are no IT implications arising from this proposal.

## 4.0 Recommendations

Cabinet is asked to:-

a) Note the accident statistics for the Midlothian Council area 2011

19 September 2012

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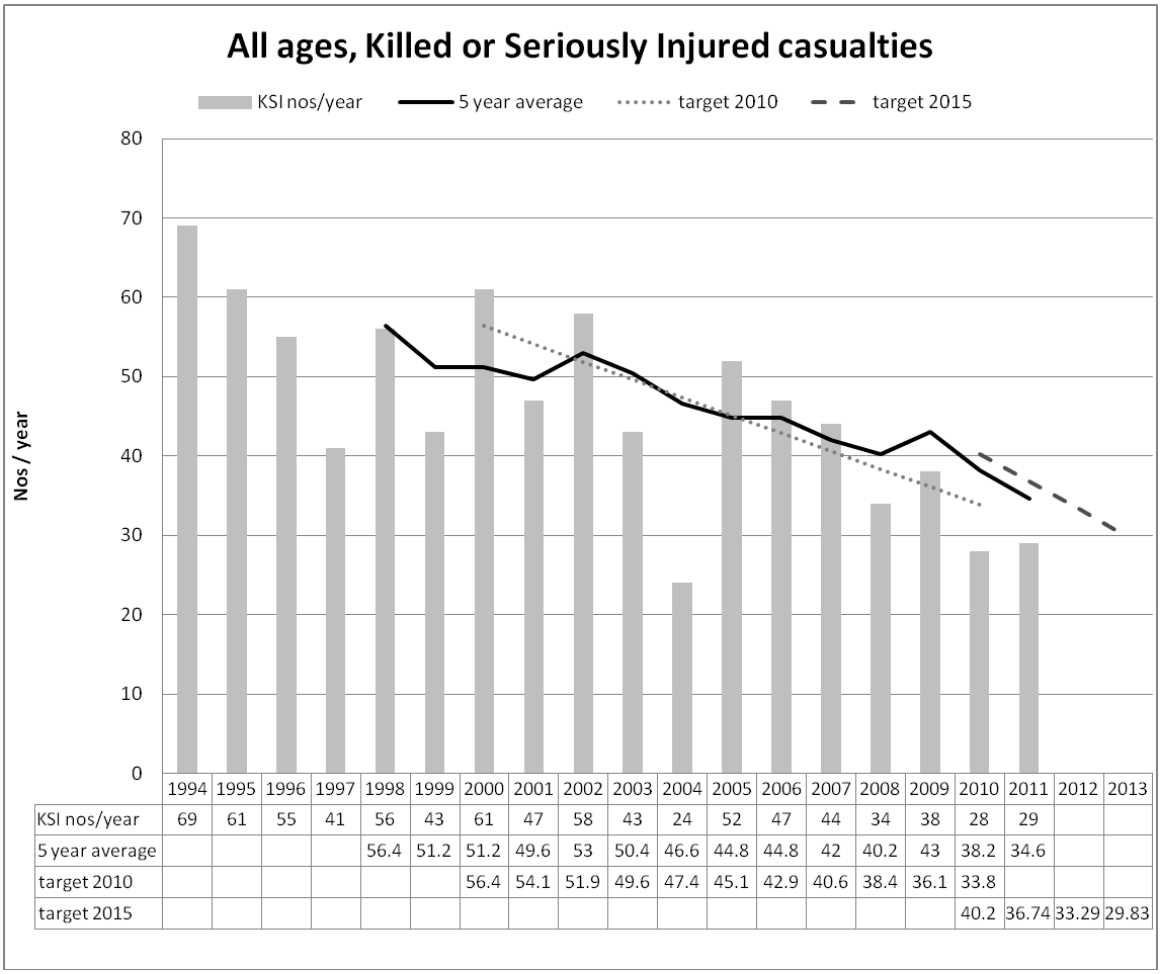
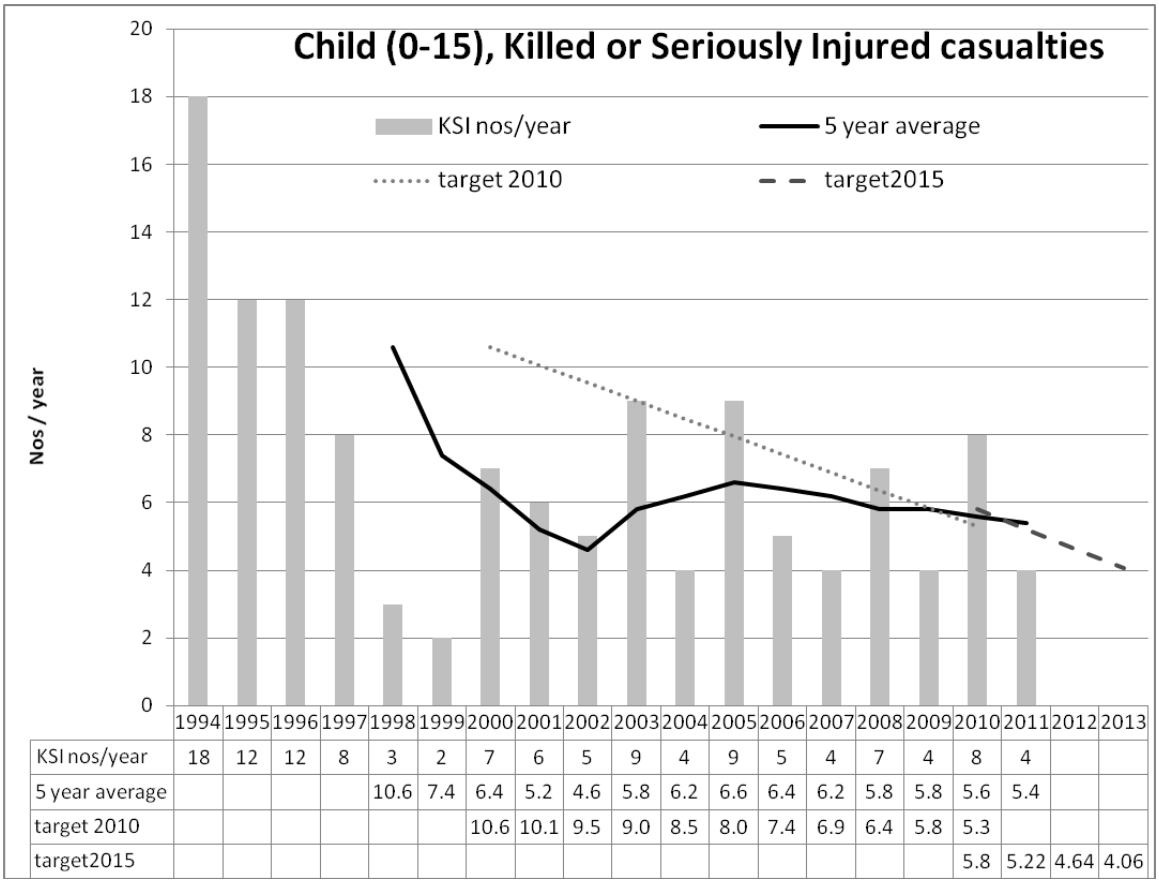
**APPENDIX 1**




| | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KSI nos/year | 69 | 61 | 55 | 41 | 56 | 43 | 61 | 47 | 58 | 43 | 24 | 52 | 47 | 44 | 34 | 38 | 28 | 29 | | |
| 5 year average | | | | | 56.4 | 51.2 | 51.2 | 49.6 | 53 | 50.4 | 46.6 | 44.8 | 44.8 | 42 | 40.2 | 43 | 38.2 | 34.6 | | |
| target 2010 | | | | | | | 56.4 | 54.1 | 51.9 | 49.6 | 47.4 | 45.1 | 42.9 | 40.6 | 38.4 | 36.1 | 33.8 | | | |
| target 2015 | | | | | | | | | | | | | | | | | 40.2 | 36.74 | 33.29 | 29.83 |

**APPENDIX 2**




| | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KSI nos/year | 18 | 12 | 12 | 8 | 3 | 2 | 7 | 6 | 5 | 9 | 4 | 9 | 5 | 4 | 7 | 4 | 8 | 4 | | |
| 5 year average | | | | | 10.6 | 7.4 | 6.4 | 5.2 | 4.6 | 5.8 | 6.2 | 6.6 | 6.4 | 6.2 | 5.8 | 5.8 | 5.6 | 5.4 | | |
| target 2010 | | | | | | | 10.6 | 10.1 | 9.5 | 9.0 | 8.5 | 8.0 | 7.4 | 6.9 | 6.4 | 5.8 | 5.3 | | | |
| target2015 | | | | | | | | | | | | | | | | | 5.8 | 5.22 | 4.64 | 4.06 |