



TRANSPORT
SCOTLAND



Go Safe
on Scotland's Roads
It's **Everyone's**
Responsibility

Scotland's Road Safety
Framework to 2020





ROAD SAFETY FRAMEWORK UPDATE

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Safer Then or Now?



SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2020

Two and a half
years on
– things are really
taking off!



NEW SCOTTISH TARGETS FROM 1 JANUARY 2011

40% reduction in people killed

55% reduction in people seriously injured

50% reduction in children killed

65% reduction in children seriously injured

Targets in Numbers

Target	2004/08 average	2015 milestones	2020 target	2010 figures
Fatalities	292	204	175	208
Serious Injury	2,604	1,484	1,172	1,964
Child Fatalities	15	10	8	4
Child Serious Injury	325	163	114	223

DELIVERED IN THE PAST YEAR

Go Safe – Ziggy’s Road Safety Mission
School Transport Safety Guide and
Report

Debate on the safety of Young Drivers
The lowest casualty numbers since
records began

National Priority Young Drivers

Careful analyses of statistics indicates that the behaviours which contribute most to fatal and serious accidents involving young drivers and their passengers are speeding, driving while impaired through drink or drugs, distraction, not wearing seatbelts and, crucially, lack of experience

School Transport Safety Guide and Report



“These publications are in part a response to a public petition on school bus safety in which I have been involved in my previous Ministerial portfolio. Petitioners and Partners involved in school travel safety asked for a single point of reference which would contain statutory legislation, current policy and good practice. These reports deliver on that request.”

Keith Brown, Minister for Housing and Transport

LOOKING AHEAD SUPPORTING YOU – SUPPORTING US

RSO accreditation
Evaluation
MAST

National Priority Speed – the limits?

- In answer to a UK Government PQ, (on proposed reduction from 60 to 50) Jim Fitzpatrick, Minister for Road Safety said “No decision has been taken— the information and the data from the Transport Research Laboratory show that if we make the speed adjustment, we can save 250 lives and prevent 1,000 serious injuries. We have to look at the proposal, but we have not made a decision yet, although it may be part of the consultation, which will be out shortly, on formulating our road strategy for 2010 onwards.”
- The Institute of Advanced Motorists stated on 11 March 2009 that “Government plans for a blanket 50mph speed limit will not command respect unless drivers can see a clear link to crash risk, because there are places where it makes no sense to reduce the limit.”
- The Scottish Government said in answer to the 60 to 50 proposal - Local authorities already have power to set lower speed limits on local roads in their areas and Scottish Ministers have power to set lower speed limits on trunk roads. In 2006, Scottish Government issued guidance to local authorities on setting local speed limits. Authorities were asked to review speed limits on all A and B class roads in their area by end of 2011. Scotland's Road Safety Framework to 2020, published on 15 June 2009, has a commitment to encourage local authorities to implement any changes indicated by their review of speed limits and we would endorse a proposition that local authority discretion is better than a one-size-fits all approach to reduce speed limits
- Transport Secretary Philip Hammond has announced his intention to consult on raising the national speed limit on motorways from 70 to 80 miles per hour. The Government plans to launch a full public consultation on the issue later this year with a view to implementing any change in early 2013. He said Road safety is a top priority for the Government and action is being taken to tackle uninsured driving and help police enforce against drink and drug driving. However, the Government believes safety cannot be the only consideration when setting speed limits. Previous analysis shows that raising the motorway speed limit would generate significant economic benefits, worth hundreds of millions of pounds per year from savings of travel time.
- Brake chief executive Mary Williams OBE said: "The minister Philip Hammond is partially arguing that this move is a good idea because a proportion of drivers break the 70mph limit and that their law breaking needs to be made 'legitimate'. Actions of law breakers should not be legitimised. This is a selfish move that will achieve nothing other than carnage and is pandering to an uninformed few. What is far more legitimate is the grief of families bereaved on Britain's motorways in horrendous pile ups at high speed, and the rights of all UK citizens to have slower, not faster, speeds on roads to enable drivers to avoid collisions. The tragedies on Britain's motorways, often in treacherous weather conditions and due to all sorts of causes, ranging from driver fatigue, to vehicle technical problems, to dangerous driving, are real and inevitable and more inevitable the faster the speeds. Higher speeds equal less time to react and avoid a collision in an emergency."
- The Scottish Government said in answer to the England and Wales proposal for 70 to 80 - We will consider the implications for Scotland of Westminster's consultation on speed limits for Scotland. The current UK Government Scotland Bill would devolve responsibility to set some aspects of speed limits – including motorways. The Scottish Government believes that Bill should be improved to devolve responsibility for the speed of all classes of vehicle, not just the maximum speed of vehicles on roads. This would provide greater clarity and accountability for this issue in Scotland.

Future Driver?



THANK YOU

Jill Mulholland
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