

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

- 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.

Paul Lawrence

Executive Director of Place

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Draft Road Safety Action Plan – Delivering City Mobility Plan

2. Executive Summary

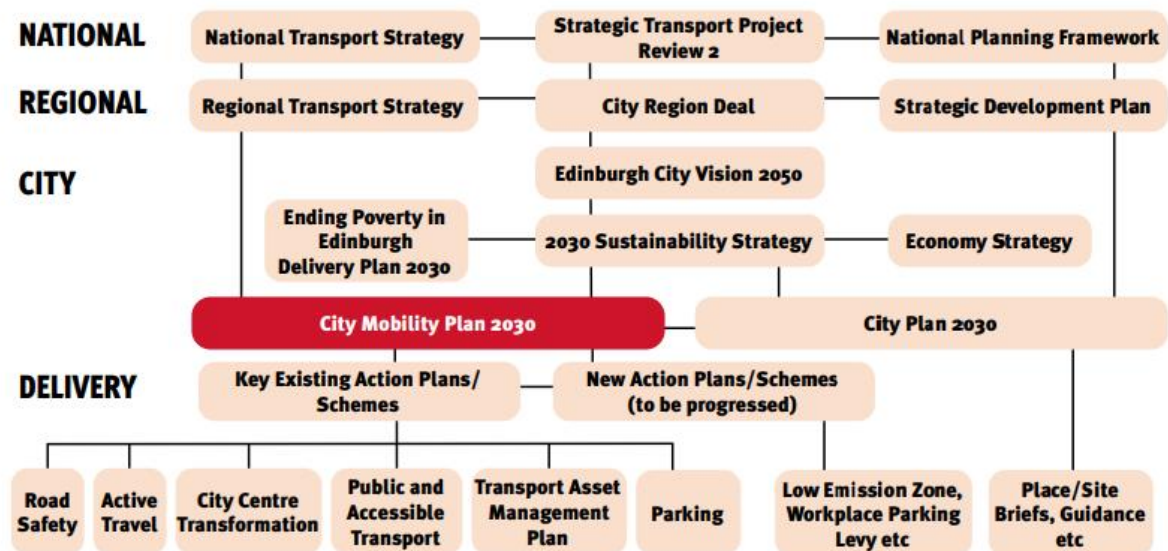
- 2.1 This report presents the content of the Draft Road Safety Action Plan for Edinburgh to 2030 for approval to progress to public consultation in early 2023, alongside the other City Mobility Plan (CMP) Delivery Plans.
- 2.2 The report also presents the associated Road Safety Improvements Delivery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

3. Background

- 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 21st 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
Total	1313	1308	1335	1419	1256	1297	1044	901	858	498	521

Table 1 – Personal Injury Collisions in Edinburgh 2011-2021ⁱ

- 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

- 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

- 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

- 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

- 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

- 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

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

ⁱ 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.

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.



EDINBURGH'S ROAD SAFETY ACTION PLAN TO 2030



Streets Ahead
Road Safety in Edinburgh

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

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FOREWORD

On behalf of The City of Edinburgh Council and its partners, we are proud to present our Road Safety Action Plan for Edinburgh for the period to 2030.

The Council has a statutory duty to promote road safety and to take steps to reduce and prevent road collisions. Over the last few years the number of people killed or seriously injured in road collisions in Edinburgh has been on a downward trend but more needs to be done to make the city's streets safer for all road users.

This Plan aims to significantly reduce the number of collisions resulting in personal injury that continue to take place across our network, with a particular focus on vulnerable groups by continuing to have Vision Zero at its core.

Road traffic collisions can result in significant pain, grief, and trauma to all involved. Therefore, striving for the delivery of a safer road network for those who live, work and visit Edinburgh is essential.

Building on Scotland's Road Safety Framework to 2030, the Council's City Mobility Plan and Active Travel Action Plan, which is being refreshed and due for publication in 2023, the Council and its partners have developed this Road Safety Plan for Edinburgh to 2030, as a focus for all road safety activity in the city.

These high-level commitments by the Council and its partners will target limited resources where they will have the greatest impact on the number of people killed or seriously injured on Edinburgh's roads which will, in turn, enable more sustainable, active travel choices, cleaner air, and healthier citizens.

The plan will only retain its relevance and effectiveness if it is regularly updated. On an annual basis, the previous year's casualty figures will be analysed to identify trends and patterns across the city. Such reviews will measure progress on the interventions, and ensure the plan reflects current Government and Council policies.



Councillor Scott Arthur

Transport & Environment Convener

Police Scotland

Reducing road casualties is both a local and national policing priority and we are committed to working with our partners to support the delivery of Scotland's Road Safety Framework.

In support of this plan, our Divisional Road Safety partnership will co-ordinate activity throughout the year, delivered by our local Community Policing Teams, and supported by our national Roads Policing specialists.

As the Road Safety lead for Edinburgh Division, I welcome this ambitious plan, and hope that through effective collaboration we can continue to reduce road casualties and make our roads safer for everyone.

David Robertson

Superintendent Specialist Operations
Edinburgh Division



Scottish Fire and Rescue Service

Out with the domestic environment, the SFRS responds to a range of non-fire related emergencies. The most common incident of this type within Edinburgh is attendances at Road Traffic Collisions (RTCs) which result in the majority of non-fire related injuries. Responding to RTCs is a statutory duty for the SFRS, however a collective approach is required amongst community planning partners to support risk reduction measures.

As a partner, the SFRS will support the education of young drivers who are considered to be an 'at risk' group and support other initiatives intended to reduce the instances and impact of RTCs within Edinburgh.

We will continue to support our Partners with local Edinburgh specific risks i.e. safety for cyclists and pedestrians.

PURPOSE AND VISION

This Plan sets out how we will address the challenges and the measures needed will be supplementary to this document in the Delivery Plan, which will be updated annually, to ensure that risks to all road users are reduced using the Safe Systems approach, which is detailed on page 6.

We must be pragmatic in our approach, by concentrating on the factors which are within our

control - continually reviewing and updating our road safety capital programmes and campaigns in

line with emerging trends across the city. However, improving road safety across the City is not just the responsibility of the Council; it is a responsibility for everyone who uses our road network.

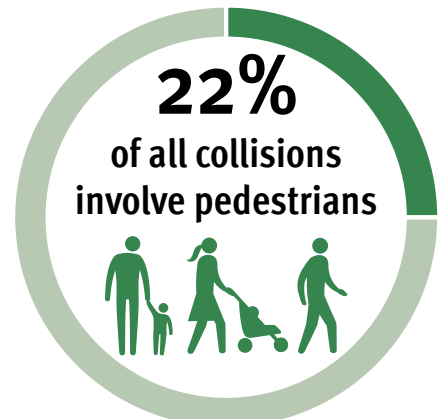
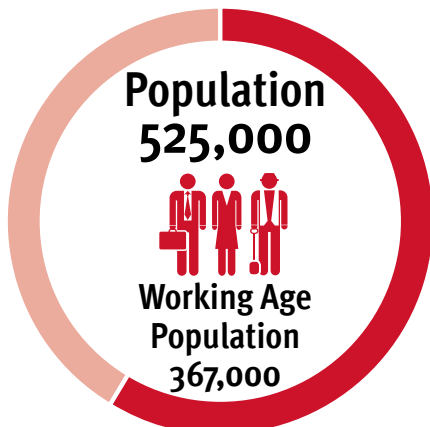
By continually monitoring our network and sharing the information publicly from the analysis undertaken, we are aiming to target the public perception of our road network being unsafe for vulnerable road users. This plan, alongside the City Mobility Plan ⁽⁶⁾ and Active Travel Action Plan ⁽⁵⁾ will ensure that our infrastructure and network is safe for everyone.

Developed by Dr Claes Tingvall in Sweden, Vision Zero ⁽²⁾ aims to achieve a road system which allows for human error, but without it leading to serious injury or death and is based on the premise that human life cannot be balanced against cost. In line with the Scottish Government's Scotland's Road Safety Framework to 2030 ⁽⁴⁾, this remains a long term strategic goal of The City of Edinburgh Council to be met by 2050, however we aim to have no fatalities on our network by 2030.

Vision

“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.”

WHAT WE KNOW



EXISTING TARGETS

The Road Safety Plan for Edinburgh to 2020 contained a series of targets for the reduction of casualties in the city by 2020, which reflected the Scottish Government’s Road Safety Framework to 2020 targets.

These targets were as follows:

- 40% reduction in the number of people killed
- 55% reduction in those seriously injured
- 50% reduction in the number of children killed
- 65% reduction in the number of children seriously injured
- 10% reduction in the number of people slightly injured

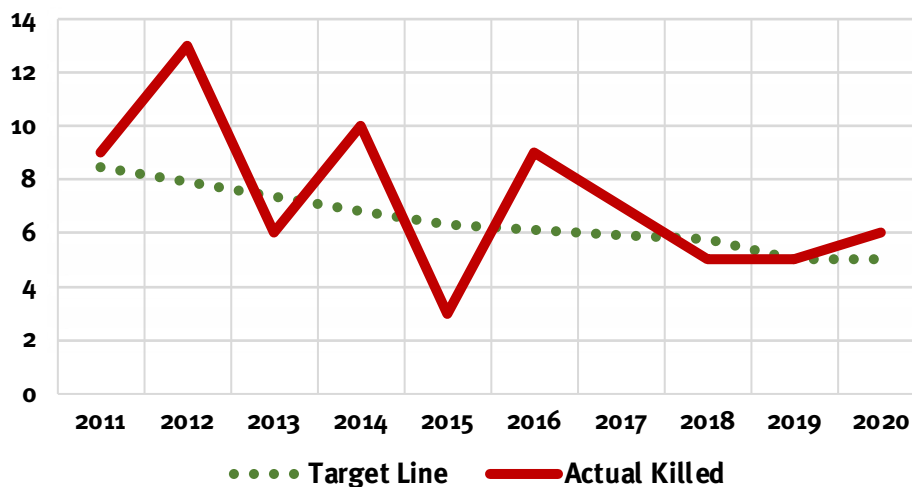
From summer 2019, Police Scotland has been using a new collision and casualty data recording system called CRaSH (Collision Reporting and Sharing). Before the introduction of CRaSH, police officers would use their own judgement, based on official guidance, to determine the severity of the casualty (either ‘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 from ‘slight’ to ‘serious’. The definition of a serious injury in CRaSH is as follows:

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 - b. 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
 - c. any injury causing death 30 or more days after the accident;

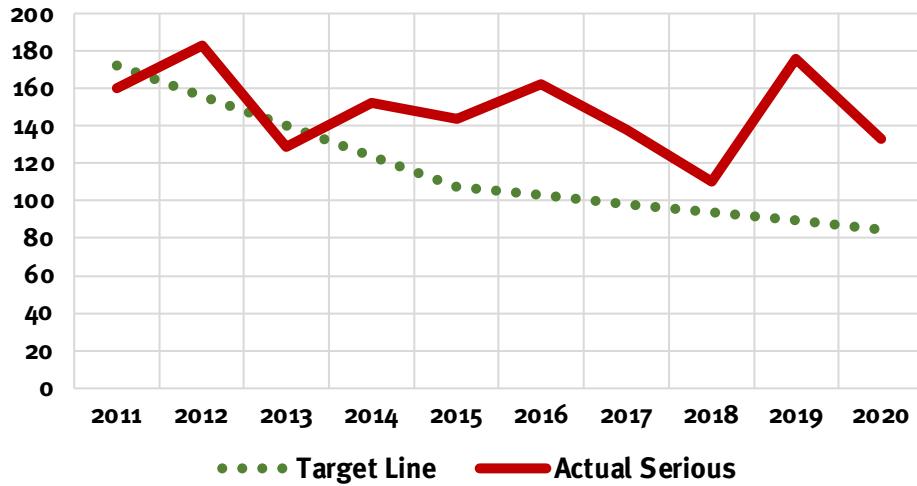
Since CRaSH removes the uncertainty that arises from officers having to assess the severity of casualties based on their own judgement, severity information collected in this way is expected to be more accurate and consistent. However, the move to an injury based reporting system tends to result in more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

The following graphs provide detail on how Edinburgh has performed in relation to the targets set out above.

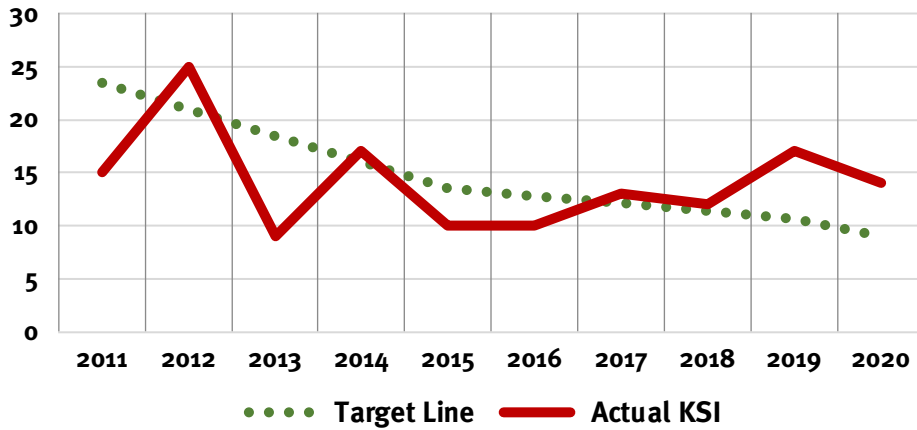
People Killed



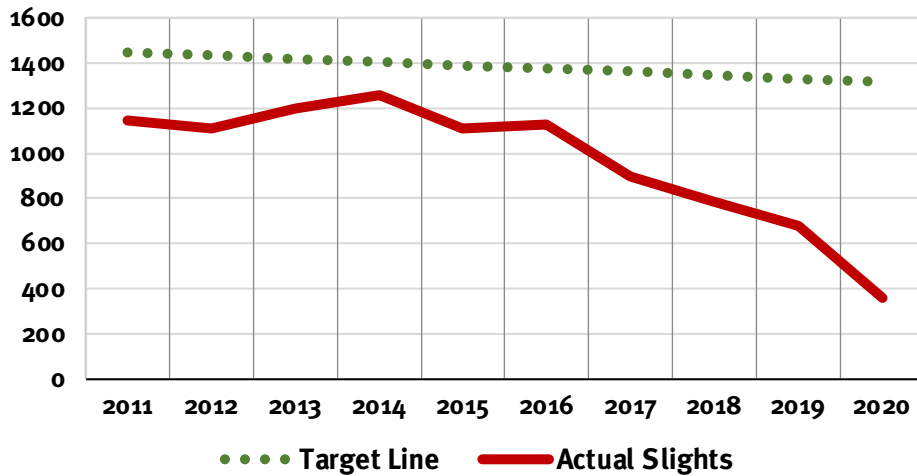
People Seriously Injured



Children (less than 16 years old) Killed or Seriously Injured



People Slightly Injured



Overall Edinburgh has continued a positive downward trend in relation to each of the targets set, albeit not all of the targets have been met. With the commitments made to the Safe Systems approach throughout this plan and the adoption of other ambitious council action plans and investment, it is anticipated that the new targets set out to 2030 will be met.

OUR PRIORITIES

Under the 1988 Road Traffic Act [\(9\)](#), local authorities have a statutory responsibility for road safety.

Section 39 of the Act requires local authorities to 'Prepare and carry out a programme of measures designed to promote road safety; conduct studies into accidents on roads, other than trunk roads within their area; take appropriate measures to prevent such accidents including the dissemination of information and advice relating to the use of the roads; the giving of practical training to road users; the construction, improvement, maintenance or repair of roads for which they are the highway authority.'

Edinburgh's key priorities have been identified from both a detailed analysis of casualty data and engagement with the Council's partners and key stakeholders to ensure the interventions target those most at risk of being killed or seriously injured on Edinburgh's roads. This will be implemented via the Safe Systems approach, which is also at the core of Scotland's Road Safety Framework to 2030.

As outlined in Scotland's Road Safety Framework to 2030 one of the emerging challenges will be

delivering a shift in resources and funding to focus on road safety delivery. In 2018 the Framework Strategic Partnership Board developed a national approach which highlighted the need to strengthen how we work collaboratively, particularly at local level, to co-design and co-deliver road safety change. This has been named the 'Team Scotland' approach. As part of this, Local Partnership Forums have been set up by Transport Scotland, which are chaired by members the Operational Partnership Group. These forums

will meet bi-annually and consist of all key partners in delivery of the Framework to 2030. These forums aim to identify and discuss potential barriers to the delivery of the Framework and local Road Safety Plans to 2030 (including policy and legal barriers) and formulate solutions.

Over the lifecycle of this action plan, The City of Edinburgh Council will work with Transport Scotland and other partners to ensure that appropriate budget and resource is being allocated to road safety in the city in order to meet the targets set out in the plan.

SAFE SYSTEMS

The Safe Systems approach is international best practice to road safety management based on a set of four main principles. These start with the fact that people make mistakes, that lead to collisions on the network. Then, that the human body has a limited physical ability to tolerate forces caused in collisions before bodily harm occurs. Then, whilst people have a responsibility to act with care and comply with traffic laws, a shared responsibility exists with those who design, build, manage and maintain roads and vehicles to prevent collisions resulting in serious injury or death and provide post-collision care. Finally, that all parts of the system must be strengthened to increase their effects, meaning all road users are protected, even if one part fails.

The main goal of safe systems is to ensure that these mistakes do not lead to a collision; or should a collision occur, it is sufficiently controlled to not cause a death or a life-changing injury.

The Safe System approach has five core pillars:

- Safe road use
- Safe roads and roadsides
- Safe speeds
- Safe vehicles
- Post-crash response

[Edinburgh's City Mobility Plan 2021 - 2030](#) contains policy measures to support the Safe Systems approach, these are referenced throughout this plan.

VULNERABLE ROAD USERS

Vulnerable road users are those who have less protection than occupants of motor vehicles and are therefore at a greater risk of being injured or killed in a collision.

The most vulnerable road user groups are pedestrians, children and young people, elderly people, cyclists and motorcyclists and will be a focus of this plan.

As a local authority we must create safe streets for our most vulnerable road users. The vulnerability of specific road user groups should be considered at all stages of the design process and our transport system should give priority to these vulnerable road users.

City Mobility Plan Policy Measure 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.



PEDESTRIANS

Pedestrians accounted for 22% of all casualties on our network between 2011 and 2020. The numbers of pedestrians involved in all injury collisions highlights the vulnerability of pedestrians as only 32% of Edinburgh’s population class walking as their main mode of travel (3).

Pedestrian casualties have reduced significantly over the past decade. This indicates that previous targeted measures have been effective, but also suggests that there is still work to be done to ensure further casualty reductions in this group of road users.

We will continue to invest in established measures, such as our Pedestrian Crossing Prioritisation

Programme as well as looking at new initiatives, such as Low Traffic Neighbourhoods, to improve

pedestrian safety across the city. Edinburgh’s Street Design Guidance (ESDG) will continue to be

developed to ensure a safer environment is delivered through the design process as ESDG is implemented across our city.

The Councils Active Travel Action Plan also includes a package of measures to support safe walking and wheeling, including a focus on corridors that are important for pedestrian activity and movement.

However, the reduction of pedestrian casualties cannot be completely eliminated by engineering measures, we also require education for all road users. This is especially important for drivers due to the changes to the Highway Code in early 2022 that sets out a new hierarchy of road users, of which pedestrians are at the top.

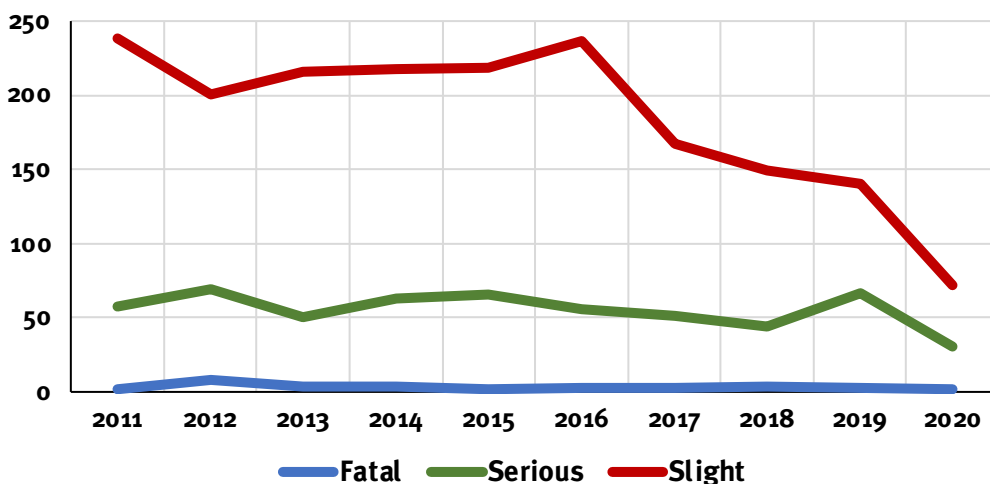
We begin to educate pedestrians, alongside our partners, from a young age within our primary

schools and offer all primary schools support in introducing road safety education to young children

and their parents / guardians. This continues within secondary education establishments targeted at key year groups and risk factors. We will engage with schoolchildren, parents, guardians and school staff to identify the barriers to walking and wheeling to school through the School Travel Plans to enable new infrastructure to be introduced to ensure children, parents and guardians have a safe, accessible network to enable them to walk and wheel to school. The Council’s work on delivering 20 minute neighbourhoods will also focus on ensuring new schools are safe and easily accessible for those travelling actively from the surrounding community.

City Mobility Plan Policy Measure MOVEMENT 14 - Walking and Wheeling.
Enhance and where necessary expand the walking/wheeling network to serve and connect key destinations across the city.

Pedestrian Severities by Year



As our population continues to grow and more of us live longer healthier lifestyles, educating adult pedestrians about road safety risks does provide some degree of challenge, however, we will continue to develop and run education campaigns alongside our partners.

Campaigns such as Be Bright, Be Seen are important to remind pedestrians to be visible in low light conditions, as 30% of collisions involving pedestrians take place during the hours of darkness, with 57% of pedestrian collisions occurring over the winter months.

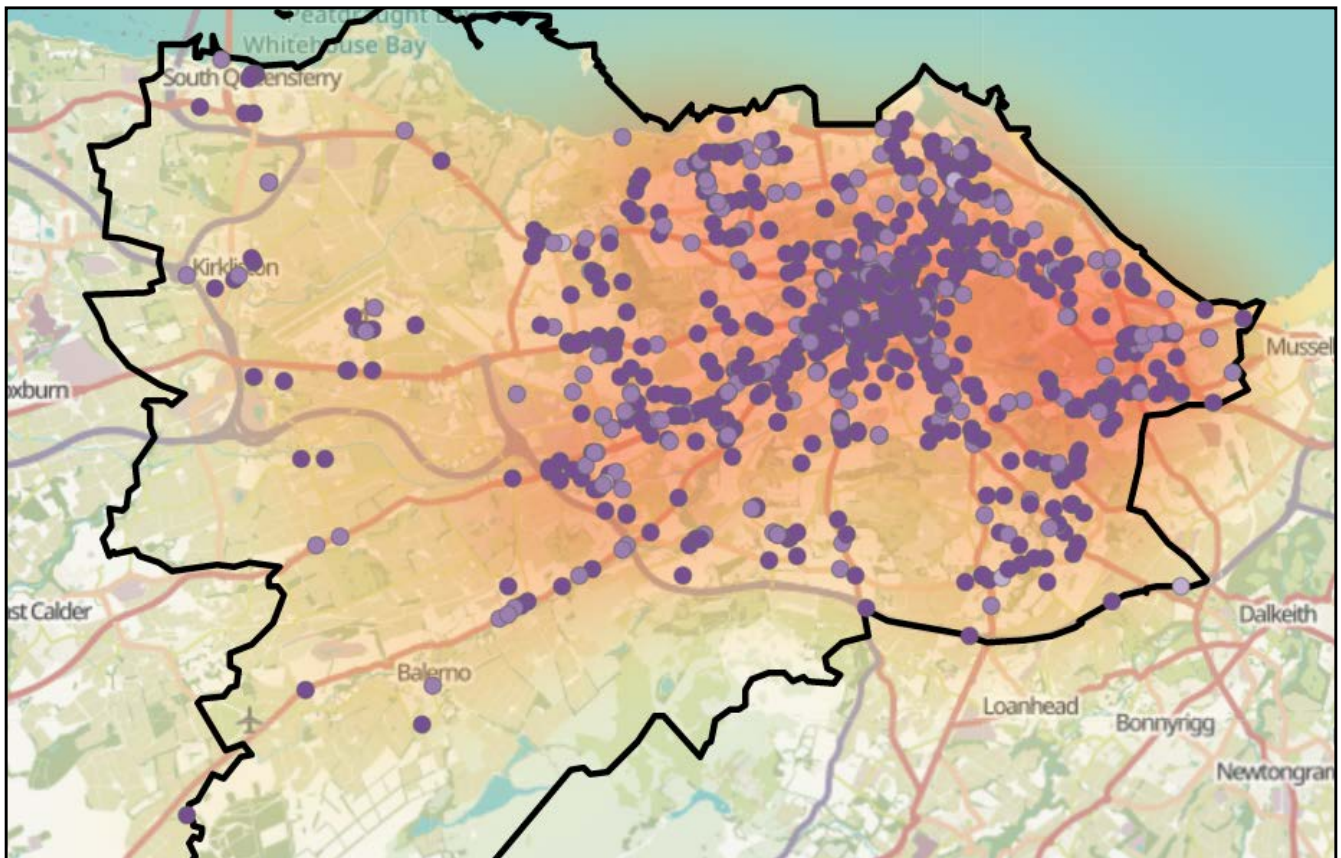
We will also continue to review speed limits across our network and reduce them where there are high levels of walking and wheeling. This will include further extensions of the 20mph network in Edinburgh but also in our more rural settings. Following these speed limit reductions we will continue to monitor the traffic speeds across our network and introduce further speed reduction

measures on streets with evidenced non-compliance of the posted speed limits to ensure our network is safe for pedestrians and other road users.

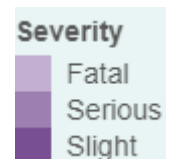
A review of major junctions across the city will be undertaken, with the aim of improving safety for vulnerable road users and will investigate the effectiveness of existing crossing and control methods, with regard to use by all age and ability ranges.

Annual analysis will be undertaken to ensure any collision clusters are investigated and any emerging trends resulting in increased pedestrian casualties can be addressed and reported on annually via the Delivery Plan.

To continually improve pedestrian safety across the city, it is important that innovative solutions and new technologies are explored and adopted as they develop. This is something we will work with Partners and Scottish Government on throughout the lifecycle of this plan.



As can be seen in the map above⁽²⁾, the majority of collisions involving pedestrians between 2016 and 2020 occurred in the City Centre, but there is a significant number occurring along the main routes into the city centre.

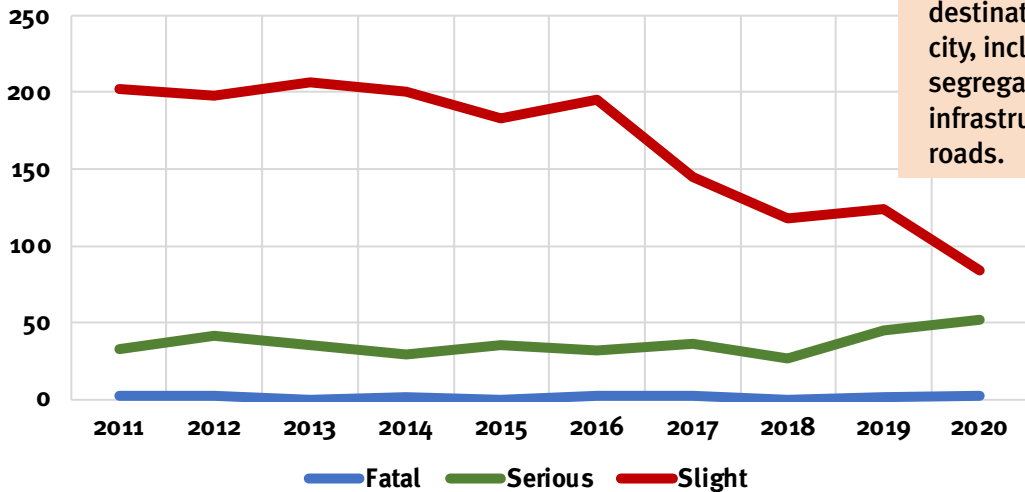


CYCLISTS

Cyclists accounted for 18% of all casualties on our network between 2011 and 2020, whilst in Bike Life Edinburgh 2019 ⁽⁸⁾, only 9% of residents were identified to travel five or more days a week by bike.

City Mobility Plan Policy Measure 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.

Cyclist Severities by Year

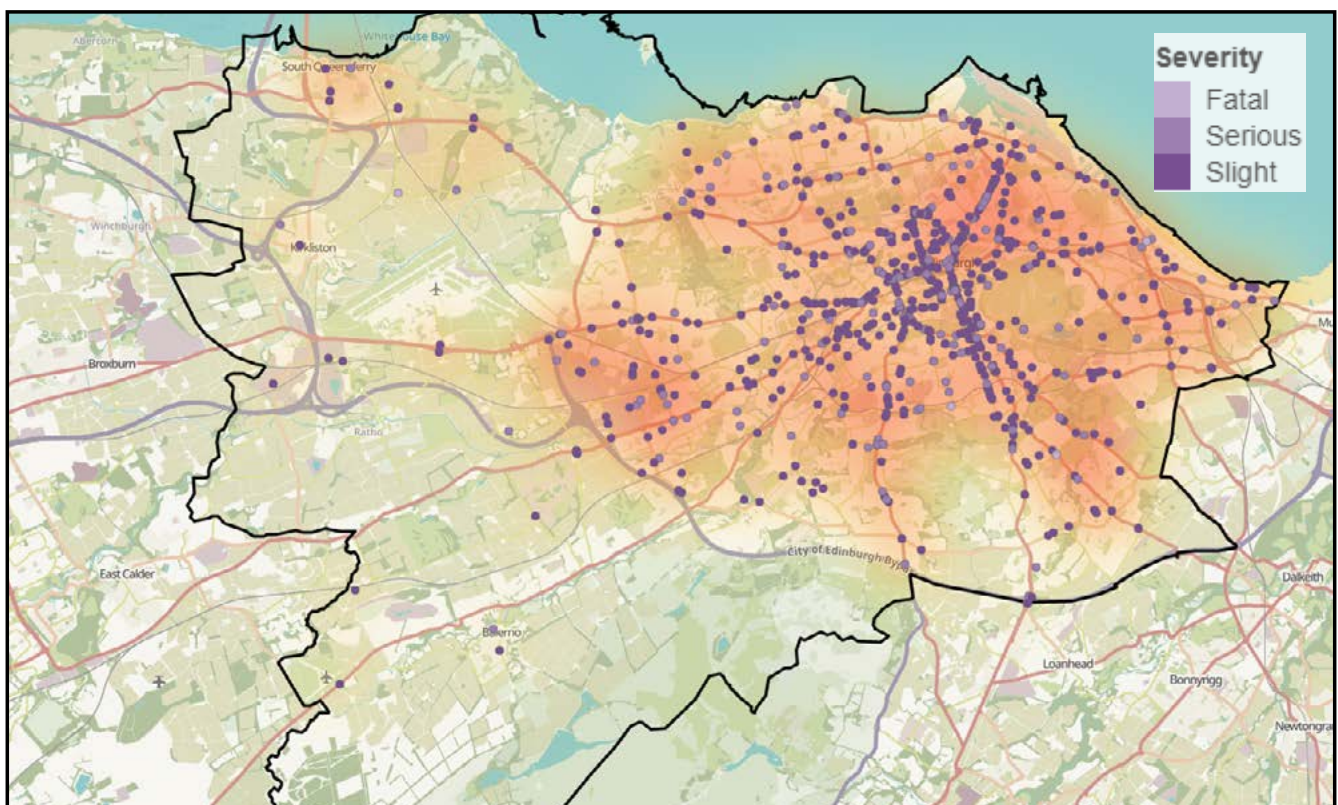


Overall, the reduction in cyclist casualties is positive given the noted increase in the number of cyclists on our network, of around 4% to 2019.

However, serious casualties in this road user group have not decreased at the same rate and have increased slightly since 2018. We must ensure this increase is reversed as quickly as possible.

As we continue to encourage sustainable travel and strive to increase the number of cyclists using our network, we must ensure there is safe, segregated infrastructure where appropriate and our wider network is suitable for safe cycling.

As can be seen below ⁽⁷⁾, the majority of collisions involving cyclists occurred on our more strategic network between 2016 and 2020. Going forward, this is where we will have to focus investment for route treatments over the duration of this Plan.



The Council's Active Travel Action Plan also focuses on making Edinburgh a safe, accessible and appealing place to cycle. This means both providing cycle routes that are segregated from traffic and making changes to our streets to create an environment in which it is safe and convenient to cycle anywhere in the city.

Collisions involving pedal cyclists can be the result of multiple factors, including, but not limited to, decisions or behaviours of individual road users. Utilising the Safe Systems approach in Edinburgh we need to continue to develop engineering, education and enforcement measures that assist cyclists in making safe, end to end journeys.

We will continue to work with partners to run initiatives such as 'Close Pass' to engage with drivers to encourage safe road use around cyclists and safe driver behaviour. Cycle training in schools across the city, through Bikeability and I Bike will also continue, as well as supporting 'Bike Buses' on the journey to and from school.

Campaigns such as Be Bright, Be Seen and Paths for Everyone will be developed and run annually with support from partners.

Our annual analysis will allow the Council and its Partners to develop focused campaigns and targeted engineering measures should certain trends emerge.



CHILDREN AND YOUNG PEOPLE

The safety of children and young people on our roads is a core focus of this plan. We want all children and young people to be able to travel as safely and as actively as possible when making every day journeys.

The number of children being injured on our network continues to reduce; however we must target our work around this group of vulnerable road users going forward to ensure a further decrease in injuries.

Children remain particularly vulnerable to injury on the network due to the failure of drivers or riders to allow for children’s lack of experience, their potential for impulsiveness, and the ease with which they can become distracted.

Approximately 34% of collisions involving those 17 years of age and under occur during school travel peak times (10% in morning school peak and 24% in the afternoon school peak) with the majority occurring outside of these times. Most of the incidents during school commuting times happen on the journey to school.



The school travel plans for all schools in Edinburgh will be reviewed every 5 years from the date of implementation and these will be comprehensive plans for improving the infrastructure and education for children and parents to reduce the number of collisions happening on the school run and provide a safer environment for all road users. They will enable focussed education and campaigns, such as Bikeability and ParkSmart, and targeted engineering investment, such as School Street Zones, on a school by school basis.

A review of all school travel plans within The City of Edinburgh Council boundary is due for completion by 2024, this is to establish where parents, children and school staff feel most at risk on their journeys to and from school to introduce infrastructure changes to ensure children are safe whilst on the school run.

City Mobility Plan Policy Measure PEOPLE 1: Supporting Behaviour Change.

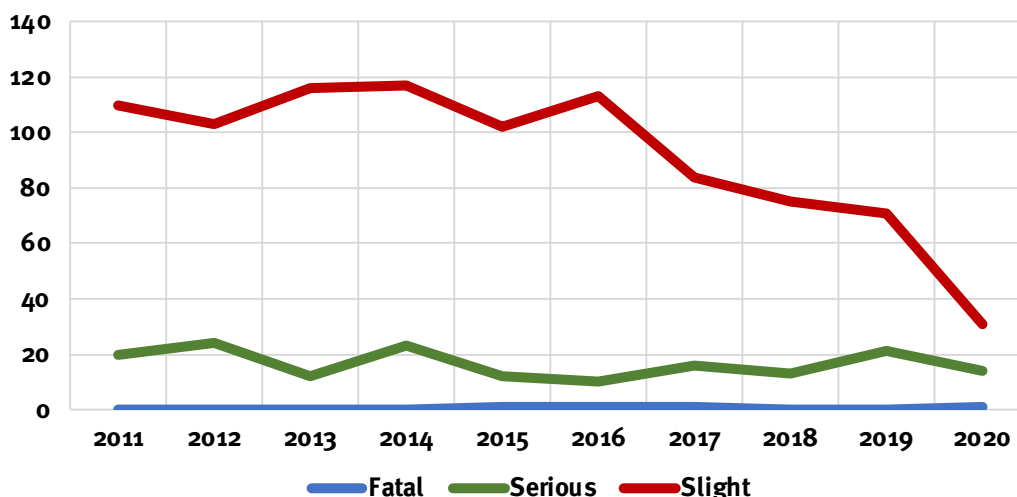
Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.

City Mobility Plan Policy Measure 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.

We will also continue working with our Junior Road Safety Officers to help us promote road safety in schools across the city. Our annual launch event will continue to meet with the young officers and get them ready for their year ahead.

Child Severities (0 to 17 years old)

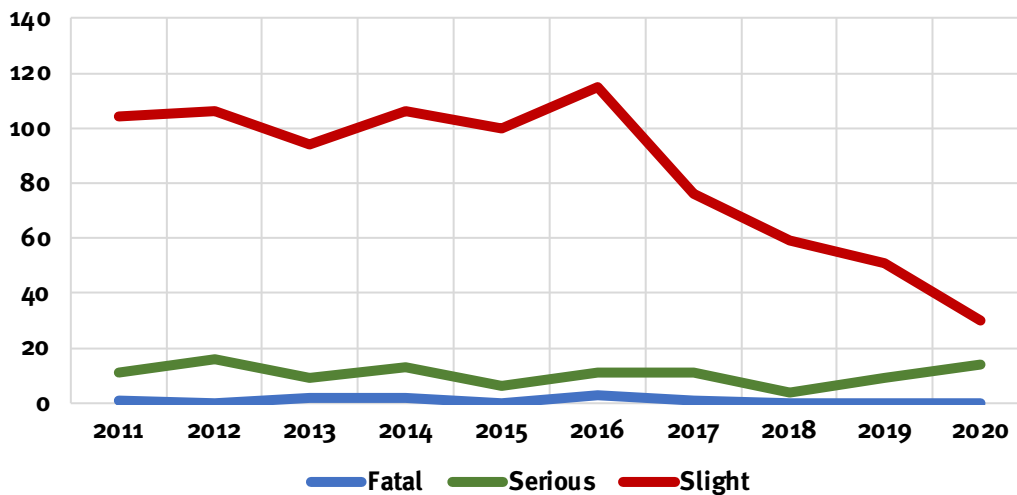


For all S6 pupils within Edinburgh we run an annual ‘Young Drivers’ event. This is a road safety event held with several of our partners specifically designed for novice drivers. This builds on the education messages which have been delivered to the pupils throughout their education including peer pressure, fatigue, drink and drugs, vehicle maintenance and respecting other road users. We will be working with partners to roll this event, and other campaigns, out to a wider audience through further learning campuses to continue the downward trend of slight collisions involving young drivers on our network, and to reverse the upward trend of serious collisions involving this age group.

Road safety education plays an important role in shaping the attitudes and behaviours of children and young people. In Edinburgh, we want to do everything we can to ensure they become responsible drivers, passengers, cyclists and pedestrians.

As part of our annual analysis, we will also continue to monitor and identify possible road safety issues that link to children and young people living in areas of multiple deprivation and work with our partners to address this.

Collisions Involving Young Drivers (Age 18 to 24)



OLDER ROAD USERS

While those aged 65 and over account for 15% of the population of Edinburgh, 10% of all collisions on our network from 2011 to 2020 involved people within this age group.

As Edinburgh has an aging population, with the number of people over the age of 75 in Scotland to

almost double by 2043, we will have to ensure that through the Safe System approach that this age

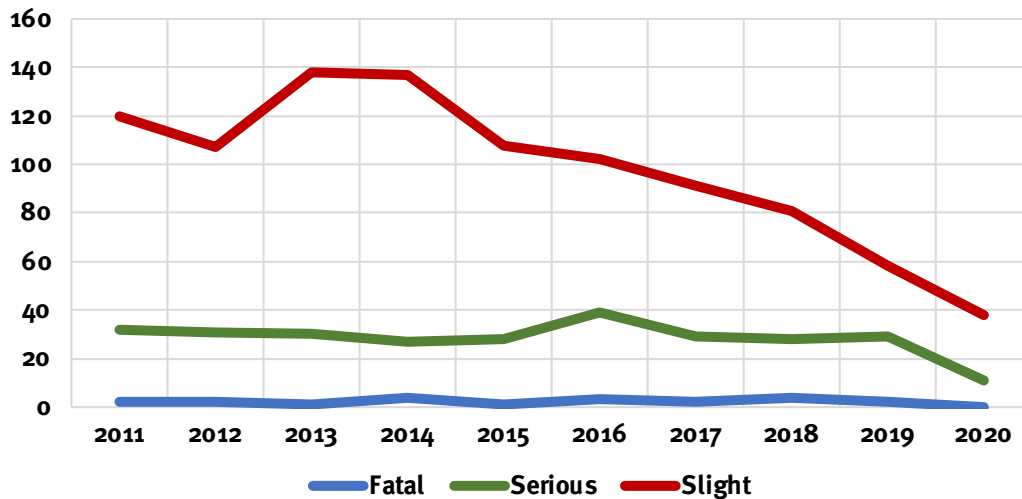
group is given suitable consideration in the evolving environment.

We will continue to work with our Partners through education campaigns and drop in sessions aimed at drivers aged 65+ as they account for nearly 50% of all those injured in this age group.

We will also work to target those using more sustainable travel modes, using resources such as *Travelling with Confidence* which is aimed at decreasing personal injuries to those aged over 60 on buses.

As part of our annual analysis we will look to establish whether there is an increased risk of elderly people being involved in collisions on our network and the specific causes of these collisions.

Collisions Resulting in Injury (65+ year old)



MOTORCYCLISTS

Motorcyclists have disproportionately high risks of involvement in road collisions, when compared to the numbers using motorcycles as their main mode of transport. In Scotland, motorcyclists account for less than 1% of all traffic, but represent 7% of casualties in road collisions. In Edinburgh they are involved in 9% of all collisions ⁽¹⁰⁾.

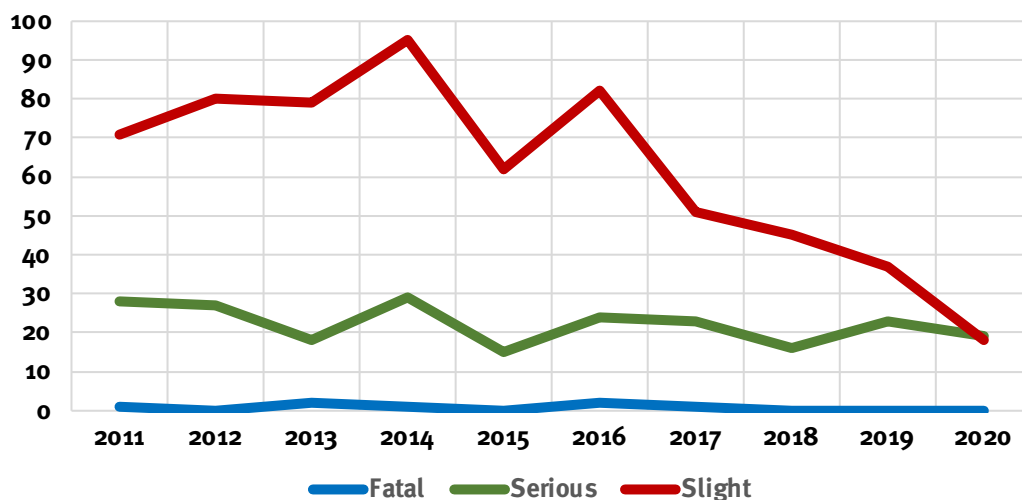
The number of collisions involving motorcyclists has decreased slightly and is on a continually downward trend. However, we must do more using the Safe Systems approach to ensure that the number of serious collisions continue to decrease alongside those resulting in slight injury.

In Edinburgh, we will continue to work with partners and schools to educate young people to prevent joyriding stolen motorcycles to avoid serious and fatal injuries to themselves and other road users.

Through the annual analysis, motorcycle collision data will be investigated, and consideration will be given to how we can utilise innovation, technology and road design in order to reduce casualties within this transport mode.



Collision Severity Involving Motorcycles



TARGETS

To enable us to quantify and monitor our performance in relation to historical data, it is necessary to set local targets aligned with those set nationally to ensure we are on track to reduce the number of people killed or seriously injured on our roads to zero.

In setting these targets, we must not forget that these are not just numbers. Every single statistic accounted for within this plan represents a person with a life, with friends and family. We must ensure we as a Council, alongside our partners, are committing suitable resources and budget to achieve these targets are met by 2030.

A Delivery Plan will be produced by the Road Safety team on an annual basis and reported to Transport and Environment Committee for approval. This will set out, in detail, the schemes for design and their anticipated delivery, how the projects will be funded and any information on staff resource as applicable. This will introduce a formal process in which the council can monitor its progress in working to achieve the targets set out in this plan.

New Targets To 2030

As this plan is crucial in working towards our long term goal of Vision Zero by 2050, we have adopted ambitious targets that are similar to the interim targets set in Scotland's Road Safety Framework.

Our targets to be met by 2030 are:

- Zero fatalities
- At least a 50% reduction in people seriously injured
- At least a 60% reduction in children and young people seriously injured (18)

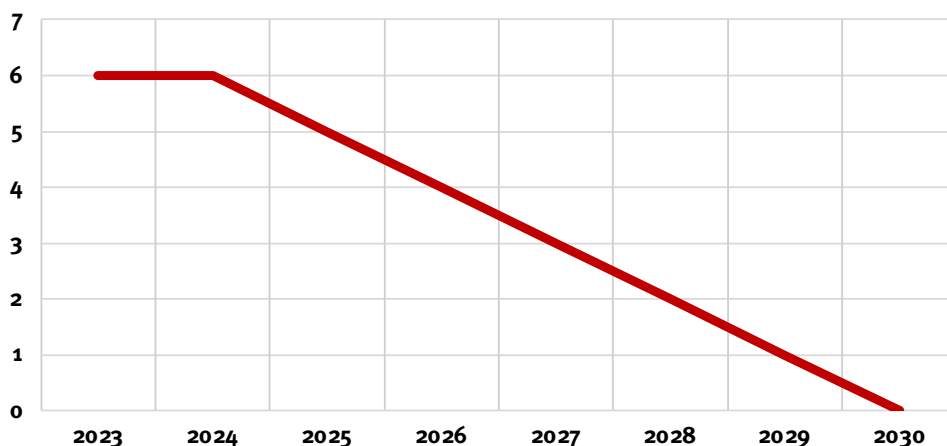
The City of Edinburgh Council and its Partners are fully committed to reducing injuries on our network by 2030 and have significant visions to improve our city. This will include significant investment and annual reporting on collisions. We have therefore set road user specific targets to align with the national framework and to ensure a focus on our most vulnerable road users.

These targets to be met by 2030 are:

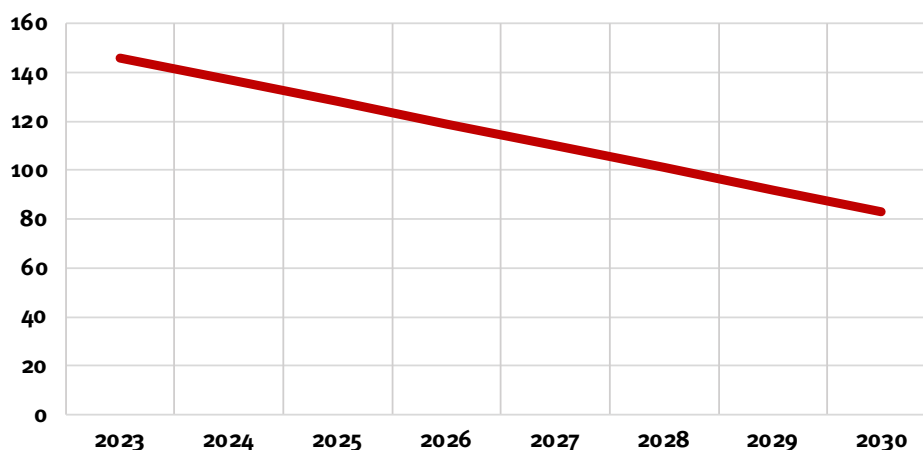
- 40% reduction in pedestrians seriously injured
- 30% reduction in cyclists seriously injured
- 30% reduction in motorcyclists seriously injured
- 20% reduction in road users aged 65+ seriously injured
- 70% reduction in road users aged between 18 to 24 seriously injured

The following graphs show the projected target lines for the targets set out above, based on a 5 year average to the end of 2020.

Zero fatalities by 2030 Target Line



50% reduction in the number of Serious Injuries



We will work closely with Transport Scotland via the Local Partnership Forums that will meet bi-annually throughout the duration of this plan to monitor progress against the strategic actions of Scotland's Road Safety Framework and the sub-actions of its Delivery Plan.

The Council's City Mobility Plan will also monitor the following casualty indicators:

- Number of people killed (annual)
- Fatalities of Active Mode Users

The Road Safety team will continue to monitor collisions and provide an annual update on patterns and trends which will be uploaded to the [Streets Ahead](#) website.

IMPLEMENTATION USING SAFE SYSTEMS

Safe Road Use

The Council will continue to work closely with Police Scotland and partners on road safety matters at both a strategic and local neighbourhood level. Enforcement remains a key area of casualty reduction within

the safe systems approach. Drink/drug driving, dangerous driving, speeding, failing to wear a seat belt or driving whilst using a mobile device are just some examples of unsafe behaviours whilst using the roads that require police enforcement. Over the lifecycle of this plan, we will work with partners

City Mobility Plan Policy Measure MOVEMENT 37 - Parking, Waiting, 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.

though the Local Partnership Forum on innovative measures, such as providing dashcam footage for enforcement purposes and other initiatives. We will also continue working with Scottish Occupational Road Safety Alliance (ScORSA) and utilise their resources as required for both council fleet drivers and other professional drivers using our network.

To encourage safe road use across the city, we will continue to develop our network and its use in line with changes to policy and guidance both at a local and national level as these change, such as the Highway Code.

Other measures, including working together across the council and with partners to reduce car-based traffic, which is a council target to reduce by 30% by 2030, by inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than private vehicles will also contribute to safer road use over the life of this plan.

Education is also key to ensure all road users are aware of the danger posed to each mode as set out in the road user hierarchy and act appropriately to keep themselves and others safe on the road.

We will continue to utilise Road Safety Scotland resources to ensure consistent messaging across the country whilst developing our own resources when appropriate.

It is important to recognise the benefits of road safety education for all ages, but especially the teaching of road safety skills at an early age. Through the School Travel Plans we will work with all schools to ensure our education events are aligned with the curriculum for excellence and that the children and parents have an input to what they feel would make their journeys to school safer and ensure they are implemented to allow the next generation of safe, active travellers with positive road safety attitudes to all road users flourish.

Safe Roads and Roadsides

Our road system needs to be designed and managed in order to prevent collisions resulting in injuries taking place on our network. The Road Safety Programme will be prepared on an annual basis to set out an ambitious range of measures which we will strive to deliver. This will be reviewed throughout the year and new initiatives added where needed when highlighted by partners and analysis.

The Road Safety Team will continue to undertake Accident Investigation and Prevention collision investigation (AIP) into all streets within the City of Edinburgh Council area using a rolling dataset. This investigation is carried out using the STATS19 collision details supplied by Transport Scotland, who are responsible for the collection of all personal injury road traffic collision data within its jurisdiction. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where remedial works may require to be implemented. This method of collision reduction is successful and to date has had a significant impact on reducing road casualties across the city. The road safety team, through in depth analysis, will look at collision clusters, route studies and area studies to examine the needs and safety implications of all users. From this process we will provide low cost engineering interventions and utilise other preventative partnership measures.

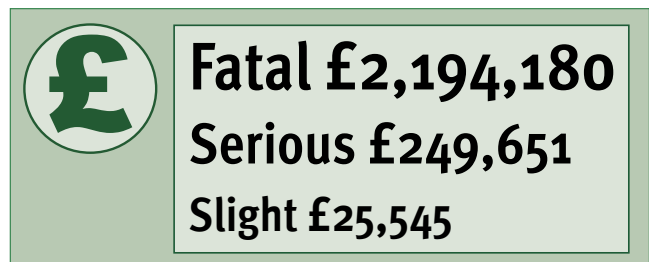
This data, alongside that collected through the routine safety inspections of the condition of the public footways and carriageways, will be shared with the relevant teams across the Council,

City Mobility Plan Policy Measure MOVEMENT 29 - Monitoring and Evaluation.
Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering.

specifically those responsible for roads maintenance to ensure roads renewal designs are being designed to ensure our roads are as safe as they can be for all road users, with particular consideration to disabled users of the network. The Council will develop its GIS Systems to map transport projects to ensure all aspects are considered when developing schemes.

The Department for Transport estimate the values assigned to the cost of road casualties and collisions in Great Britain, for use in cost-benefit analysis in the prevention of collisions resulting in personal injury.

These figures are intended to encompass all aspects of the costs of casualties including both the human cost (covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services) and the direct economic cost (which covers loss of output due to injury and medical costs). It also includes the cost of damage to vehicles and property and the cost of police and insurance administration. The cost per collision for all roads in Scotland based on 2020 ⁽⁴⁾ data is as follows:



This information will be taken into account as AIP and other schemes are developed where collisions have occurred. This established methodology of costings has to be considered when developing and monitoring collision reduction schemes but it is not the main driver for reductions in road traffic collisions.

We will also continue to ensure that all projects on the road network undergo Road Safety Audits by qualified auditors as best practice to ensure our roads are designed to be as safe as they can be for all users.

The design of our streets will be done in line with national design standards, and where applicable, the Edinburgh Street Design Guidance to ensure our network is fully accessible and safe for those users with disabilities and impairments. This will include measures such as the tightening of junctions and revisions to road geometry to support lower vehicle speeds on our network. Projects such as Low Traffic Neighbourhoods and 20 Minute Neighbourhoods will strive to ensure the city is completely inclusive for its residents and visitors.



We will engage with schoolchildren, parents, guardians and school staff to identify the barriers to walking and wheeling to school through the School Travel Plans to enable new infrastructure to be introduced to ensure children, parents and guardians have a safe, accessible network to enable them to walk and wheel to school. This will also include engagement with the school communities, partners, stakeholders and residents who will be affected by any proposals that arise from discussions.

The Councils Active Travel Action Plan will provide extensive infrastructure to support safe, sustainable travel throughout the city.

As part of the Spaces for People programme a consultant was commissioned to assess traffic signal timings with the aim of improving the pedestrian experience, implement adjustments and monitor the impact of the adjustments on traffic flows. 63 locations on 8 transport corridors were identified, assessed and adjusted if required. In addition, 6 existing pelican crossings were upgraded to puffin specification to improve road safety, reflect the abilities and crossing times required for different users. This will be an area we will continue to monitor and action.

To continue a focus on improving our network for pedestrians we will be undertaking a review of our Pedestrian Crossing Prioritisation Process to align it with current policy objectives during the lifecycle of this plan.

Safe Speeds

Through the Safe Systems approach, speed limits are vital in reducing the speed at which potential collisions occur. It is imperative that speed limits are set on our network by taking into consideration its use and environment.

The introduction of appropriate and effective speed limits across the network is a key element of our plan to improve safety. In 2016 the Council started implementing 20mph across the city whilst maintaining a strategic road network. 77% of all streets in Edinburgh are now 20mph. We will also ensure that the network over 20mph is reviewed and reduced where appropriate in order to reduce collision severity. This will be done using appropriate measures to improve local communities. The Council are currently in the process of reducing a number of 40mph roads to 30mph and are also undertaking a strategic review of all roads with speed limits over 40mph.

Any changes to lower speed limits will require a significant change in driver behaviour and we will look to undertake various activities to encourage compliance, as well as working with Police Scotland on increased levels of targeted enforcement across the city. Public communication campaigns will continue to raise awareness and encourage compliance.

To ensure ongoing compliance of speed limits across the city, as outlined in the report Evaluation of the 20mph Speed Limit Roll Out, which was approved by the Council's Transport and Environment Committee on 11 October 2019, the Council's Road Safety team will investigate the suitability of further speed reduction measures at locations where average speeds are measured to be above normal tolerance.

We will continue to work closely with the police and explore new technologies and measures to seek robust enforcement of traffic speeds across the city.

To ensure speed limits are effective, we will undertake monitoring across the city on a bi-annual basis where concerns in relation to non-compliance of speed limits has been raised and ensure that any roads on which the speed limit is not being complied with have appropriate speed reduction measures installed.

We work with Safety Cameras Scotland and Police Scotland on an annual basis to review both live and potential Safety Camera sites which are grant funded by the Scottish Safety Camera Programme. The aim of this partnership is to reduce the number of injuries on Scotland's road network through targeted camera enforcement, through fixed, mobile and red light cameras. Cameras are located primarily where they have the greatest casualty and collision reduction potential. All camera locations can be found on the Safety Cameras Scotland website. Going forward, we will continue to work closely with the Programme Office on new, emerging technologies, particularly in relation to mobile and community enforcement.

City Mobility Plan Policy Measure 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.

Safe Vehicles

The safety standards in vehicle design and manufacture are regulated to minimise the severity of collisions to all road users. As vehicle technology continues to advance roads and vehicles will eventually be managed within an intelligent transport system, relying on ever-more autonomous vehicles and smart infrastructure, potentially further reducing casualties and deaths. We will work with colleagues in Transport Scotland and the Scottish Government to support the CAV Roadmap and other national intelligent transport policies and initiatives as they are developed over the length of this plan.

We will ensure our council fleet has suitable driver policy rules, procedures, and training processes and we will look to promote safer driving technologies such as Intelligent Speed Assistance (ISA) to the council fleet to support the safe systems approach within the city.

Throughout this plan we will work closely with Police Scotland to undertake regular vehicle checks at key points in the city to ensure that the vehicles being used on our network are being maintained to a road worthy standard to reduce the likelihood of them being involved in collisions.

We will also work with Partners and Scottish Government on new emerging technologies, such as e-scooters to ensure users are complying with the law on the network and being enforced appropriately. And should such modes of travel become legal on our roads; we will ensure that there is safe infrastructure to support them.



Post Crash Response

Partnership working is vital for this pillar of the Safe Systems Approach. Through the Local Partnership Forum, we will work with all emergency services and the National Health Service (NHS) to ensure quick responses to collisions on our network, ensure victims are effectively cared for and support investigations into the causes of collisions on our roads. We will work closely with colleagues in Police Scotland and attend the locations of fatal and serious collisions when required to address issues raised through collision investigations.

We will also strive for more data sharing between partners throughout the lifecycle of this plan, to enable us to build a more in depth picture of collisions and incidents resulting in personal injury that go unreported to the police, but are reported to the NHS.

REFERENCES

1. *Scotland's Road Safety Framework to 2030*
2. Claes Tingvall and Narelle Haworth (1999). Vision Zero. An ethical approach to safety and mobility. Monash University Accident Research Centre.
3. *Edinburgh By Numbers 2020*
4. *Reported Road Casualties Scotland 2020 -Table 10*
5. *Active Travel Action Plan*
6. *City Mobility Plan 2021 - 2030*
7. Road Safety Analysis -MAST
8. Sustrans Edinburgh Bike Life 2019
9. *1988 Road Traffic Act*
10. Analysing routine police records on Edinburgh motorcycle casualties to assist multi-agency strategies (Margrethe Van Dijke, Graham Mackenzie, Mette Tranter December 2018)

Road Safety Delivery Plan to April 2024

<u>Workstream</u>	<u>Project Location</u>	<u>Anticipated delivery</u>
<u>Pedestrian Crossings</u>	London Street @ Drummond Place	Autumn 2023
	Pilrig Street @ Cambridge Avenue	Winter 2022/23
	Restailrig Road @ Ryehill Terrace	Spring 2023
	Corbiehill Road	Spring 2023
	Albion Road	Winter 2022/23
	South Gyle Broadway	Autumn 2023
	Ashley Terrace	Winter 2023
	Lanark Road West	Winter 2023
	Slateford Road	Spring 2023
	NW Circus Place at Royal Circus	Winter 2023
	Great King Street (W)	Spring 2023
	Yeaman Place - at Dundee Street, and at Polwarth Crescent	Spring 2024
	Craiglockhart Avenue - north of Craiglockhart Drive North	Autumn 2023
	Colinton Road - at Craiglockhart Park, and at Lockharton Crescent, and at Little Monkeys Nursery	Winter 2023
	Telford Road - at Forthview Terrace, and at Telford Place	Autumn 2023
	Whitehill Road - east of Lawhouse Toll	Autumn 2023
	Clermiston Road - at Clerwood Park	Summer 2023
	Grassmarket - at existing zebra crossing	Spring 2024
	Queensferry Road - east of Buckingham Terrace, and at Blinkbonny Crescent steps	Spring 2024
	Gorgie Road - east of Number 511,	Spring 2024
	Moredun Park Road - adjacent to school and library	Summer 2023
	Newcraighall Road - at Fort Kinnaird roundabout east leg, and at west leg, and at Craigmillar Community Arts	Winter 2023
	Albany Street - at Dublin Street	Winter 2023
Longstone Road - at Longstone Gardens	Summer 2023	
Saughton Road North - south of WhinPark Medical Centre	Summer 2023	
Annandale Street - north west roundabout arm	Summer 2023	
<u>Accident Investigation and Prevention</u>	Dalmahoy Junction	Summer/Autumn 2023
<i>Measures will be introduced as required through investigation</i>	Drum Brae Drive	Spring 2023
	Davidsons Mains	Summer/Autumn 2023

	Portobello High Street	Autumn 2023
	Murrayburn Crossing	Spring 2023
	South Bridge at Chambers Street	2023/24
	Easter Road at St Clair Street and Dalmeny Street	2023/24
	The Wisp at Newcriaghall Road	2023/24
	Niddriemains Road at Newcriaghall Road	2023/24
	Leith walk near Balfour Street	2023/24
	Dublin Street at Abercromby Place	2023/24
	Mayfield Gardens at West Mayfield	2023/24
	West Savile Terrace at Mayfield Road	2023/24
	Abercromby Place at Albany Street	2023/24
	West Granton Road at Crewe Road North	2023/24
	Princes Street at Lothian Road	2023/24
	lasgow Road at Craigs Gardens	2023/24
	Melville Drive at Marchmont Road	2023/24
	Crewe Road south at Carrington Road	2023/24
	Summerhall Crescent	2023/24
	Market Street at The Mound	2023/24
	Ballevue at Claremont Street	2023/24
	London Road at Wishaw Terrace	2023/24
	Haymarket Terrace at Magdela Crescent	2023/24
	South Bridge at Chambers Street	2023/24
<u>Section 75's</u>	Scotstoun Avenue	Spring 2023
<u>School Travel</u>	Clermiston Primary School	Spring/Summer 2023
	Leith Walk Primary School	Summer/Autumn 2023
	James Gillespies	Winter 2023
	Liberton Primary School	Spring 2023
	Actions from School Travel Plan Review as determined in individual plans	Ongoing throughout 2023/24
<u>Speed Limit Reductions</u>	30mph to 20mph reductions (17 streets, as previously approved by Committee)	Winter 2022
	40mph to 30mph reductions (22 streets, as previously approved by Committee)	Summer 2023

	Further extension of 20mph network (public consultation Nov 2022 - Jan 2023)	2024
	Review of 40mph+ speed limits (public consultation Nov 2022 - Jan 2023)	2024
Further Speed Reduction Measures	Wakefield Avenue	2023
	Restalrig Avenue	2023
	Craigentenny Road	2023
	Sleigh Drive	2023
	Marionville Avenue	2023
	Fillyside Road	2023
	Craigentenny Avenue	2023
	Marionville Avenue	2023
	Queen's Drive	2023
	Craigcrook Road (west)	2023
	Fettes Avenue	2023
	East Fettes Avenue	2023
	Inverleith Row	2023
	Inverleith Place	2023
	Lochend Road	2023
	East Hermitage Place	2023
	Claremont Park	2023
	Restalrig Road South	2023
	Polwarth Gardens	2023
	Morningside Drive	2023
	Craighouse Road	2023
	Braid Hills Road	2023/24
	Hermitage Drive	2022/23
	Braid Avenue	2022/23
	Midmar Drive	2022/23
	Balcarres Street	2023
	Wilkieston Road	2023
	Westburn Avenue	2023
	Joppa Road	2023
	Mountcastle Drive South	2023

	Brunstane Road South	2023
	Milligan Drive	2023
	Stevenson Drive (20s section)	2023
	Robertson Avenue	2023
	Mayfield Road	2023
	Beaufort Road	2023
	Blackford Avenue	2023
	Kilgraston Road	2023
	Grange Road	2023
	Freelands Way	2023
	Portobello High Street/Abercorn Terrace	2023
	Woodhall Road	2023
	Swanston Road	2023
	Mounthooly Loan	2023
	Bridge Road	2023
	Falcon Road West	2023
	Whitehouse Road	2023
	Main Street, Davidsons Mains	2023
	Scotstoun Avenue	2023
	Lennymuir	2023
	Quality Street	2023
	Turnhouse Road	2023
	Turnhouse Farm Road	2023
	Stirling Road, Kirkliston	2023
	Cammo Gardens	2023
	Queen Street	2023
	Chester Street	2023
	Abercromby Place	2023
	Ladywell Road	2023
	Gordon Road	2023
	Murrayfield Road	2023
	Saughtonhall Drive	2023
	Lennel Avenue	2023

	Campbell Avenue	2023
	Ravelston Dykes	2023
	Craigs Road	2023
	Drum Brae Drive	2023
	Lower Granton Road	2023
	Slateford Road	2023
	Starbank Road	2023
	Corbiehill Road	2023
	Kingsknowe Road South	2023
	Clermiston Road	2023
	Great King Street	2023
	Cammo Gardens	2023
	Kirkliston Road	2023
	High Street, Kirkliston	2023
	Prestonfield Avenue	2024
	Lochend Road (A8)	2024
	Craighouse Gardens	2024
	Myreside Road	2024
	Douglas Gardens	2024
	Mountcastle Drive South	2024
	Ellersly Road	2023
	Westgarth Avenue	2024
	Harlaw Road	2024
	Station Road - High Street	2024
	Whitehouse Terrace/ Grange Loan	2024
	Myreside Road	2023
	Strachan Road	2024
	Saughton Road North	2024
	Main Street, Kirkliston	2024
	Kinellan Road	2024
	Marionville Avenue	2024
	Marchmont Road	2024
	East Mayfield	2024

	Duddingston Row	2024
	Clermiston Road	2024
	Colinton Mains Drive	2024
	Maybury Road	2024
	B800 - Flyover	2024
	Curriehill Road	2024
	Dalmahoy Road	2023
	Greendykes Road	2024
	Ravelrig Road	2024
	Queensferry Terrace	2024
	Silverknowes Road East	2024
	Cammo Road	2024
	Freelands Road	2024
	Builyeon Road	2024
	Glasgow Road	2024
<u>Major Junction Review</u>	Seek Committee approval for prioritised list of 40 junctions	2023
	Commence design and implementation of quick wins in order of priority	2023
	Undertake feasibility work for longer term improvements at 10 highest priority junctions	2023
	Seek Committee approval for a costed programme of longer term improvements	2024
	Complete design and implementation of quick wins	2024
	Commence design of longer term improvements in line with approved programme	2024
<u>Education</u>	Young Drivers Event	Feb/March and October 2023
	Junior Road Safety Officers, including Launch event	Lauch September 2023, ongoing throughout school year
	Walk Once a Week	Ongoing throughout 2023/24
	Road Safety Magic Show	November 2023
	I Bike	Ongoing throughout 2023/24
	Bikeability	Ongoing throughout 2023/24
	Be Bright, Be Seen	Winter 2022 and 2023
	Other campaigns as determined by STPR, AIP and Analysis	Ongoing