

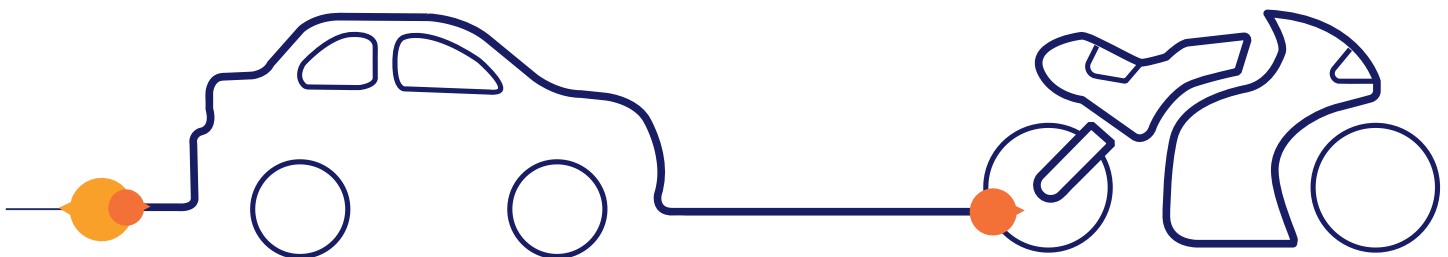


Regional Coordinator Newsletter June 2025



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Scotland & Ireland

Date: 24th of June 2025



Welcome to my June 2025 newsletter. You may be aware that recently RoSPA have migrated onto a new management platform and during the original migration, some data transfer problems occurred which have recently been corrected, but in doing so, the automated system sent-out some membership cancellations where subsequent missed renewals had been detected. If you have received a recent membership cancellation which you feel is unfair, contact me and I will help you look into it.

This month's discussion Topic.

Pedestrians:

Comparison of the published figures for the Republic of Ireland; Northern Ireland and Scotland of pedestrians injured or worse on our roads is limited but here are the figures from 2023 for all parts.(Population in 2023)

Republic of Ireland – Pedestrian fatalities – 44; seriously injured – 309 (Population 5.3M)

Northern Ireland – Pedestrian fatalities – 20; seriously injured – 171(Population 1.9M)

Scotland – Pedestrian fatalities – 47; seriously injured – 431(Population 5.5M)

In the UK, Pacts (Parliamentary Advisory Council for Transport safety) stated in their 2019 report 'Who Kills the Most on the Roads' 65% of pedestrians were killed or injured by cars [drivers], while the RSA (Road Safety Authority) in the Republic of Ireland in their 'Serious Injury Among Pedestrians' 2019-2023 state 76% of injuries among pedestrians were caused by car [drivers].

Roadcraft Chapter 13 says, *'Where pedestrians are present, drive at a speed that enables you to stop if the pedestrian steps into the road. Older people and children find it especially difficult to judge the speed of approaching vehicles'*.

In the RoSPA – Vulnerable Road Users factsheet - *'Around 30 child pedestrians are killed or seriously injured in the UK every week. Children often misjudge the speed and intentions of drivers. They are easily distracted, and may dash into the road without looking. Nearly half of all pedestrians killed are aged over 60. Older people may have difficulties in seeing or hearing approaching traffic, and may have decreased mobility.'*

In the UK Highway Code 2022, in the H2 rule, *'Pedestrians include wheelchair and mobility scooter users'* and in Rule 125 *'Inappropriate speeds are also intimidating, deterring people from walking, cycling and riding horses'*

As Advanced drivers and riders, what we see, what we cannot see and what we may reasonably expect to occur, (as per the Highway Code Rule 146) we adapt our driving and riding in particular, to anticipate what pedestrians might do. (This is an excellent phrase to drop-in when appropriate, to you commentary.) Particularly (as per Rule 152) in residential streets. In country roads (per Rule 154) drive slowly [and reposition early] when approaching and passing pedestrians on the road or verge allowing at least 2 meters space (per Rule 163). Remembering, if you are driving an EV, that pedestrians may be completely unaware of you approach from behind.

The UK Highway Code has seven other rules for drivers and riders specific to pedestrians. Rules 204 to 210. Appropriate reference to the content of these rules within your commentary is also an excellent addition.



Additional RoADAR topics



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- 🗨️ RoSPA Testing: Four RoSPA tests were taken In May in Scotland. There were three tests taken during May in the Republic of Ireland. While there were five tests taken in North Cumbria and South West Scotland . There was one Rospa test taken in Northern Ireland.
- 🗨️ Ayrshire Road Alliance held a free drivers event on Saturday the 7th of June. Ninety one individuals registered to attend. Those who attended felt they benefited from their experience. The ARA are hoping to arrange a smaller event in Brodick, Arran in September.
- 🗨️ ScORSA –There are no webinars arranged for June. However, if you did not manage to attend any of ScORSA’s 2025 webinars so far this year, they are available on their website.
- 🗨️ I would like to ask all motorcycle members to remember if you have recently purchased new PPE, please consider donating your unused but useable PPE to a young rider who may not have the finances to purchase proper PPE.

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