



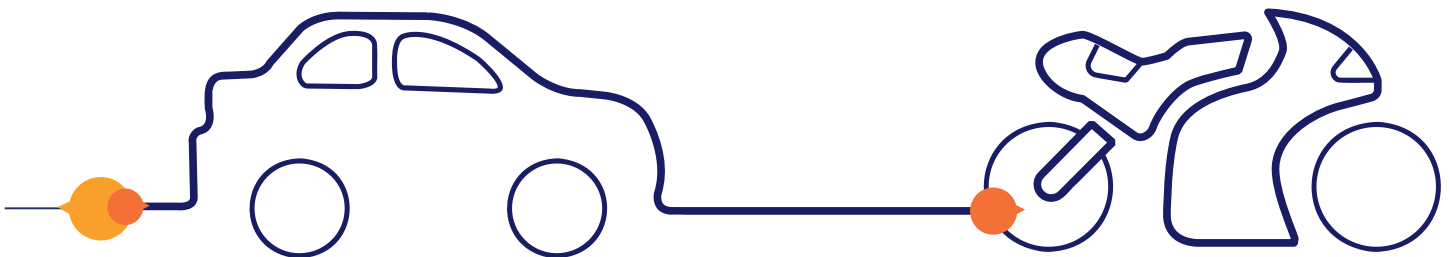
# Regional Coordinator Newsletter October 2025

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Welcome to my October 2025 newsletter. I noted in the press that Prime Nudge Markings are now being deployed in Wales. The initiative is being rolled out at four sites in North and Mid Wales. There is now good statistical evidence from the roll-out in Scotland that this technology is helping to reduce motorcycle collisions on known Blackspots.

I have forwarded details to the Scottish Groups regarding the 'Fitness to Drive Roadshow' which commences 20<sup>th</sup> October 2025 (See Additional Topics)

## This month's discussion Topic.

### Considering if the Hierarchy Rules have made an impact?

The Department of Transport's 'Reported Statistics in Great Britain – Interactive Dashboard' (<https://maps.dft.gov.uk/road-casualties/index.html>) has recently been improved. Additional data has been added and it now allows considerable User filtering.

One particular topic I hear discussed regularly at events and meetings is the Highway Code's introduction of the 'Hierarchy Rules'. In particular, the rule which *states 'At junctions, you [the driver/rider] should give way to pedestrians crossing or waiting to cross a road, into which or from which you are turning'* (H2). The general opinion, when given, was that adhering to the rule would potentially increase the risk of rear-end collisions when giving way to pedestrians especially turning in at junctions.

Let me initially state, I do not profess to be a statistician. Other changes which may contribute to the statistics are the introduction of statutory 20mph in towns and villages and the collision avoidance technology now available in many vehicles.

However, the DoT allow the Dashboard User to illustrate and view their data and this is what I have done. I do not attribute any cause or effect in any of my deliberations.

Table 1 (below) looks at the trend between 2019 and 2024 statistics of vehicle collisions recorded at junctions in Urban settings with those in Rural settings (My reason being that there potentially could be 'pedestrian influence' in urban settings but this is more unlikely in a rural setting) and the movement of the vehicle at the junction.

The Dashboard also creates a trend graph based on the filters chosen for the six years 2019 to 2024. Given the data now available and functionality of the Dashboard, I am only comparing Scotland's data for 2019 (pre Covid and pre H2) with 2024 (post Covid and after the introduction of H2).

Although there has been an increase in urban collisions at 'Other Junctions', Rural collisions also show an increase in Table 1. The figures for Urban crossroads and T or staggered junctions are lower.

We should not read too much into figures from two years. There does not seem to be any definite evidence on increasing vehicle collision incidents at junctions due to the vehicle giving-way to pedestrians..



Year	Location & Vehicle Movement	Urban Collision Trend	Rural Collision Trend
<b>2019 &amp; 2024</b>	<b>At Other Junctions</b>		
	Turning left	8 to 14	6 to 8
	Turning right	40 to 57	18 to 35
	<b>At T or staggered</b>		
	Turning left	66 to 42	19 to 18
	Turning right	206 to 113	126 to 94
	<b>At a Crossroads</b>		
	Turning left	14 to 6	3 to 5
	Turning right	80 to 50	16 to 15

*Table 1 Vehicle Collisions trends at junctions*

I then looked at the Scottish urban data to consider whether it shows any change in vehicle collisions with pedestrians in and around junctions. [The whole point of H2] In this case I filtered on urban junction environments. Table 2 shows the pedestrian casualty data in Scotland for 2019 and 2024.

In 2019, there were a total of 164, while in 2024 there were a total of 98. I do not suggest the lower 2024 data is anything to do with the introduction of the Hierarchy Rules but it does give rise to some other points of interest.

For example vehicles turning right do seem to be more involved in collisions with pedestrians than those turning left. There is an increase in the KSI of pedestrians when the vehicle is turning right. This is perhaps an item for Group discussion?

The DoFT data can be further filtered to your local area through Local Authority and Parliamentary Constituency. This will allow you to consider what information is important for



your Group to discuss. It also allows Tutors to highlight any locally important road safety issues with Associates.

Year	Location & Vehicle Movement	Total Pedestrian Casualties	Serious	Slight	Killed
2019	<b>At Other Junctions</b>				
	Turning left	11	2	9	0
	Turning right	19	13	6	0
	<b>At T or staggered</b>				
	Turning left	30	12	18	0
	Turning right	77	35	41	1
	<b>At a Crossroads</b>				
	Turning left	3	1	2	0
	Turning right	24	8	15	1
2024	<b>At Other Junctions</b>				
	Turning left	8	4	4	0
	Turning right	11	5	5	1
	<b>At T or staggered</b>				
	Turning left	9	5	4	0
	Turning right	47	24	20	3
	<b>At a Crossroads</b>				
	Turning left	2	2	0	0
	Turning right	21	14	6	1

*Table 2 Data for collisions in Scotland involving vehicle and pedestrians at junctions.*

I hope sharing this subject with you helps to raise discussion at your Group meetings and as I previously said, allow Tutors to highlight any specific local issues when having a discussion



with your Associate. Using CrashMap (<https://www.crashmap.co.uk/Search>) in conjunction with the DoT Dashboard can provide data specific to particular junctions

## Additional RoADAR topics



[Roadarbenefits.co.uk](https://roadarbenefits.co.uk)

### Make use of your RoADAR member rewards

Visit [RoADAR Benefits](https://roadarbenefits.co.uk) today to see what offers are currently available to you.

- 🗨️ RoSPA Testing: Nine RoSPA tests were taken during September in Scotland. There were eight tests taken during September in the Republic of Ireland. While there were two tests taken in North Cumbria and South West Scotland, there were three Rospa tests taken in Northern Ireland in September.
- 🗨️ Ayrshire Road Alliance is repeating the iDrive event in Kilmarnock on the 15<sup>th</sup> of November. This event was successful earlier in the year and targets all drivers in the county.
- 🗨️ ScORSA –On the 28<sup>th</sup> of October at 11am, 'The Road Safety Hour' topic is 'Artificial Intelligence'. The 2025/26 calendar of webinar topics is available on their website. All previous webinars so far this year are also available on their website. ScORSA's Driving & Riding for Work Newsletter, Summer Edition, is now available.
- 🗨️ The Scottish Government's Fitness to Drive Roadshow 2025 launches. The Roadshow will travel across Scotland until the end of January 2026. The Fitness to Drive campaign encourages drivers aged 60 and over to reflect on their driving skills and take positive steps to remain driving safely for longer
- 🗨️ 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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