



FOR WEST LOTHIAN 2012 | 2015



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West Lothian  
Council



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## Our Partners



West Lothian  
Council



Lothian  
and Borders  
Police



Lothian and Borders Fire and Rescue Service



## Foreword

People travel everyday in West Lothian for business, education or leisure using our roads, footways and cycleways. The council, along with the police and fire services, has a statutory responsibility for road safety and is committed to providing a safe network for those who wish to travel.

**With this in mind, the council and its partners support Scotland's Road Safety Vision, that there will be:**

**“A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced”<sup>1</sup>**

Unfortunately interventions and improvements come at a cost and, in times of reduced public sector budgets, we must continue to find innovative ways to improve road safety.

This plan sets out the commitment made to improve road safety and to actively work towards the vision of the Scottish Government, targeting the funding that is available to us to improve road safety for all.

This is the third plan developed specifically for West Lothian and will build on previous successes as well as the Scottish Governments Road Safety Framework

2020 and the Single Outcome Agreement, which sets out the shared priorities between the council and the Scottish Government.

**Specifically, this Road Safety Plan has been developed to:**

- Evaluate progress towards achieving national casualty reduction targets for 2010;
- Identify the key road safety issues in West Lothian;
- Create an action plan to ensure road safety continues to improve over the next 3 years and we progress toward meeting the new targets; and
- Coordinate and direct resources to ensure they are used effectively and appropriately.

This plan will be reviewed every year during its lifetime to ensure it remains relevant.

<sup>1</sup> The Scottish Government. Scotland's Road Safety Framework to 2020.

# Progress to date

The last plan sought to address the issues faced in West Lothian, in line with the national road safety strategy published by the UK government in 2000. This set out challenging casualty reduction targets for the country. The targets set required action in three areas, as detailed below.

## Killed and Seriously Injured Casualties (KSI)

The target for reducing the number of killed and seriously injured people was 40%, compared with 1994-1998 average for West Lothian by 2010.

Figure 1, shows that there was good progress towards the target through 2000 – 2004. There was a slight increase around 2005, but the target reduction was achieved by 2010.

## Killed and Seriously Injured Child Casualties (Child KSI)

The target set for reducing the number of killed and seriously injured child casualties was 50%, compared with the 1994 to 1998 average for West Lothian by 2010.

Figure 2 shows our progress over the period 1994 to 2010. The statistics show considerable annual variation due to the relatively small numbers involved but the Child KSI target was achieved by 2010.

Figure 1 - Number of Killed and Seriously Injured People in West Lothian 1994 -2010

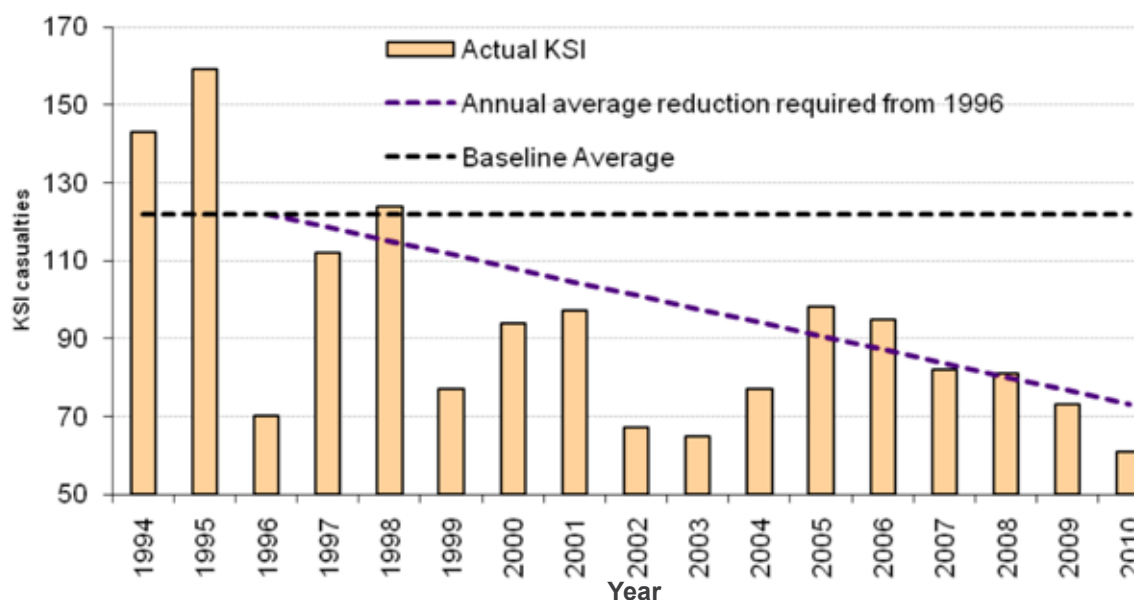
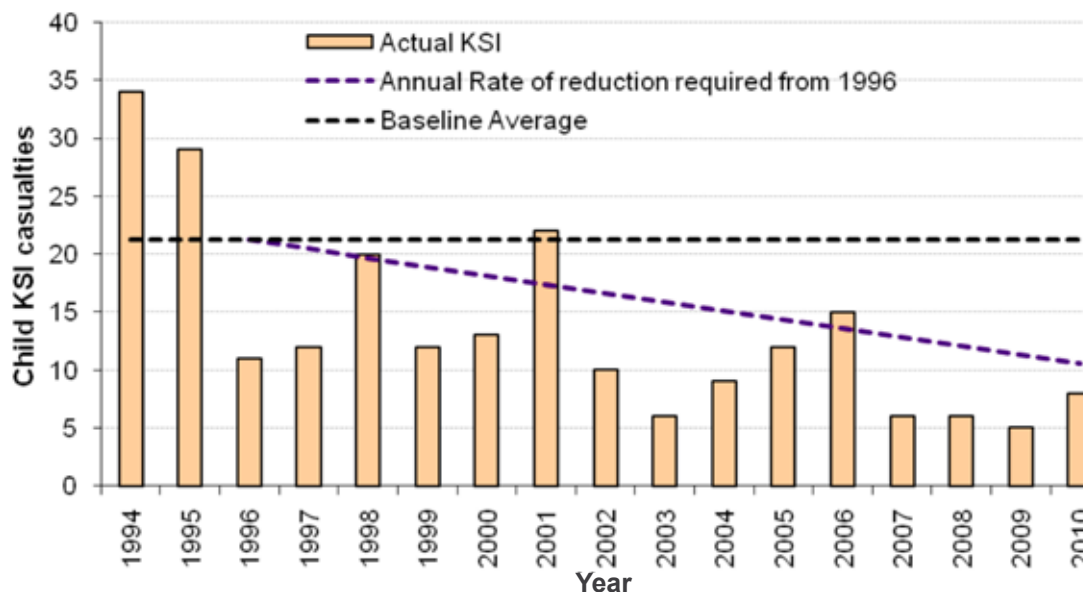


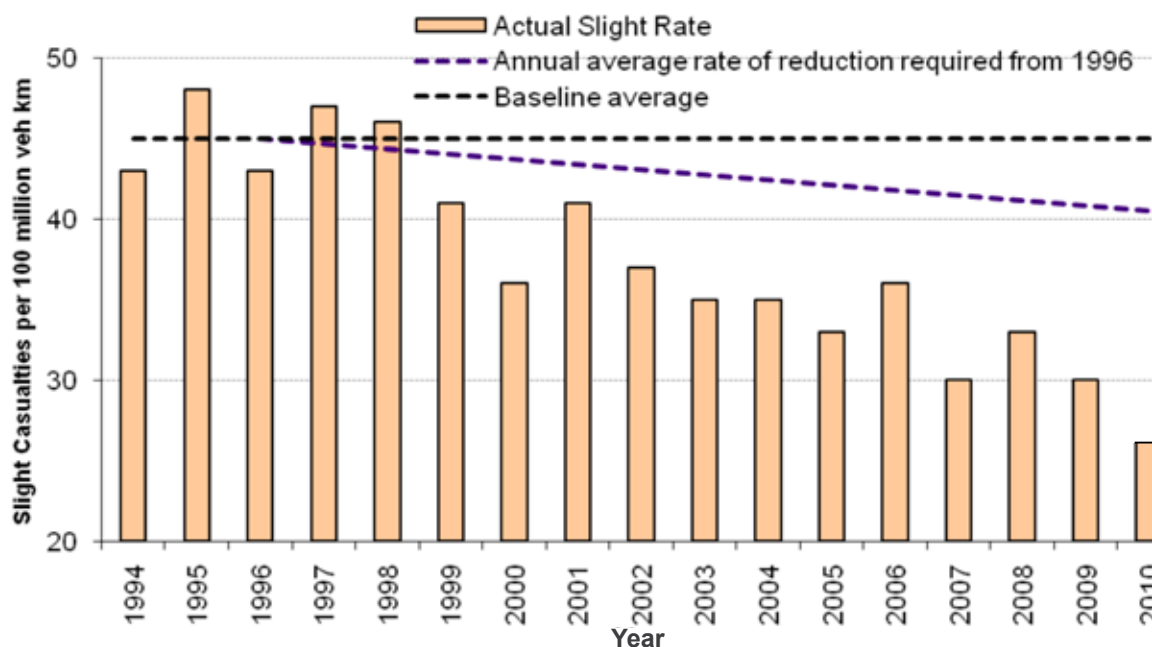
Figure 2 - Number of Killed and Seriously Injured Children in West Lothian 1994 -2010



## Slightly Injured Casualties

The target set for reducing the slightly injured casualty rate was 10% on the 1994 -1998 average, per 100 million vehicle km. Figure 3 shows that in West Lothian, this target was achieved.

Figure 3 - Slight Casualty Rate in West Lothian 1994 – 2010



## Summary

The 2010 targets were achieved in West Lothian for KSI casualties, Child KSI casualties and slightly injured casualties. These are summarised in Table 1.

	1994 – 1998	2010 Target	2010	2010
Target Group	Average	% Reduction	Target	Actual
People Killed or Seriously Injured	122	40%	73	61
Children Killed or Seriously Injured	21	50%	10	8
Slight Casualty Rate (casualties per 100 million veh-km)	46	10%	41	26

Table 1: West Lothian performance in terms of the 2010 targets  
Source : Reported Road Casualties Scotland 2010

# Targets

Although the previous targets were achieved, we will have to work hard to improve further. In 2009, the Scottish Government published “Scotland’s Road Safety Framework to 2020” which sets ambitious casualty reduction targets for Scotland by 2020. Table 2 illustrates the national targets applied to casualty numbers in West Lothian. The council and its partners are committed to achieving these targets within West Lothian.

The Framework also identifies “milestones” in 2015. Therefore by 2015 we will have an understanding of whether or not we are on track, before to the publication to our next road safety plan.

	2004 - 2008	2015	2015	2020 Target	2020 Target
Target Group	Average	Milestone % Reduction	Milestone	% Reduction	
People Killed	9.4	30%	<6.6	40%	<5.6
People Seriously Injured	77.8	43%	<44.3	55%	<35.0
Children Killed	0.6	35%	<0.4	50%	<0.3
Children Seriously Injured	9.0	50%	<4.5	65%	<3.2
People Slightly Injured (rate per 100 million veh-km travelled)	33.21	-	-	10%	<29.9

Table 2: 2015 Milestones and 2020 Targets for West Lothian  
Source : Lothian and Borders Police Road Safety Plan 2010- 2020



# Priorities

The Scottish Government's Road Safety Framework identifies the following areas to focus on over the next 8 years, through the 2015 milestone and beyond.

- Leadership
- Sharing Intelligence and Good Practice
- Drivers aged 17-25
- Rural Roads
- Speed
- Drink Driving
- Children
- Seatbelts

West Lothian will work on these action areas, as well as focusing on local issues which have been identified through our research, to achieve the targets.

The priorities for West Lothian have been identified through the council's analysis of the 2004 to 2010 casualty data for the area and through our partners. In this analysis we have made use of the MAST database, an innovative national database combining accident data with socio-demographic data.

Using this data allows initiatives and interventions to be targeted appropriately to reduce casualties across the network.

## All Casualties in West Lothian

When considering casualties by transport mode in West Lothian, our analysis suggests that most KSI casualties in West Lothian were car occupants (54%), followed by pedestrians (19%) and motorcyclists (13%). Almost three quarters of slightly injured casualties in West Lothian were car occupants (73%), followed by pedestrians (19%) and goods vehicle occupants (7%). See Figures 4 and 5.

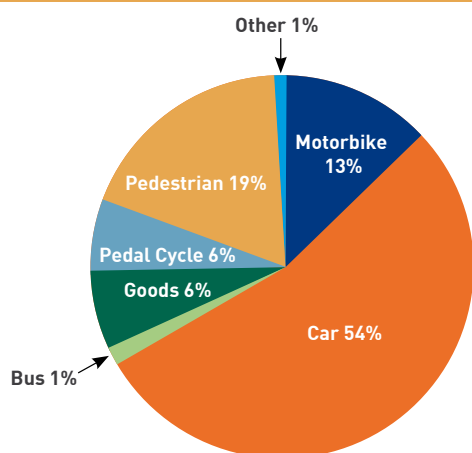


Figure 4 - Casualties by mode across West Lothian 2006-2010 for KSI Casualties / Source: MAST

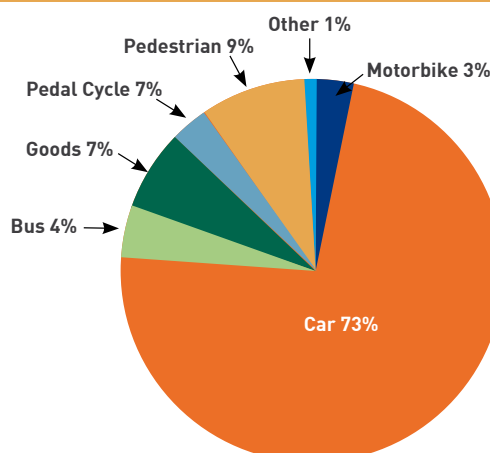


Figure 5 - Casualties by mode across West Lothian 2006-2010 for Slight Casualties / Source : MAST

## Car Occupants

Over the last six years West Lothian's annual car occupant casualties have varied between 400 and 500. However, 2010 saw a dramatic drop in the number of car occupant casualties and particularly in the number of KSI car occupant casualties. Of the casualties recorded over one quarter of car occupant casualties (28%) are injured in accidents involving young drivers in West Lothian.

**Therefore our priorities must include car occupants and particularly young drivers.**

## Young Adults (16-22 years)

Our analysis indicates that this age group continues to be disproportionately represented in the casualty statistics for West Lothian. Figure 6 (next page) shows annual casualty rates by age band over the period 2006-2010 per 1000 population, allowing us to compare our statistics with the rest of Scotland. The data clearly shows the over-representation of young people as road accident casualties, both in West Lothian and in Scotland, however, West Lothian, as a whole is currently worse than the Scottish average.

**Therefore we will prioritise young adults.**

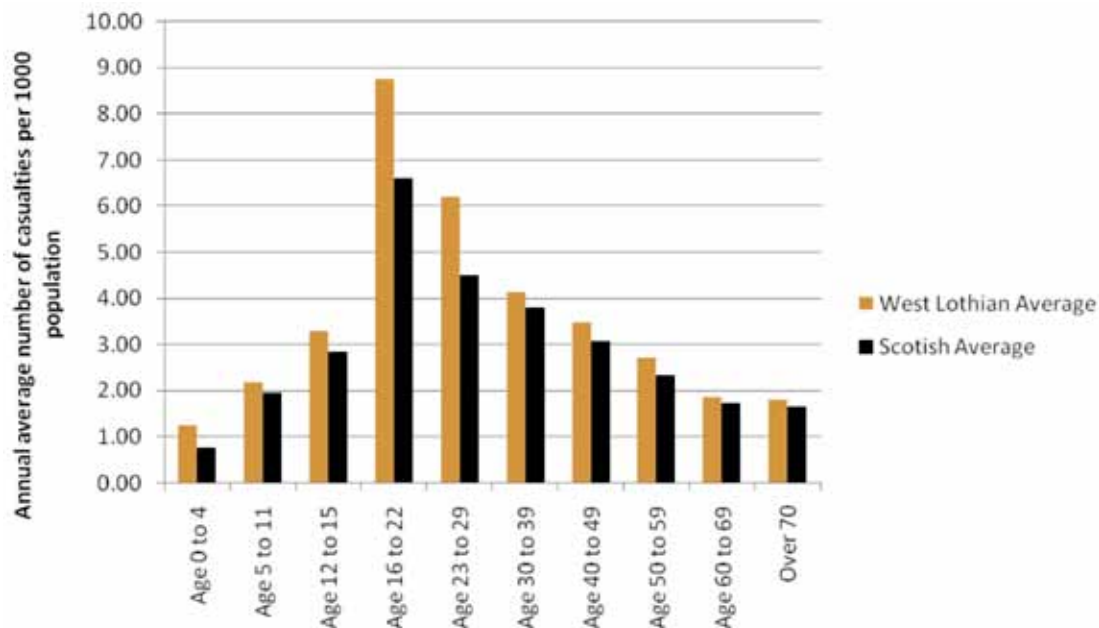


Figure 6 - Casualty rate by Age Band in West Lothian per 1000 Population  
Source: MAST

### Pedestrians

Considering all recorded casualties in West Lothian, pedestrians do feature as a vulnerable group in both KSI and slight injuries. Pedestrian casualties steadily reduced between 2005 and 2009, however there was a small rise in 2010. Through the period 2006-2010 children accounted for 37% of all pedestrian casualties in West Lothian.

**Pedestrians, particularly children, will remain a priority for West Lothian.**

### Rural Roads

Looking at both KSI casualties and slightly injured casualties in West Lothian, the majority of injuries occur on rural roads (63% of KSI and 58% of slight injuries), this is shown in Figures 7 and 8 below. Rural roads generally have higher traffic speeds and as a result, accidents are likely to be more serious. Our analysis shows that two thirds of rural road casualties occur on A and B class roads.

**Casualty reduction on rural A and B class roads is a priority for West Lothian.**

Figure 7

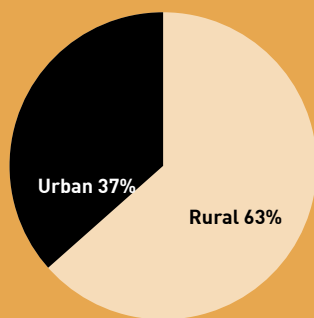


Figure 8

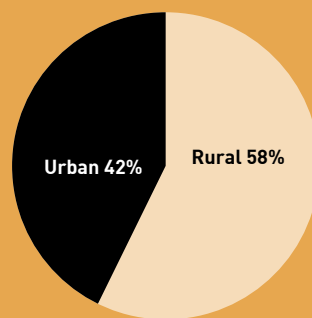


Figure 7 - Proportion of KSI casualties occurring on Urban and Rural Roads in West Lothian 2006-2010  
Source: MAST

Figure 8 - Proportion of slight casualties occurring on Urban and Rural Roads in West Lothian 2006-2010  
Source: MAST



## Motorcyclists

Motorcyclists account for 13% of KSI casualties but only 3% of slight casualties. Our latest analysis indicates that there was an overall peak in the number of casualties in 2007. Two groups appear to be most affected, the 16-19 and 40-44 age groups, with 28 and 27 casualties respectively.

**We will prioritise motorcyclists in West Lothian.**

## Pedal Cyclists

National research shows that cyclists are least likely to report incidents, so the proportion of casualties who are cyclists is likely to be greater than the 6% (for KSI) and 3% (for slight). On this basis, we think that pedal cyclists should continue to be a priority group for road safety interventions in West Lothian.

**Pedal cyclists will remain a priority for West Lothian.**

## Alcohol and Drug Impairment

It has been widely recognised for many years that alcohol impairs drivers. More recently, concern has been raised regarding the effects of drugs, both illicit and medicinal on driving performance.

Alcohol and drug impairment does not just affect drivers – there is some local anecdotal evidence that alcohol impaired pedestrians can often become road casualties. However, we do not currently have robust enough data to be able to judge if this is a serious problem. Through the life of this plan, we hope that better data on this issue will become available.

Lothian and Borders police research shows that 27% of all persons being reported for drink drive

offences were young males (1 April 2008 to 31st March 2009) in the force area. The research also identified that driving whilst impaired by alcohol was more prevalent in West, Mid and East Lothian than in Edinburgh.

**In line with the national framework, alcohol will continue to be a priority area for road safety enforcement activity in West Lothian.**

## Speed

Speed is not always identified as a factor in accidents; however there is an overwhelming body of research showing that it will affect likelihood and severity of the accident.

Speed has previously been identified as a priority for West Lothian. Therefore, in line with the national framework, we will continue to try to address this problem.

**Speed remains a priority for West Lothian.**

## Seatbelts

Current legislation requires passengers and drivers of vehicles to wear seatbelts, with very few exemptions. The national framework to 2020 identifies that, in the UK, 6% of drivers and 7% of front seat passengers do not wear seatbelts in cars. This rises to a worrying 31% of drivers and 42% of front seat passengers not wearing seatbelts in vans.<sup>1</sup>

Car occupants have been identified as priority for West Lothian given the high percentage of casualties identified in the analysis at the start of this section.

**The use of seatbelts is a priority for West Lothian.**

# Summary

**Our analysis shows that 72% of people injured in accidents within West Lothian are also residents of West Lothian. This shows that local interventions will be targeted at the right people. The following priorities have been set for West Lothian in line with national priorities and local issues identified:**

- Car Occupants
- Young Drivers
- Pedestrians
- Rural Roads, in particular Class A and Class B roads
- Motorcyclists
- Pedal Cyclists
- Alcohol
- Speed
- Seatbelts

# Key Commitments

This section of the Road Safety Plan sets out our objectives and commitments for this plan.

## Accident Investigation and Prevention (AIP)

Our current AIP Programme started in 2007 and is assessed every year. It involves using accident data to identify sites where engineering measures can reduce accidents.

A full analysis has been undertaken on schemes implemented as a result of our 2007/2008 programme and we are pleased to report a 43% reduction in accidents at the 10 sites implemented.

Monitoring also shows that for every pound spent on AIP schemes, nearly ten pounds is saved by society as a whole. This shows clearly the value of an evidence led accident investigation programme to prioritise road safety engineering schemes.

By May 2011, 31 schemes had been implemented at locations which had been identified through our programme. Monitoring is being carried out, however, at this time it is too early to report on the majority of schemes.

We will continue the current commitment to AIP and develop this programme to ensure it continues to provide maximum impact for the available funding.

## Safety Cameras

There is strong national evidence that safety cameras reduce accidents and so we will continue to take part in the safety camera programme through the Lothian and Borders Safety Camera Partnership.

## Integrate Road Safety

In line with commitments made in the last road safety plan to build-in road safety in new road schemes and improvements, we have made significant changes to our ongoing road safety audit process. We will continue to review our processes and to integrate road safety thinking into our core business activities, particularly through links with road maintenance and asset management.

## Monitoring and Reporting

We will continue our monitoring and evaluation programme, and will report our progress on a yearly basis for the life of this plan.

We will inform West Lothian residents, the Scottish Government and other stakeholders of relevant progress and issues arising, in our pursuit to reduce KSIs and Slight Casualties.

We aim to educate West Lothian residents and other stakeholders in road safety and related matters.

## Policy Development

Reflecting national research and innovation, we commit to developing new policies and procedures to carry out our duties and target our priorities.

# Action plan

Despite reduced public sector budgets, the council still focuses on 'getting more for less' and delivering a road safety commitment. The council aims to work with our partners and stakeholders to achieve the milestones and the targets.

This section sets out on going initiatives and actions that will be used to target our areas of concern.

The action plan has been colour coded by lead partner as follows:

<b>West Lothian Council – Roads and Transportation</b>	<b>West Lothian Council - Education</b>	<b>Lothian and Borders Police</b>	<b>Lothian and Borders Police – Community Safety</b>	<b>Lothian and Borders Fire Service</b>	<b>Safety Camera Partnership</b>
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Action	Car Occupants	Young Drivers	Pedestrians	Rural roads	Motorcyclists	Pedal cyclists	Alcohol	Seatbelts	Speed	Initiative
To annually identify sites for concern where the number of accidents is higher than would normally be expected. Investigating single sites, A and B class routes and residential areas. Preparing a priority list of cost effective remedial measures for implementation.	X	X	X	X	X	X				Accident Investigation and Prevention
By 30 September 2012 an annual programme to include route analysis on urban distributor roads will be developed.	X		X					X		
To annually monitor schemes implemented in previous years in connection with the AIP programme, in particular in terms of accident reduction and report on this.	X	X	X	X	X	X			X	
To continue to undertake road safety audits on any proposed measures on the local road network that involve permanent change to the road layout and to review the existing road safety audit policy and procedures by December 2012.	X	X	X	X	X	X				Road Safety Auditing

Action	Car Occupants	Young Drivers	Pedestrians	Rural roads	Motorcyclists	Pedal cyclists	Alcohol	Seatbelts	Speed	Initiative
<p>Develop and implement new policies and strategies for West Lothian including the following areas :</p> <ul style="list-style-type: none"> <li>• Skid Resistance Strategy for West Lothian including an annual programme of surveys on rural roads and scheme prioritisation (by 2013).</li> <li>• A policy for the use of passively safe road furniture (by 2013).</li> <li>• A policy to ensure that vehicle restraint systems and pedestrian guardrails are assessed and maintained in line with existing best practice (by 2014).</li> <li>• A review of the existing West Lothian Council Lighting policy to incorporate new standards and codes of practice (by 2013).</li> <li>• Review the Winter Service Operational Plan and Winter Policy (annually)</li> </ul>	X	X	X	X	X	X				Policy Development, Review and Implementation
<p>To continue to trial and introduce safer and more efficient products including:</p> <ul style="list-style-type: none"> <li>• Use of “whiter” light sources as part of the council’s capital programme.</li> <li>• Introduce passively safe sign posts and lighting columns where appropriate and in line with recommendations</li> <li>• Trial LED and solar powered lights to achieve efficiencies in maintenance and illumination</li> </ul>	X	X	X	X	X	X				Use of Innovative Products
<p>By 2013, provide a comprehensive plan detailing assets and a plan to manage these to ensure standards are maintained and best value is achieved. The plan is will be reviewed every two years.</p>	X	X	X	X	X	X				Asset Management and Life Cycle Plan
<p>By 2013, improve the current inspection programme to include footways in line with current codes of practice.</p>			X							Footway Inspection and Condition survey

Action	Car Occupants	Young Drivers	Pedestrians	Rural roads	Motorcyclists	Pedal cyclists	Alcohol	Seatbelts	Speed	Initiative
<p>To continue to trial new equipment and methods to achieve efficiencies in winter service and improve response times. Including:</p> <ul style="list-style-type: none"> <li>• Pilot the “Blue Light Service” to keep distributor roads clear during extreme weather</li> <li>• Promote “self help” in winter</li> <li>• Use information technology to analyse progress during periods of extreme weather and report.</li> </ul>	X			X						Winter Service
<p>To annually promote Active School Travel at all schools, providing the following where appropriate:</p> <ul style="list-style-type: none"> <li>• Information regarding initiatives, funding and resources available</li> <li>• Assistance to organise training for school staff, pupils and other partners for delivery of Active Travel</li> </ul>			X			X				Education
<p>To continue to work closely with the school community and the transportation department to find solutions to school gate congestion and safety issues.</p>			X			X				
<p>To develop cycle training in primary schools across West Lothian in connection with Cycling Scotland, including:</p> <ul style="list-style-type: none"> <li>• New emphasis on on-road training;</li> <li>• Offering training to leaders/teachers to provide “Bikeability” at Levels 1 and 2 to primary school pupils.</li> </ul>						X				
<p>To annually provide input to the calendar of national road safety campaigns run in conjunction with Road Safety Scotland (RSS) who handle the national publicity.</p>							X	X	X	Education and Enforcement
<p>To annually undertake summer and Christmas Drink Driving and Drug Driving campaigns.</p>							X			
<p>To continue enforcement in core areas e.g. respect of speeding, seatbelts, mobile phones.</p>								X	X	

Action	Car Occupants	Young Drivers	Pedestrians	Rural roads	Motorcyclists	Pedal cyclists	Alcohol	Seatbelts	Speed	Initiative
To annually review and promote school road safety education and continue to provide appropriate resource. Resources in 2011: <ul style="list-style-type: none"> <li>• “Ziggy” - an early years resource</li> <li>• “Streetsense2” and “ Junior Road Safety Officer” schemes in Primary Schools</li> <li>• “Your Call” and “Crash Magnets” in all High Schools</li> </ul>		X	X			X		X		Primary and Secondary School Road Safety Education
To continue to offer pre-driver training to secondary schools in partnership with Lothian & Borders Fire Service.		X					X			
To continue to offer the 3 day event “Westdrive” to 6 <sup>th</sup> year students from all West Lothian secondary schools (subject to funding).		X								
To continue to undertake classroom based sessions on the consequences of and effects of road traffic collisions.	X	X							X	Education
To continue delivery of the existing standard education package where appropriate at community events “Make It or Brake It”.	X	X							X	
To annually review all existing safety camera sites and route strategies to ensure they remain relevant.									X	Enforcement – Safety Cameras
To annually investigate and promote new safety camera sites where speed is a factor in injury collisions utilising developing technology									X	



## Conclusion

In conclusion, whilst the council, the police and fire services have a statutory responsibility for road safety, it must remain a priority for everyone. We have all played a part in achieving casualty reduction targets in recent years but work must continue in the next three years and beyond focusing on our shared vision of reducing casualties.

# Glossary

## Accident

This plan uses the national definition of an accident. The national statistical returns relate only to accidents resulting in personal injury and occurring on a road and involving at least one motor vehicle (or bicycle) and becoming known to the police within 30 days of the accident. The statistics are therefore of "injury road accidents" only; i.e. "damage-only accidents" are not included.

## Accident Investigation and Prevention (AIP)

The process of investigating accidents at hazardous locations in appropriate detail to develop a programme of cost-effective remedial measures.

## Adult

A person aged 16 or over. In the plan adults are split into three distinct age groups: young adults (aged 16-22), adults (aged 23-59) and older adults (aged 60 and above).

## Casualty

A person who is killed or injured in a road accident.

## Casualty severity

A casualty who is killed is a person who dies in 30 or less days as a result of injuries sustained in a road accident. A serious casualty is a person who is detained in hospital as an in-patient or who has suffered, for example, a fracture, internal injury, severe cuts and lacerations, crushing, concussion or severe shock. A slight casualty is a person who suffers sprains, bruises, cuts not judged to be serious or slight shock requiring roadside attention and has not required in-patient hospital treatment.

## Child

A person under the age of 16.

## Junction

A place where two or more public roads meet or within 20m of such a place.

## Junior Road Safety Officer (JRSO)

Launched in 1998 by Lothian & Borders Police Road Safety Unit to develop children's involvement in the promotion of road safety. All primary schools are encouraged to nominate children, usually Primary 7 pupils, to be JRSO's for the year. The JRSO's tasks are to run road safety competitions, displays and school assemblies to promote specific road safety issues.

## KSI casualty

Killed or seriously injured casualty (see casualty severity above).

## Mast

MAST Online is an innovative and award-winning web based data analysis tool for road safety professionals to gain insight to crashes and the people involved with them. This information is invaluable for planning effective and efficient interventions.

[www.roadsafetyanalysis.org/mast-online](http://www.roadsafetyanalysis.org/mast-online)

## Rural road

A road with a speed limit above 40 mph.

## Safety audit

A set of procedures with the objective of ensuring that all new road schemes operate as safely as possible through consideration of safety needs throughout the planning, preparation and construction of the project. Audit procedures may be formal or informal.

## Road Safety Scotland

Road Safety Scotland was founded in 1985 and is funded by the Scottish Executive. Its remit is to develop and co-ordinate Scotland-wide road safety initiatives and campaigns. RSS works closely with all local authority and police road safety units in an attempt to ensure a co-ordinated approach to road safety in Scotland.

## Bikeability

Bikeability Scotland is the modern day cycling proficiency. It is promoted by Cycling Scotland and offered in West Lothian. The course has 3 levels offering a comprehensive training programme for children to give them the skills and confidence to cycle on today's roads.

## Lothian and Borders Safety Camera Partnership

Launched in June 2003, Lothian & Borders Safety Camera Partnership aims to raise awareness of the issues and dangers of inappropriate speed, aiming to make speeding as socially unacceptable as drink driving. The Partnership aims to achieve this through the use of safety cameras located at sites with a proven history of collisions and excessive speed.

## Urban road

A road with a speed limit of 40 mph or less.