



West Lothian
Council

ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

**ROAD SAFETY PLAN FOR WEST LOTHIAN 2012-2015
PROGRESS REPORT AND PROPOSED INITIATIVES**

REPORT BY THE HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to update members on the Road Safety Plan for West Lothian 2012 - 2015 including casualty reduction targets and proposed action to meet these targets.

B. RECOMMENDATION

It is recommended that the Panel notes the progress towards the five casualty reduction targets and road safety plan initiatives.

C. SUMMARY OF IMPLICATIONS

- | | |
|---|---|
| I Council Values | <ul style="list-style-type: none">• Focusing on our customers' needs;• Making best use of our resources;• Working in partnership. |
| II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment) | <p>Policy: The Road Safety Plan for West Lothian 2012-2015 forms the basis for delivering road safety improvements and initiatives for the period to 2015.</p> <p>Legal: The council has a statutory responsibility for road safety under the Road Traffic Act 1988.</p> |
| III Implications for Scheme of Delegations to Officers | None. |
| IV Impact on performance and performance Indicators | None. |
| V Relevance to Single Outcome Agreement | <ul style="list-style-type: none">• Outcome - 12. We value and enjoy our built and natural environment and protect it and enhance it for future generations.• Outcome - 13. We take pride in a strong, fair and inclusive society.• Outcome - 15. Our public services are high quality, continually improving, efficient and responsive to local people's |

needs.

VI Resources - (Financial, Staffing and Property)

Financial: None.

Staffing: None.

Property: None.

VII Other consultations

Consultation has taken place with partners responsible for delivering initiatives and actions identified in the plan.

D. TERMS OF REPORT

At its meeting on 3 April 2012, the Council Executive approved a Road Safety Plan for West Lothian for the period 2012 – 2015.

The plan includes a commitment to achieve casualty reductions in line with national targets. The targets for 2020 are:

- A 40% reduction in the number of people killed
- A 55% reduction in the number of people seriously injured
- A 50% reduction in the number of children killed
- A 65% reduction in the number of children seriously injured
- A 10% reduction in the slight injury rate

All of the above reductions are from a baseline of the 2004-2008 average.

On route to achieving the 2020 targets, milestones have also been calculated for 2015. These milestones tie in with the life of this plan. The milestones for West Lothian are detailed in the table below (Table 1).

Target Group	2004 - 2008 Average	2015 Milestone % Reduction	2015 Milestone
People Killed	9.4	30%	<6.6
People Seriously Injured	77.8	43%	<44.3
Children Killed	0.6	35%	<0.4
Children Seriously Injured	9.0	50%	<4.5
People Slightly Injured (rate per 100 million veh-km travelled)	33.21	No milestone target	-

Table 1 2015 Casualty Reduction Milestones for West Lothian

To achieve the targets, the plan identified the key priorities as:

- Car Occupants,
- Young adults,
- Pedestrians (particularly children),
- Cyclists,
- Motorcyclists,
- Rural Roads,
- 'Alcohol and Drug' Impairment.

The agreed plan also made a commitment to continue monitoring and evaluation and provide a yearly report on the progress of the plan. This report is the first annual update on the Road Safety Plan for West Lothian 2012 - 2015.

Progress to Targets

The plan included casualty numbers up to 2010, which was the latest available at the time of producing the plan. Data is now available for 2011 and 2012 (provisional) and is shown in Table 2 along with the notional targets for each of the years 2011 and 2012.

	Number of Casualties				
	Baseline (2004-08 Average)	Notional Target 2011	Actual 2011	Notional Target 2012	Actual 2012 (Provisional)
People Killed	9.4	<8.84	2	<8.28	5
People Seriously Injured	77.8	<71.1	63	<64.4	59
Children Killed	0.6	<0.56	0	<0.52	0
Children Seriously Injured	9	<8.1	9	<7.2	6
People Slightly Injured per 100 million veh km	33	33	25	33	26

Table 2 West Lothian Casualties shown with targets for 2011 and 2012

Table 2 indicates that casualty numbers for each of the five targets were below the notional targets in 2012. The results are discussed in more detail below.

The very small numbers involved, particularly in relation to fatal casualties and child casualties, make year to year comparisons difficult. In order to provide more meaningful monitoring information, it is necessary to combine killed and seriously injured casualties and this has been done in the following analyses.

Killed and Seriously Injured Casualties

Based on the baseline average (2004-2008) of 87 KSI casualties, the results for 2011 and 2012 have seen a reduction of approximately 26% to 64 in 2012 (provisional figures). Figure 1 shows that the actual number of KSI casualties in 2012 was below the target line. However, it should be noted that there was a significant reduction in KSI casualties in both 2009 and 2010 which meant that the KSI casualties in West Lothian were already well below the target line at the commencement of the current Road Safety Plan.

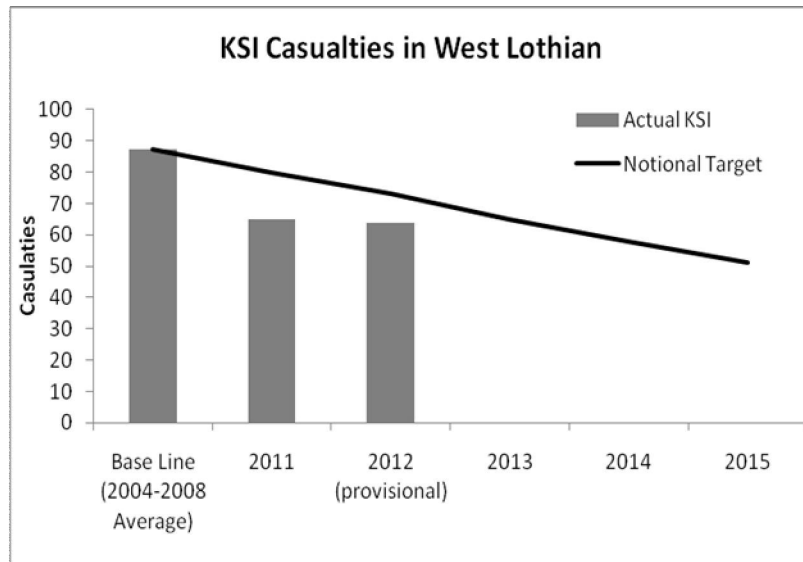


Figure 1 - Killed and Seriously Injured Casualties in West Lothian

Child Killed and Seriously Injured Casualties

Based on the baseline average (2004-2008) of 10 child KSI casualties, the results for 2011 and 2012 have seen a reduction of approximately 37% to 6 in 2012. Figure 2 shows that the actual number of child KSI casualties in 2012 was below the target line. However, the number of child KSI casualties fluctuates from year to year and because the numbers are so small, a small increase or decrease has a significant impact on the progress to the target.

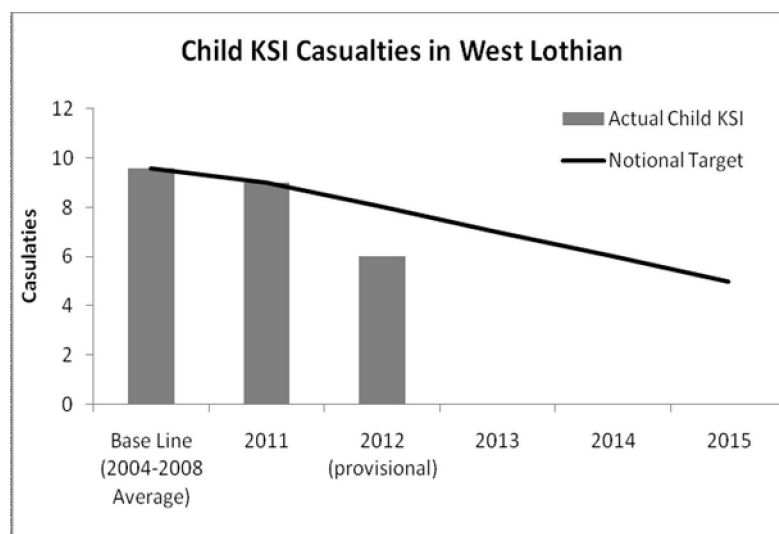


Figure 2 - Child Killed and Seriously Injured Casualties in West Lothian

Slight Casualty Rate

Based on the baseline average (2004-2008) of slight casualty rate of 33 per 100 million vehicle kilometres, the results for 2011 and 2012 have seen a reduction of approximately 20% to 26 per 100 million vehicle kilometres travelled in 2012. Figure 3 shows that the slight casualty rate is well below the target line and it is expected that this will continue towards the 2015 milestone.

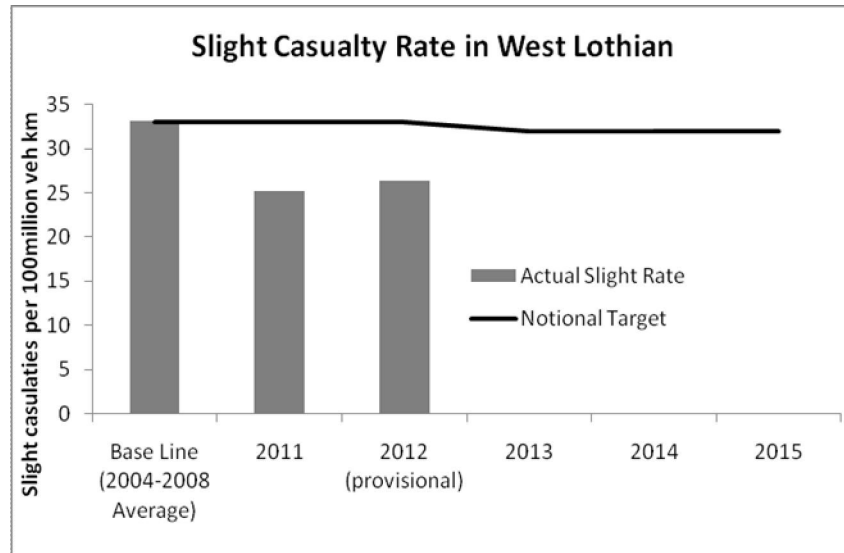


Figure 3 Slight casualty rate in West Lothian

Progress on Road Safety Plan initiatives

The Road Safety Plan for West Lothian was created in partnership with the police, the fire service and the safety camera partnership. Over the last year each of these agencies has gone through significant change.

However, updates on the action plan contained in the plan and the initiatives identified to achieve the actions set out in the plan reveal that much of the proposed initiatives have been delivered and there are plans to continue to deliver these. However, this depends on budgetary constraints and internal changes at many of the partner agencies.

In addition, it should be noted that Police Scotland no longer has dedicated Road Safety Officers and the impact of this on future delivery of road safety education and encouragement initiatives is currently unknown.

Appendix 1 includes a list of all the initiatives in the road safety plan along with an update on progress for each.

E. CONCLUSION

Progress towards the casualty reduction targets for 2020 over the last two years is encouraging, however there is no room for complacency if this is to be maintained and the targets achieved. For the life of the current plan, to the 2015 milestone, a systematic approach should continue to be undertaken with resources prioritised towards proven casualty reduction measures if we are to ensure the best chance of achieving the ambitious targets set.

A further update on the Road Safety Plan for West Lothian will be provided in 2014.

F. BACKGROUND REFERENCES

Road Safety Plan for West Lothian 2012 – 2015.

Appendices/Attachments:

Appendix 1 Progress on initiatives

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Date of meeting: 20 June 2013

APPENDIX 1 Progress on Initiatives

Action	Initiative	Update
<p>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.</p>	<p>Accident Investigation and Prevention</p>	<p>The council continues its' commitment to annually identify sites for concern where the number of accidents is higher than would normally be expected. The council has continued to allocate funding for this work through its capital programme and a prioritised list of casualty reduction schemes for the annual AIP 2013/14 programme was approved by the Council Executive in April 2013 for implementation.</p>
<p>By 30 September 2012 an annual programme to include route analysis on urban distributor roads will be developed.</p>		<p>Analysis has been undertaken on urban distributor routes as part of the 2013/14 AIP programme and this analysis will continue to form part of the annual programme.</p>
<p>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.</p>		<p>The council continues to monitor schemes implemented as part of the annual programme. The results, which were detailed in a report presented to the Council Executive in April 2013, continue to show that implemented schemes represent good value for money with an overall first year rate of return of over 400% meaning that for every pound spent, society saves four pounds.</p>
<p>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.</p>	<p>Road Safety Auditing</p>	<p>The road safety audit process was reviewed and updated in January 2013. The revised process has been published on the council's website.</p>

Action	Initiative	Update
<p>Develop and implement new policies and strategies for West Lothian including the following areas :</p> <ul style="list-style-type: none"> • Skid Resistance Strategy for West Lothian including an annual programme of surveys on rural roads and scheme prioritisation (by 2013). • A policy for the use of passively safe road furniture (by 2013). • A policy to ensure that vehicle restraint systems and pedestrian guardrails are assessed and maintained in line with existing best practice (by 2014). • A review of the existing West Lothian Council Lighting policy to incorporate new standards and codes of practice (by 2013). • Review the Winter Service Operational Plan and Winter Policy (annually) 	<p>Policy Development, Review and Implementation</p>	<ul style="list-style-type: none"> • The council has developed a skid resistance strategy which was agreed by the Environment PDSP in March 2013 and Council Executive in April 2013. The first series of skid resistance surveys are taking place in summer 2013. Specialist • staff training is scheduled for summer 2013. • A policy for the use of passively safe road furniture is being developed and is to be combined with the policy for vehicle restraint systems to be completed by 2013. • A draft guardrail assessment procedure has been piloted on a scheme in Livingston and the results of this will inform the policy for the assessment of pedestrian guardrails which is being developed to be completed 2014. • The lighting policy review has still to be undertaken but will hopefully be completed by end of year. • The winter policy has been reviewed, this is an annual process. The policy will continue to be reviewed for the life of this plan.
<p>To continue to trial and introduce safer and more efficient products including:</p> <ul style="list-style-type: none"> • Use of “whiter” light sources as part of the council’s capital programme. • Introduce passively safe sign posts and lighting columns where appropriate and in line with recommendations 	<p>Use of Innovative Products</p>	<p>White Light” sources are now used in all capital projects improving the quality of light and reducing energy.</p> <p>Passive furniture is currently being installed where recommended. If a council policy on the use of passive safe road furniture is agreed, future installation will fall in line with this.</p>

Action	Initiative	Update
<ul style="list-style-type: none"> • Trial LED and solar powered lights to achieve efficiencies in maintenance and 		LED lighting / solar power will continue to be investigated and trialled although solar power has not proved too successful over the last year due to equipment reliability
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.	Asset Management and Life Cycle Plan	An asset management policy has been written and will be presented to the Council Executive on 23 June 2013 along with a new Road Asset Management Plan. A comprehensive maintenance manual will follow. 92 performance indicators covering all aspects of roads maintenance have been added to the councils performance monitoring system.
By 2013, improve the current inspection programme to include footways in line with current codes of practice.	Footway Inspection and Condition survey	A detailed footway condition survey using data capturing devices is currently being undertaken. The survey will include the entire footway network and is due to be complete by October 2013. The data collected will be used to prioritise and programme footway renewal / resurfacing schemes.
<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"> • Pilot the "Blue Light Service" to keep distributor roads clear during extreme weather • Promote "self help" in winter • Use information technology to analyse progress during periods of extreme weather and report. 	Winter Service	<p>The council reviewed and updated its policy on Winter service as noted above. This policy includes provision for gritting, snow clearance, winter driving tips and contact information.</p> <ul style="list-style-type: none"> • The "blue light service " has not been piloted as yet as there has been no extreme weather events over the past year, this will be piloted when possible. • There has been a section on self help included in the policy • The council is using new methods of information technology based on GIS to analyse progress through winter. This has enhanced the reporting process.

Action	Initiative	Update
<p>To annually promote Active School Travel at all schools, providing the following where appropriate:</p> <ul style="list-style-type: none"> • Information regarding initiatives, funding and resources available • Assistance to organise training for school staff, pupils and other partners for delivery of Active Travel 	<p>Education</p>	<p>The council's Curriculum Co-ordinator (Health & Wellbeing) regularly forwards any initiatives that to all schools should know about, including: Walk2School Week, WOW days (Living streets) West Lothian walking week.</p> <p>Funding has been made available to run cycle projects which will be part of the core curriculum at St Kentigern's Academy and at Lowport to Train Trainers for Bike Ability.</p> <p>Assistance has also been provided to help with the walking bus project at St Mary's Primary in Bathgate.</p> <p>Training sessions for national schemes such as JRSO and the Health and Wellbeing network are have been planned and undertaken.</p> <p>There has recently been an updated version of "ParkSmart" prepared to go out to all primary schools and community beat officers.</p>
<p>To continue to work closely with the school community and roads and transportation to find solutions to school gate congestion and safety issues.</p>		<p>Education</p>

Action	Initiative	Update
		<ul style="list-style-type: none"> • Risk assessing cycling activities both in and around schools grounds as well as roads which establishments intended to use for on-road training • Bike maintenance courses
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.	Education and Enforcement	<p>Roads Policing in West Lothian will undertake a variety of tasks in keeping with national campaigns through 2013. These are:</p> <p>15-18 April- Speeding Inappropriate Driving Campaign</p> <p>17-19 May- Motorcycle Awareness Weekend</p> <p>1 – 30 June 2013- Summer Drink/Drive Campaign</p> <p>5-11 July- Vulnerable Road User Campaign</p> <p>14 August- Unlicensed/Uninsured drivers campaign</p> <p>11 September- Seat Belt day of Action</p> <p>21- 27 October- Get Ready for winter campaign</p> <p>6 Dec-3 January- Festive Drink Drive Campaign</p>
To annually undertake summer and Christmas Drink Driving and Drug Driving campaigns.	Education and Enforcement	Roads Policing undertook their annual Festive Drink Driving campaigns (2012/2013) and conducted a number of road checks focussing on morning after, and evening drink drivers. The dates for the summer campaign are noted above.
To continue enforcement in core areas e.g. respect of speeding, seatbelts, mobile phones.	Education and Enforcement	To complement the plan, Roads Policing are focusing resources on the priority roads/towns at key times for the enforcement of core RTA offences such as seat belts, speeding and mobile phones. These routes are the M8, A71, A706, A899, and A705.

Action	Initiative	Update
<p>To annually review and promote school road safety education and continue to provide appropriate resource. Resources in 2011:</p> <ul style="list-style-type: none"> • “Ziggy” - an early years resource • “Streetsense2” and “ Junior Road Safety Officer” schemes in Primary Schools • “Your Call” and “Crash Magnets” in all High Schools 	<p>Primary and Secondary School Road Safety Education</p>	<p>The police have recently gone through significant organisational change however the initiatives below have all been progressed to date. Road Safety initiatives are now delivered/handled by the Community Safety Unit.</p> <p>Westdrive was delivered over 3 days in 2012 and funding has been secured to deliver this in August 2013.</p>
<p>To continue to offer pre-driver training to secondary schools in partnership with Lothian & Borders Fire Service.</p>		
<p>To continue to offer the 3 day event “Westdrive” to 6th year students from all West Lothian secondary schools (subject to funding).</p>		
<p>To continue to undertake classroom based sessions on the consequences of and effects of road traffic collisions.</p>	<p>Education (Fire Service initiatives)</p>	<p>The two initiatives led by the Fire Service continue to be delivered within West Lothian the activities are coordinated through local community fire fighters involving Livingston and Bathgate fire stations.</p>
<p>To continue delivery of the existing standard education package where appropriate at community events “Make It or Brake It”.</p>		
<p>To annually review all existing safety camera sites and route strategies to ensure they remain relevant.</p>	<p>Enforcement – Safety Cameras</p>	<p>The annual review of sites for West Lothian area has taken place in conjunction with the Council and a new proposed mobile site has been identified at Houston Road, Livingston (near Grange Road) which meets both collision and speed criteria. This proposed site has been included in the Operational Plans submitted to the Scottish Safety Camera Programme Office for approval.</p>
<p>To annually investigate and promote new safety camera sites where speed is a factor in injury collisions utilising developing technology</p>		