



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**

- |   |  |
|---|--|
| <b>I Council Values</b>   | <ul style="list-style-type: none"><li>• Focusing on our customers' needs;</li><li>• Making best use of our resources;</li><li>• Working in partnership.</li></ul>  |
| <b>II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)</b> | <p><b>Policy:</b> 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><b>Legal:</b> The council has a statutory responsibility for road safety under the Road Traffic Act 1988.</p> |
| <b>III Implications for Scheme of Delegations to Officers</b>   | None.  |
| <b>IV Impact on performance and performance Indicators</b>  | None.  |
| <b>V Relevance to Single Outcome Agreement</b>  | <ul style="list-style-type: none"><li>• We live in resilient, cohesive and safe communities</li></ul>  |
| <b>VI Resources - (Financial, Staffing and Property)</b>  | <p><b>Financial:</b> None.</p> <p><b>Staffing:</b> None.</p> <p><b>Property:</b> None.</p>   |

## 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).

<b>Target Group</b>	<b>2004 - 2008 Average</b>	<b>2015 Milestone % Reduction</b>	<b>2015 Milestone</b>
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 second 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 2012 and 2013 (provisional) and is shown in Table 2 along with the notional targets for each of the years 2012 and 2013.

	Number of Casualties				
	Baseline (2004-08 Average)	Notional Target 2012	Actual 2012	Notional Target 2013	Actual 2013 (Provisional)
People Killed	9.4	<8.28	5	<7.72	5
People Seriously Injured	77.8	<64.4	58	<57.7	48
Children Killed	0.6	<0.52	0	<0.48	0
Children Seriously Injured	9	<7.2	6	<6.3	6
People Slightly Injured per 100 million veh km	33	33	26	32	27

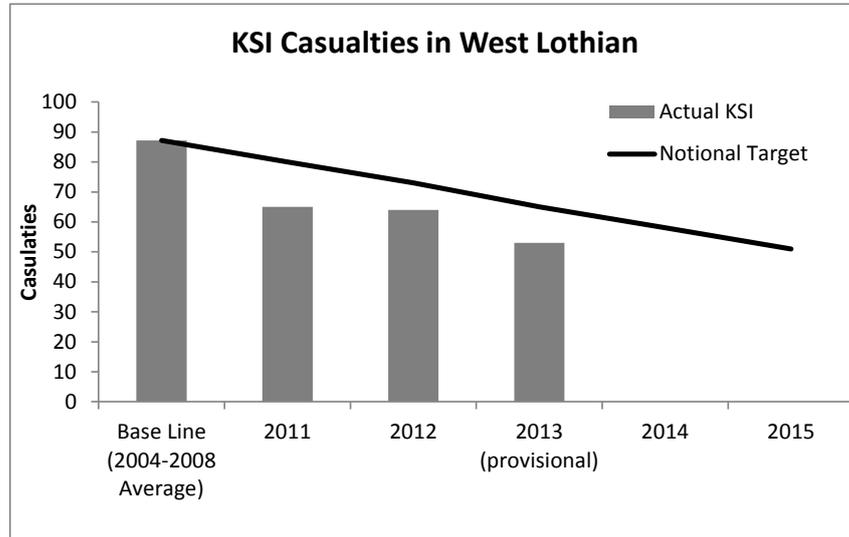
**Table 2** West Lothian Casualties shown with targets for 2012 and 2013

Table 2 indicates that casualty numbers for each of the five targets were below the notional targets in 2013. 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*

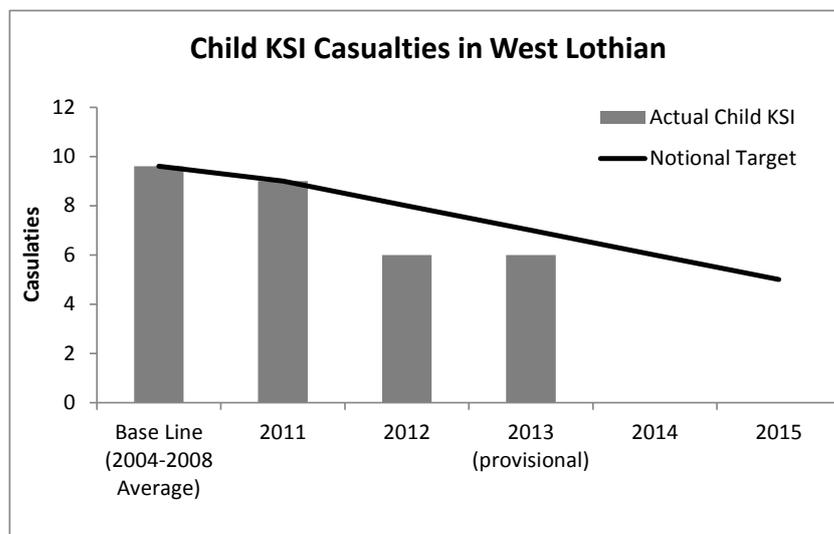
Based on the baseline average (2004-2008) of 87 KSI casualties, the provisional results for 2013 have seen a reduction of 39% to 53. Figure 1 shows that the actual number of KSI casualties in 2013 was below the target line. However, it should be noted that there was a significant reduction in KSI casualties 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*

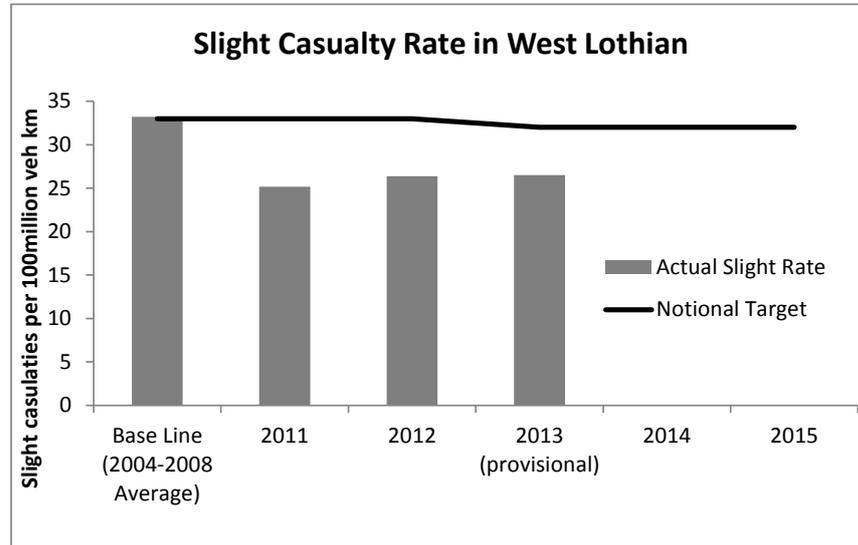
Based on the baseline average (2004-2008) of 10 child KSI casualties, the provisional results for 2013 have seen a reduction of approximately 37% to 6. Figure 2 shows that the actual number of child KSI casualties in 2013 was below the target line. However, the number of child KSI casualties fluctuates 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 provisional results for 2013 have seen a reduction of approximately 27 per 100 million vehicle kms. 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 this is likely to impact future delivery of road safety education and encouragement initiatives. The council's health and wellbeing coordinator is undertaking some of the activities which were previously carried out by Police Scotland.

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 3 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.

The current Road Safety Plan for West Lothian comes to the end of its life in 2015 will be reviewed at this time.

## **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: 19 June 2014

## 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 2014/15 programme was approved by the Council Executive in April 2014 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 2014/15 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 2014, 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 within a year of the scheme being installed.</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"> <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>	<p>Policy Development, Review and Implementation</p>	<ul style="list-style-type: none"> <li>• 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 were undertaken in late summer 2013. Further surveys are programmed for mid summer 2014</li> <li>• Specialist staff training was undertaken in summer 2013.</li> <li>• A policy for the use of passively safe road furniture was combined with the policy for vehicle restraint systems and approved by the Council Executive in March 2014.</li> <li>• A draft guardrail assessment procedure has been developed on a scheme in Livingston; however, there has been a delay in the implementation of the scheme. The results of the trial will inform the policy for the assessment of pedestrian guardrails which is being developed to be completed 2014.</li> <li>• This review has still to be undertaken but it is anticipated it will be completed by end of 2014.</li> <li>• The winter policy has been reviewed, this is an annual process. The policy will continue to be reviewed for the life of this plan.</li> </ul>
<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> </ul>	<p>Use of Innovative Products</p>	<ul style="list-style-type: none"> <li>• “White Light” sources are now used in all capital projects, including LED</li> </ul>

Action	Initiative	Update
<ul style="list-style-type: none"> <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>		<p>within residential areas, improving the quality of light and reducing energy.</p> <ul style="list-style-type: none"> <li>• This is being introduced on all new works in line with Council Policy.</li> <li>• Following approval by Council Executive in December 2013 the initial roll out of LED replacement lighting has commenced. Over a 3 year period approximately 7500 units will be installed. Further LED lights will be installed in residential areas via our capital improvement programme.</li> </ul>
<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>	<p>Asset Management and Life Cycle Plan</p>	<p>The Asset Management Policy and the Road Asset Management Plan 2013-2018 were approved by the Council Executive in June 2013. A comprehensive Maintenance Manual is now being drafted, giving full details of the inspection and maintenance procedures for each asset group. The 92 SCOTS/APSE Performance Indicators have been adopted and are being used to monitor performance.</p>
<p>By 2013, improve the current inspection programme to include footways in line with current codes of practice.</p>	<p>Footway Inspection and Condition survey</p>	<p>Condition surveys for footways and cycle paths were carried out in 2013. Following this a further exercise was carried out to identify any areas that were missed, which was completed by April 2014 and we now hold condition data for 100% of the network. The surveys will recommence in April 2015 where approximately 20% of the network will be surveyed per annum, with a view to surveying all areas over a 5 year cycle. This data will be used to prioritise and programme footway renewal and resurfacing schemes.</p>

Action	Initiative	Update
<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>	<p>Winter Service</p>	<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"> <li>• The "blue light service" continues to be provided during extreme weather.</li> <li>• There has been a section on self help included in the policy</li> <li>• The council is using new methods of information technology based on GIS to analyse progress through winter. This has enhanced the reporting process.</li> </ul>
<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>	<p>Education</p>	<p>The council's Curriculum Co-ordinator (Health &amp; Wellbeing) regularly forwards any initiatives that to all schools should know about, including:</p> <ul style="list-style-type: none"> <li>• Walk2School Week,</li> <li>• WOW days (Living streets)</li> <li>• West Lothian walking week.</li> </ul>
<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>A presentation on Parksmart was given to Windyknowe Primary School Parent Council. Assistance was given to Broxburn Primary school to help with parking issues including installing signs to raise awareness of safety issues in the public car park adjacent to the school. A competition was organised by the JRSOs in school and assistance was given with prizes. Assistance with prizes was given to Linlithgow PS for their Parksmart campaign. Parksmart CDs have been re-issued to several schools.</p> <p>Sustrans Cycle Grant information was sent out to all schools and an application has been submitted. Education has liaised with Fire Safety Scotland on a new online initiative 'Go Safe Scotland', which will use Road Safety Scotland's resources in the Road Safety</p>

Action	Initiative	Update
		<p>section.</p> <p>All schools have been made aware of new initiatives from Sustrans 'Park and Stride' and 'School Walking Zones'</p>
<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>	<p>Education</p>	<p>Ninety Five individuals in West Lothian have attended a 1-day Cycle Training Assistant course(CTA) and four have attended a 4-day Cycle Trainer Course (CT). Many of these individuals are delivering Bikeability Level 1 and level 2 in a playground environment with a slight increase in those delivering Level 2 in an on-road environment as a result of a programme of mentoring.</p> <p>Additional cycle training is planned to further develop on-road training of staff, volunteers and young people across many educational establishments. This roll out will consist of direct support in the following areas:</p> <ul style="list-style-type: none"> <li>• Continuation of mentorship programme for staff and volunteers who would like to further develop cycling activities within schools</li> <li>• Risk assessing cycling activities both in and around schools grounds as well as roads which establishments intended to use for on-road training</li> <li>• Identify and engage with schools who currently have no provision for the delivery of cycle training</li> </ul>
<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>	<p>Education and Enforcement</p>	<p>Roads Policing in West Lothian will undertake a variety of tasks in keeping with national campaigns through 2014. These are:</p> <p>7-9 March - Speeding Inappropriate Driving Campaign</p> <p>17 April – September - Motorcycle Campaign</p> <p>30 May – 13 June - Summer Drink and Drug Drive Campaign</p>

Action	Initiative	Update
		<p>6 - 12 October - Get Ready for Winter Campaign</p> <p>17 – 23 November Vulnerable Road Users Campaign</p> <p>5 December – 2 January - Festive Drink Drive Campaign</p>
<p>To annually undertake summer and Christmas Drink Driving and Drug Driving campaigns.</p>	<p>Education and Enforcement</p>	<p>The dates for these campaigns are noted above.</p>
<p>To continue enforcement in core areas e.g. respect of speeding, seatbelts, mobile phones.</p>	<p>Education and Enforcement</p>	<p>These offences continue to be targeted as core offences for Road Policing officers. Core and Action Routes have been identified in West Lothian (currently encompassing the A71, A801 and A89 along their lengths), these have been selected for their vulnerability towards KSI collisions and the ethos is very much towards driver engagement, whether that be through education or enforcement.</p>
<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"> <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>	<p>Primary and Secondary School Road Safety Education</p>	<p>Police Scotland no longer has dedicated Road Safety Officers and this is likely to impact future delivery of road safety education and encouragement initiatives. The council’s health and wellbeing (H &amp; WB) coordinator is undertaking some of the activities which were previously carried out by Police Scotland.</p> <p>All schools have been made aware of new online resources in Ziggy and Streetsense 2 linked to Curriculum for Excellence.</p> <p>A survey on Road Safety resources has been sent out to all primary, secondary and ASN health coordinators. Analysis of results will inform future planning.</p> <p>A training programme for JRSOs is planned for the beginning of session 2014/15.</p>
<p>To continue to offer pre-driver training to secondary schools in partnership with Lothian &amp; Borders Fire Service.</p>		<p>Roads Policing have had little involvement with this in the past and with the retirement of the Road Safety Officer, will not be undertaking this task.</p>

Action	Initiative	Update
<p>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).</p>		<p>'Westdrive' will continue this year in August, primarily run by the Community Safety Dept of Police Scotland. Roads Policing will have an input as in previous years and it is hoped that the demonstration drives will continue.</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 will continue to be delivered within West Lothian in 2014/15.</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 no new mobile sites have been identified. The previously identified site a Houston Road, Livingston (near Grange Road) went live for enforcement on 5 December, 2013. Analysis of the site in regard to collisions, speed and offender profile is ongoing.</p> <p>Transport Scotland is currently reviewing the national safety camera programme, including the requirements for establishment of new sites. It is envisaged that a new Handbook will be introduced containing new site selection criteria. No end date has been given by for the completion of the review but officers from the council have been involved in the workshops and focus groups associated with the review.</p> <p>The council provided a formal response to the consultation on the safety camera programme, agreed by Council Executive in May 2014.</p>
<p>To annually investigate and promote new safety camera sites where speed is a factor in injury collisions utilising developing technology</p>		