



**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; and</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).

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 penultimate 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 2013 and 2014 (provisional) and is shown in Table 2 along with the notional targets for each of the years 2013 and 2014. It should be noted provisional accident data has been used for 2014 and these figures may be subject to fluctuation. The Scottish Government will publish the verified 2014 data in the autumn of 2015.

	Number of Casualties				
	Baseline (2004-08 Average)	Notional Target 2013	Actual 2013	Notional Target 2014	Actual 2014 (Provisional)
People Killed	9.4	<7.72	5	<7.14	5
People Seriously Injured	77.8	<57.7	47	<51	33
Children Killed	0.6	<0.48	0	<0.43	0
Children Seriously Injured	9	<6.3	6	<5.4	3
People Slightly Injured per 100 million veh km	33	32	26	32	22

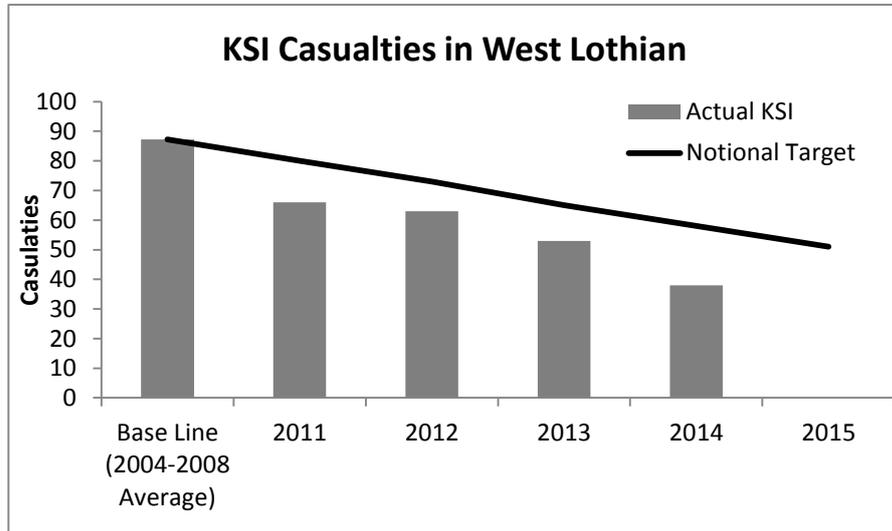
**Table 2** West Lothian Casualties shown with targets for 2013 and 2014

Table 2 indicates that casualty numbers for each of the five targets were below the notional targets in 2014. 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*

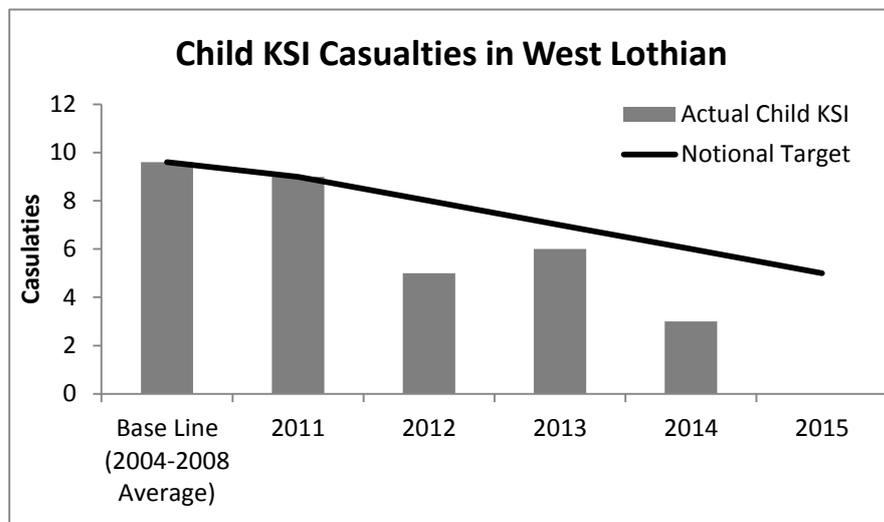
Based on the baseline average (2004-2008) of 87 KSI casualties, the provisional results for 2013 have seen a reduction of 56% to 53. Figure 1 shows that the actual number of KSI casualties in 2014 was below the target line. However, it should be noted that there was a significant reduction in KSI casualties 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*

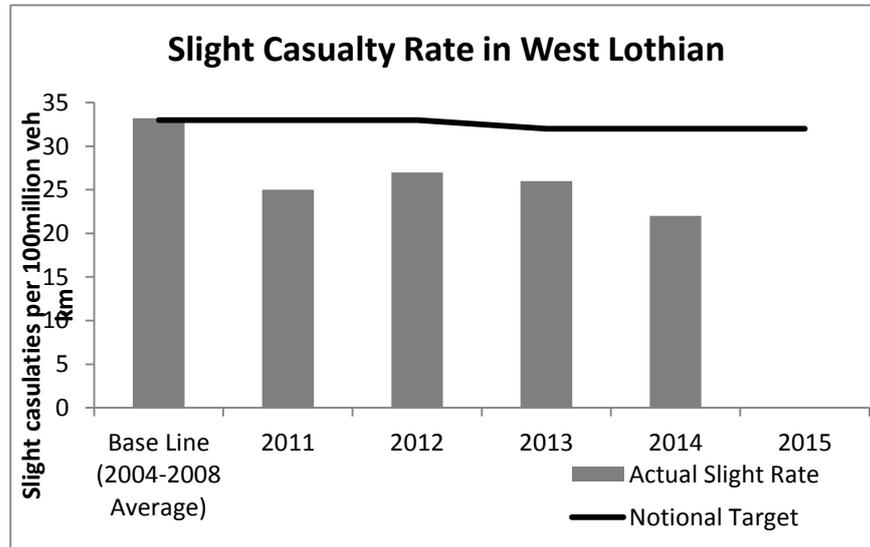
Based on the baseline average (2004-2008) of 10 child KSI casualties, the provisional results for 2014 have seen a reduction of 69% to 6. Figure 2 shows that the actual number of child KSI casualties in 2014 was below the target line. However, the number of child KSI casualties fluctuates from year to 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 2014 have seen a reduction to approximately 22 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 2020 target.



**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 few years 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. The Lothian and Borders Safety Camera Partnership is presently undergoing change, which will have an impact in how it operates in West Lothian.

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 and a new plan for the period 2016-2020.

## **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: 4 June 2015

## 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 2015/16 programme will be presented for approval by the Council Executive on 26<sup>th</sup> May 2015.</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 2015/16 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 Environment PDSP in April 2015, continue to show that implemented schemes represent good value for money with an overall first year rate of return of over 430% meaning that for every pound spent, society saves over 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 and again in the middle of summer 2014. Further surveys are programmed for early summer 2015</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 and this project is in the process of being implemented. The results of the trial will inform the policy for the assessment of pedestrian guardrails which was due to be completed 2014; however this has been delayed and will now be completed in 2015.</li>   <li>• This review has still to be undertaken but it is anticipated it will be completed by end of 2015.</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>

Action	Initiative	Update
<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>	<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 within residential areas, improving the quality of light and reducing energy.</li>   <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. Further LED lights will be installed in residential areas via our capital improvement programme.</li>   <li>• In 2014/15, 2430 units were installed as part of the LED replacement programme and a further 450 were installed as part of our capital improvement programme.</li>   <li>• In 2015/16, it is envisaged that 5024 units will be installed as part of the LED replacement programme and a further 330 installed as part of 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 (now the Road Maintenance Manual)</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 has now been drafted, giving full details of the inspection and maintenance procedures for each asset group. The 92</p>

Action	Initiative	Update
		<p>SCOTS/APSE Performance Indicators have been adopted and are being used to monitor performance. In 2014 the council was a finalist in the "Best performer in highways and winter maintenance" category at the Association for Public Service Excellence (APSE) awards.</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>The condition surveys were due to recommence in April 2015 but have been delayed to tie-in with Confirm Connect (mobile asset management system), which is expected to be operational by the end of 2015. This will avoid changing processes after a short period of time enabling the surveys to be completed under one system. Roads Services are improving ways to optimise the survey routes, to ensure they are carried out as efficiently as possible. New data returned will be used to determine the frequency of the surveys but it is anticipated that approximately 20% to 25% of the network will be surveyed per annum. Detailed inspection schedules will be produced in advance to allow the condition surveys to commence as soon as the new Confirm system is up and running.</p>
<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</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>• The Winter Services in West Lothian publication promoted self help, as did the council's website and Facebook and Twitter feeds.</li> <li>• The council is using new</li> </ul>

Action	Initiative	Update
<p>analyse progress during periods of extreme weather and report.</p>		<p>methods of information technology based on GIS to analyse progress through winter. This has enhanced the reporting process.</p>
<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 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> <li>• Cycling in schools</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>The H&amp;WB coordinator also meets/liases with Roads and Transportation's policy officer to discuss initiatives to promote active travel within West Lothian schools, including travel plans and the promotion of cycling/scootering and walking. The Give Me Cycle Space campaign is running in the James Young High School cluster in May 2015. The first cycling friendly award in West Lothian was made to Springfield Primary School in 2015.</p> <p>In the 2014/15 school year there was an increase of 13 schools taking part in the Sustrans Hands Up survey, which resulted in two sets of Commonwealth Games cycling stands being given to Kirkhill Primary School and James Young High School.</p> <p>The H&amp;WB coordinator meets with the HIT team to organise education input to West Lothian walking week. In 2014/15 many schools and nurseries took part in 'Walk your Wings Off'</p>

Action	Initiative	Update
<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>103 individuals have attended a one day Cycle Training Assistant course (there will be an additional 10 by the end of May) and 6 have attended a four day Cycle Trainer course. 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. The increase in numbers taking the course has led to an increase in the number of schools offering cycle training to pupils.</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>• Continue to offer CPD to staff and parent volunteers to allow them to deliver Bikeability</li> <li>• Continuation of Mentorship programme for staff and volunteers who would like to further develop cycling activities within schools</li> <li>• Identify and engage with schools who currently have no provision for the delivery of cycle training</li> <li>• Encourage schools who are currently delivering bike ability to apply from Cycle Friendly School status</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 2015. These are:</p> <p>Speeding Inappropriate Driving Campaign</p> <p>Motorcycle Campaign</p> <p>Summer Drink and Drug Drive</p>

Action	Initiative	Update
		<p>Campaign</p> <p>Get Ready for Winter Campaign</p> <p>Vulnerable Road Users Campaign</p> <p>Festive Drink Drive Campaign</p> <p>Operation Zenith which will target vulnerable user groups, especially motorcyclists in an attempt to reduce KSI's involving this group.</p>
<p>To annually undertake summer and Christmas Drink Driving and Drug Driving campaigns.</p>	<p>Education and Enforcement</p>	<p>These will be carried out as in previous years.</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.</p> <p>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 impacts 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>Two successful JRSO induction meetings were held at Broxburn and Parkhead Primary Schools during November 2014 where resources were given out. Presentations on Road Safety initiatives at the host schools were given at the events. Representatives from both schools attended the launch of the JRSO</p>

Action	Initiative	Update
		<p>app in Edinburgh on 5th February. Induction meetings will be held again near the beginning of the 2015/16 school year. Several schools received help with prizes for JRSO competitions. H&amp;WB coordinator now has a mailing list of staff responsible for JRSOs and is able to contact them directly with information. All JRSOs have been informed about the JRSO website and passwords issued where required.</p> <p>Prior to Road Safety Week and the pilot of Scottish Road Safety Week information was sent out to schools about available resources. Advance notice of Go Safe Scotland's launch of Road Safety resources on their website has been sent out.</p> <p>P7 classes at Dedridge and St Ninian's primary schools had a theatre &amp; road safety presentation 'The Journey'</p> <p>A survey of Road Safety resources will again be sent out during the summer term.</p> <p>Good Egg Car seat awareness events were held in Bathgate and Livingston. Information was sent out to all WL schools.</p>
<p>To continue to offer pre-driver training to secondary schools in partnership with Lothian &amp; Borders Fire Service.</p>		<p>10 secondary schools took part in Westdrive in August 2014.</p>
<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. In addition, the Scottish Fire and Rescue Service also support the delivery of 'Westdrive'.</p>

Action	Initiative	Update
To continue to undertake classroom based sessions on the consequences of and effects of road traffic collisions.	Education (Fire Service initiatives)	These two initiatives are still ongoing and continue to be delivered by our local Community Action Team and Operational Crews.
To continue delivery of the existing standard education package where appropriate at community events "Make It or Brake It".		
To annually review all existing safety camera sites and route strategies to ensure they remain relevant.	Enforcement – Safety Cameras	A new draft Handbook in regard to updated site selection criteria for the Scottish Safety Camera Programme was circulated on the 20th February 2015 by the Scottish Safety Camera Programme Office, with comments to be returned by the 6th March 2015.
To annually investigate and promote new safety camera sites where speed is a factor in injury collisions utilising developing technology		The draft Handbook contained revised criteria in relation to collisions and speed criteria for the deployment of cameras. With the main difference being there is now no set criteria for camera types i.e. fixed or mobile. The most suitable type of camera enforcement will be agreed if a location meets the specified criteria. The Handbook remains, as draft as of this date, there has been no date advised for its introduction. When published a review of current and new sites will be carried out using the new criteria in consultation with Local Authorities and Divisional Roads Policing Inspectors. In the meantime the current identified sites in West Lothian continue to be deployed to and associated collision and speed data recorded.