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East Lothian Partnership

Road Safety Plan 2016 – 2020



Foreword

Improved road safety has and will continue to be one of the main objectives for East Lothian Council (ELC). People travel everyday in East Lothian for business, education or leisure using our roads, footways and cycleways. Road safety involves everyone and the Council, along with Police Scotland, the Scottish Fire and Rescue Service and other partners are committed to providing a safer road network for all. One person hurt or killed on the road is one too many.

Early in 2000 the Government published ambitious national road casualty targets for 2010, including a *40% decrease in fatalities and serious injuries, a 50% decrease in the number of children killed or seriously injured, and a 10% decrease in the slight casualty rate*. In East Lothian we saw excellent progress made towards these 2010 road casualty reduction targets with *34% decrease in fatalities and serious injuries, 31 % decrease in children killed or seriously injured, and 35% decrease in the slight casualty rate*.

Building on this success, the Council and its partners, have again identified a number of important initiatives in this Road Safety Plan to help reduce road casualty numbers and severities towards 2020. This will necessitate a major change of behaviour by everybody, and particularly by drivers in rural areas.

We urge everyone to support these proposals, and encourage everyone to try and be more careful and to consider others when using East Lothian's roads.



Councillor Willie Innes,
East Lothian Council



Matthew Paden,
Chief Inspector,
Area Commander,
Police Scotland



David W Farries,
Area Manager - Local Senior Officer -
Midlothian, East Lothian & Scottish Borders,
Scottish Fire and Rescue Service

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1. Introduction - National

1.1 Where we are now

The latest targets in *Scotland's Road Safety Framework* publication have been set towards a long-term vision.

'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.'

The Scottish Government believes this is an ambitious vision and one capable of being shared by all. It is not a vision for a single point in time, but is ongoing and aspirational. Success in the timescale of the Framework will be measured through progress towards the headline road safety targets below.

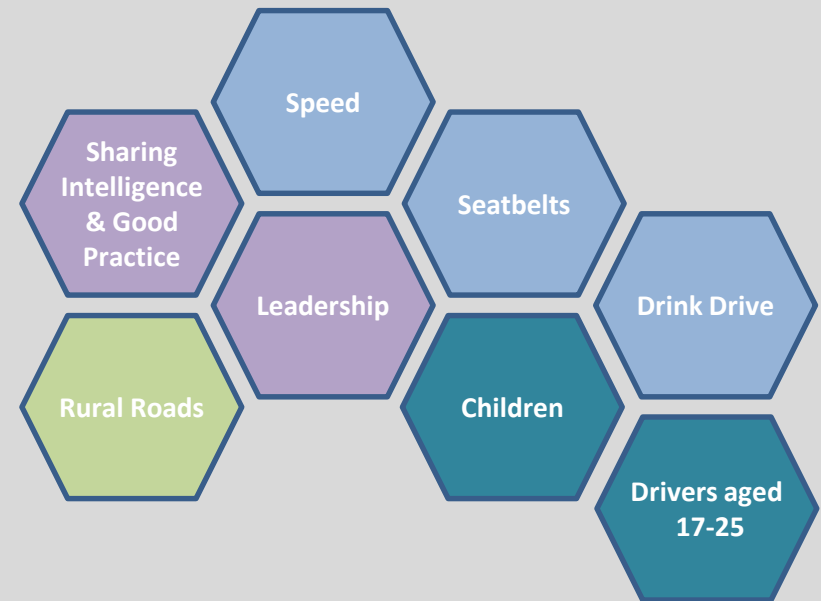


Scottish Road Safety Targets for 2020	
Target Reduction*	2020 Target
People killed	40%
People seriously injured	55%
Children (aged < 16) killed	50%
Children (aged < 16) seriously injured	65%

* Compared with the avg Scottish figures for 2004/08
In addition to the Framework targets the previous 10% reduction target in the slight casualty rate to 2020 will still be pursued.

1.2 Priorities

The Scottish Governments' Framework road safety priorities are not ranked to allow local flexibility and to allow for changing trends and advances in technology. However, there are specific topics on which nationally the Scottish Government wants to focus to achieve the targets and advance towards the common vision. These are:



2. East Lothian Partnership

East Lothian Partnership (ELP) is responsible for delivering Community Planning in East Lothian. The Partnership brings together public sector organisations, the voluntary sector, the business community, and other community organisations based in East Lothian.

‘The East Lothian Plan: Single Outcome Agreement 2013-2023 is East Lothian Partnership’s 10 year strategic plan. There are ten outcomes contained in the East Lothian Plan; Outcome 7 of the Plan is ‘East Lothian is an even safer place’. There is also a contributory outcome that relates directly to road safety – ‘There are fewer collisions, casualties and deaths on our road’. The Safe and Vibrant Communities Partnership is responsible for overseeing delivery of Outcome 7.

“ We will work in partnership to build an East Lothian where everyone has the opportunity to lead a fulfilling life and which contributes to a fair and sustainable future. ”



3. East Lothian Council

3.1 East Lothian Council Plan

East Lothian faces significant challenges, including: the Council's financial position; the impact of the economic climate; our growing population and the increasing demand for services.

Over the next five years, the Council's focus will be to respond to these challenges, to enable East Lothian to continue to move towards achieving the ambition as set out in the ten year strategic plan – 'The East Lothian Plan – Single Outcome Agreement (SOA) 2013-23'. The Council will report on the progress of those commitments detailed in the Single Outcome Agreement – Outcome 9, ***East Lothian's homes and roads are safer.***

The Council's aim is to create a **prosperous, safe** and **sustainable** East Lothian that will allow communities to flourish.

3.2 Road Safety Responsibility

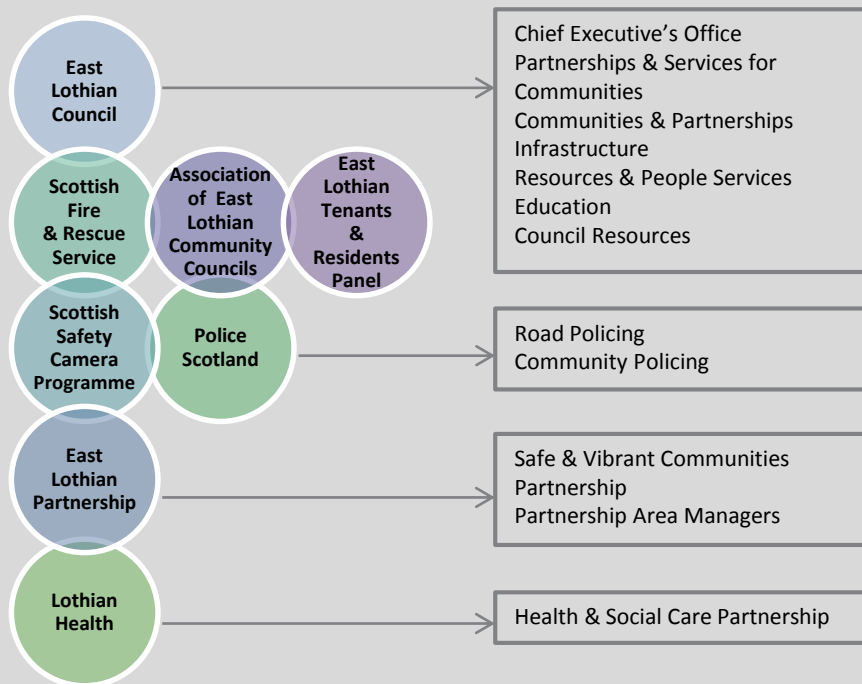
ELC, Police Scotland and the Scottish Fire & Rescue Services, have a statutory responsibility under the Road Traffic Act 1988, Roads (Scotland) Act 1984 and the Road Traffic Regulation Act 1984 for **ROAD SAFETY**. Each local authority must prepare and carry out a programme of measures to promote road safety. The ongoing work associated with these responsibilities, including:

- ❖ Road Safety Education –incl. pedestrian, cyclist & motorcyclist training
- ❖ Studies into accidents and appropriate prevention measures
- ❖ Consideration of road construction and maintenance work
- ❖ Secure the convenient and safe movement of vehicular and other traffic

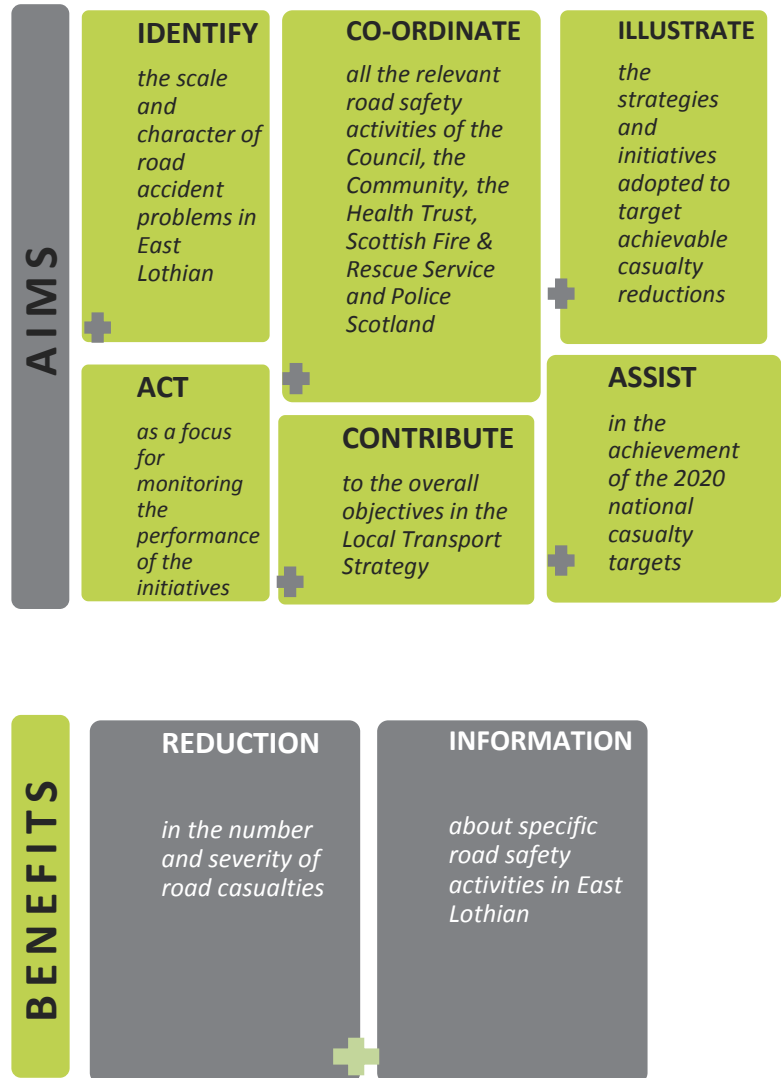
3.3 East Lothian's Road Safety Plan

This Plan has been developed and prepared by the Road Safety Working Group (RSWG) on behalf of the Safe & Vibrant Communities Partnership. The RSWG comprises of representatives from:

Road Safety Working Group (RSWG)



The Plan should be read in conjunction with East Lothian Council's Local Transport Strategy (LTS) which sets out the Council's transport and travel vision for the period to 2020 and identifies the objectives and policies for implementation.



4. Statistics

4.1 Road Accident Statistics

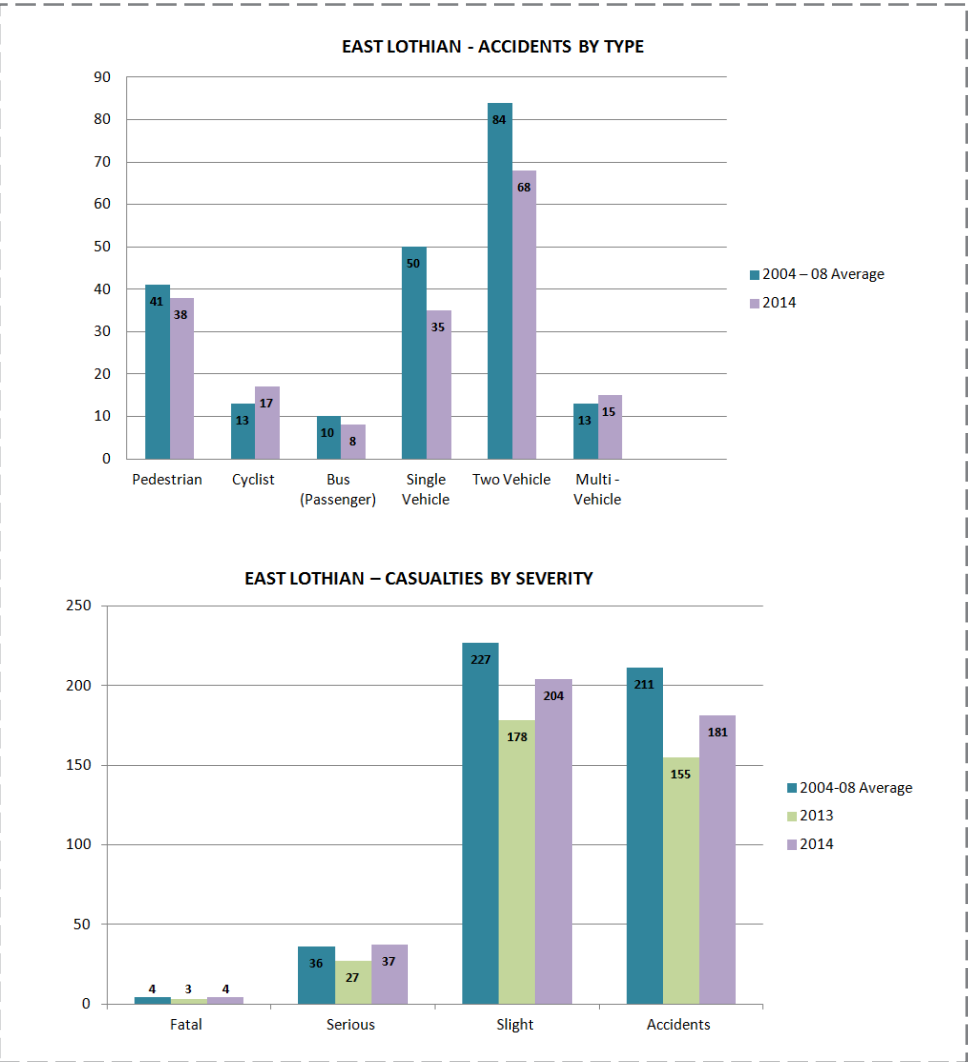
The data shows that the numbers killed and seriously injured have remained similar compared to the base year averages. However year on year variation requires particular care when comparing figures because of the small dataset.

EAST LOTHIAN CASUALTIES - AGE BAND & SEVERITY 2014					
GROUP	AGE BAND	CAS SEV	2004 - 08 AVERAGE	2014	% CHANGE*
Children - Pre-school Age	0 - 4	KSI**	< 1	0	-
		ALL	4.4	9	+ 100%
Children - School Age	5 - 15	KSI	4.4	4	- 9%
		ALL	29.4	22	- 25%
Young Adults	16 - 24	KSI	6.2	14	+ 126%
		ALL	65.4	64	- 2%
Adults	25 - 65	KSI	21.2	19	- 11%
		ALL	135.4	126	- 8%
Elderly People	Over 65	KSI	6.2	4	- 32%
		ALL	33.2	24	- 22%
TOTAL		KSI	38.2	41	+ 5%
		ALL	267	245	- 9%

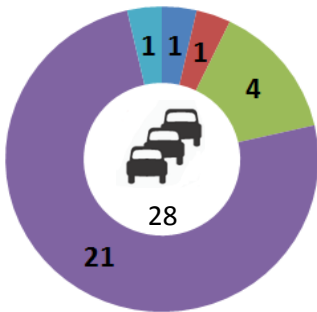
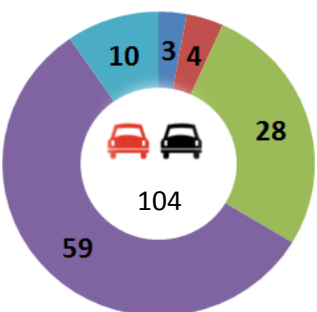
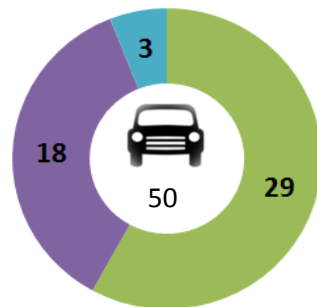
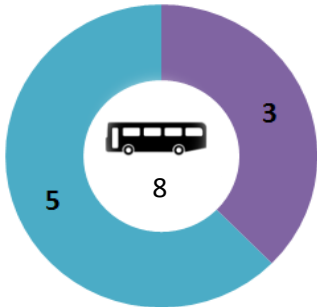
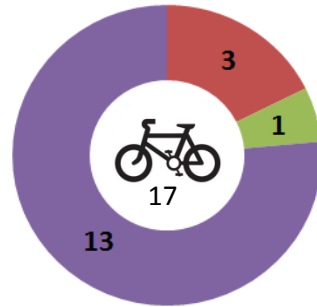
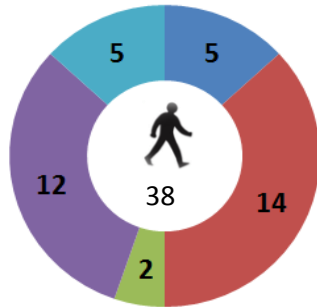
Note: Data extracted from Reported Road Casualties Scotland 2014 (Transport Scotland)

* % Change is the year 2014 data against the 2004/08 annual average

** KSI = Killed and Seriously Injured



East Lothian Casualties By Type & Age Band - 2014



■ UNDER 4 YEARS ■ 5-15 YEARS ■ 16-24 YEARS ■ 25-65 YEARS ■ OVER 65 YEARS

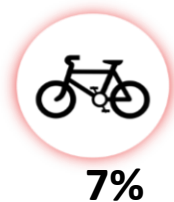
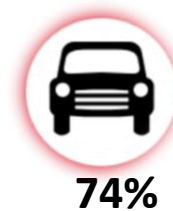
EAST LOTHIAN CASUALTIES BY ROAD TYPE (% CHANGE - YEAR 2014 AGAINST 2004/08 ANNUAL AVERAGE)

AUTHORITY	TRUNK ROAD	LOCAL AUTHORITY ROADS				TOTAL ALL ROADS
		MAJOR NON BUILT-UP	MINOR NON BUILT-UP	MAJOR CLASS BUILT-UP	MINOR BUILT-UP	
EAST LOTHIAN	+ 7%	- 49%	-16%	+42%	- 5%	-12%
SCOTLAND	- 33%	- 44%	- 42%	- 30%	-30%	-34%

Note: Data extracted from Reported Road Casualties Scotland 2014 (Transport Scotland)

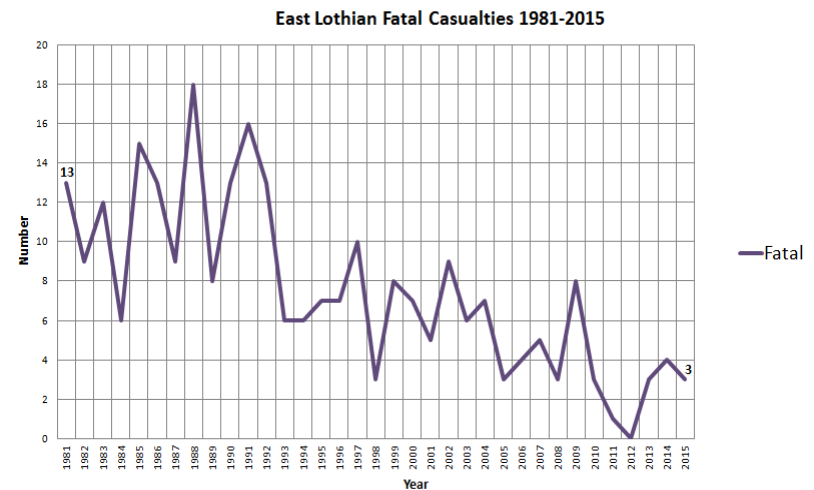
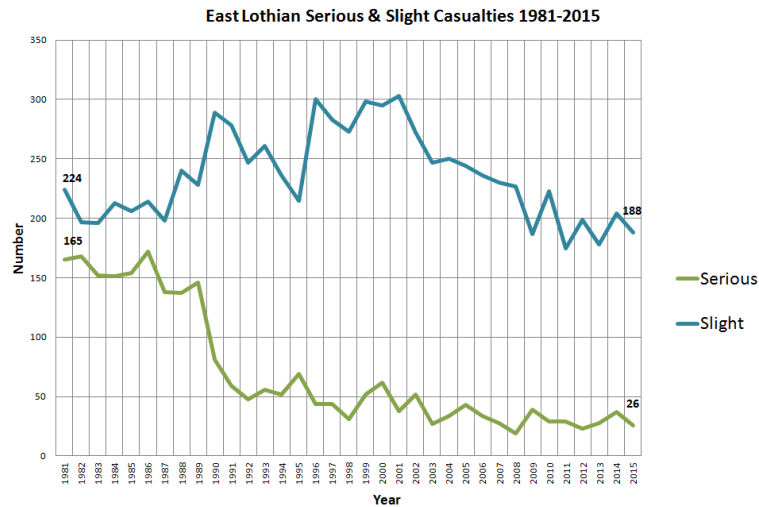
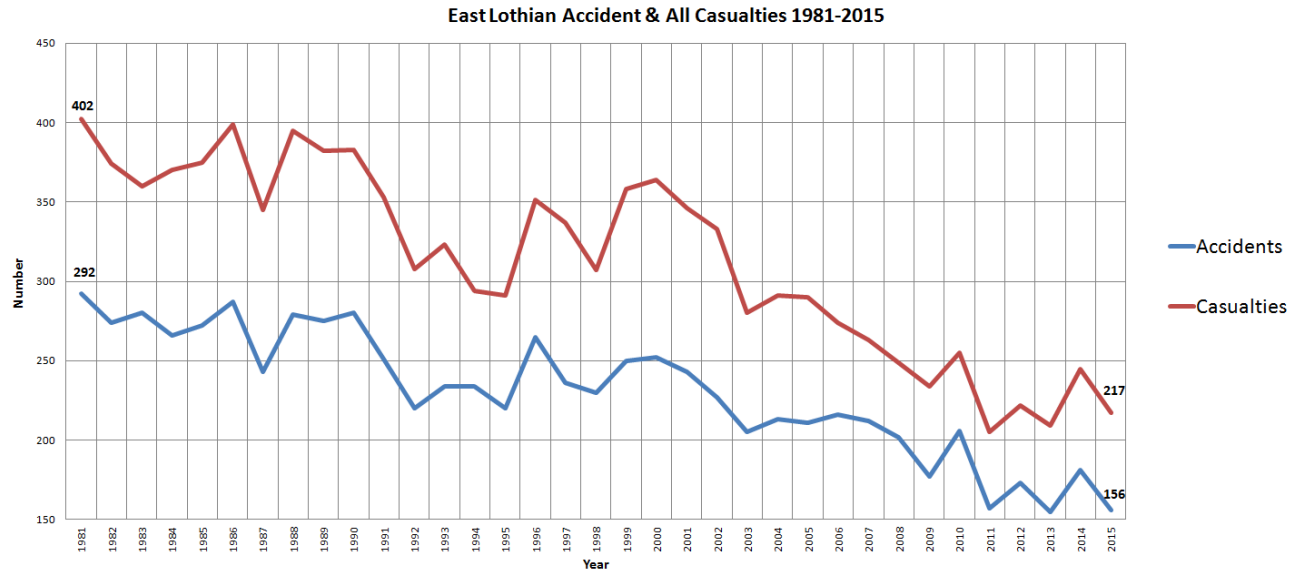
It should also be remembered that because of greater vehicle densities and pedestrian movements, urban areas generally experience greater accident concentrations than rural areas and therefore, it is generally accepted that greater scope may exist in urban areas to further reduce casualty totals.

Killed or Seriously Injured (KSI) Casualties by Travel Mode in East Lothian



4.2 Review of Statistics

East Lothian Accidents and Casualties between 1981 – 2015.



5. Vulnerable Groups & Priority Groups

Vulnerable Groups

- ❖ Elderly Pedestrians
- ❖ Young Pedestrians
- ❖ Young Car Drivers and those involved in collisions with young drivers
- ❖ Cyclists

EAST LOTHIAN CASUALTIES BY TYPE & AGE BAND 2014						
GROUP	< 4 YRS	5-15 YRS	16-24 YRS	25-65 YRS	> 65 YRS	TOTAL
PEDESTRIAN	5	14	2	12	5	38
BUS (PASSENGERS)	0	0	0	3	5	8
CYCLIST	0	3	1	13	0	17
SVNP	0	0	29	18	3	50
TVNP	3	4	28	59	10	104
MVNP	1	1	4	21	1	28
TOTALS	9	22	64	126	24	245

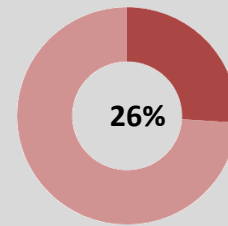
SVNP-Single Vehicle Non-Pedestrians
TVNP-Two Vehicle Non-Pedestrians

MVNP-Multi Vehicle Non-Pedestrians

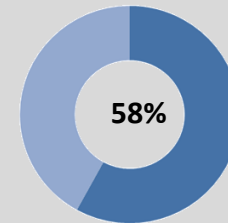
As highlighted earlier the Scottish Government’s Road Safety Framework identifies 8 key areas to focus on to reach the 2020 targets.

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

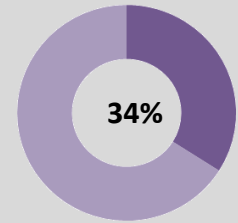
245 Casualties recorded in 2014



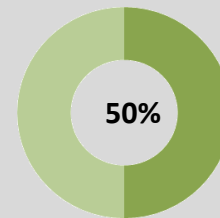
Of Total Casualties involve Young Drivers



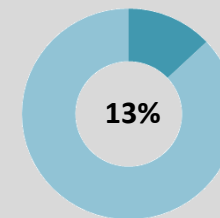
Of SVNP 16-24 yrs



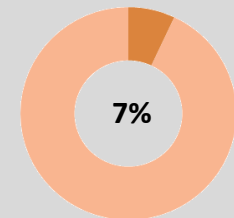
Of TVNP < 25 yrs



Of Pedestrians < 16 yrs



Of Pedestrians > 65 yrs



Of Total Casualties Cyclists

Young Drivers and **Young & Elderly Pedestrians** are identified as our **Priority Groups**

6. Priorities



Rural Roads

- Higher traffic speeds result in more serious accidents
- 2/3 of rural road casualties occur on A & B class roads.



Pedal Cyclists

- Cyclists are least likely to report incidents, so the proportion of casualties is likely to be greater than 7%.



Alcohol & Drug Impairment

- Alcohol impairs driving and concerns have been raised regarding the effects of drugs on driving performance.



Speeding Enforcement

- Speed is not always identified as a significant contributory factor in accidents; however research shows that it will affect likelihood and severity of the accident.



Use of Seatbelts

- The national framework identifies that, in the UK, 6% of drivers and 7% of front seat passengers do not wear seatbelts in cars, 31% of drivers and 42% of front seat passengers not wearing seatbelts in vans.

7. Action Plan

East Lothian Council Road Services

Actions	National Priorities				Local Priorities				Initiatives
	Rural Roads	Children	Seatbelts & Speed	Drink Drive	Car Occupants	Young Drivers	Pedestrians	Cyclists	
Identify priorities and improvements in making the road environment safer through active collaboration of the Road Safety Working Group (RSWG) and the J Division Road Safety Board.	✓	✓	✓	✓	✓	✓	✓	✓	Road Safety Working Group (RSWG)
Review the results from the Accident Investigation & Prevention (AIP) programme annually. Identify specific sites for concern, and introduce schemes to those locations to achieve accident reduction. Review annually the schemes implemented in previous years, considering AIP data.	✓	✓	✓		✓	✓	✓	✓	Accident Investigation & Prevention
Measure and evaluate service performance through KPIs (Key Performance Indicators) and identify ways to improve our operations.	✓	✓			✓	✓	✓	✓	Key Performance Indicators
Undertake road safety audits on any significant changes to the local road network.	✓	✓			✓	✓	✓	✓	Road Safety Audit Process
Develop and implement new policies and strategies through the East Lothian Development Plan relating to assets and operations like Skid Resistance, Street Lighting Standards, Carriageway Maintenance etc.	✓	✓			✓	✓	✓	✓	Policy Development, Review & Implementation
Continue to explore innovative solutions in delivering safe/ more efficient services: <ul style="list-style-type: none"> • Introduce passively safe sign posts and lighting columns where appropriate • Use of LED/ solar powered (“whiter”) lights to achieve safer routes for drivers and pedestrians. 	✓	✓			✓	✓	✓	✓	Use of Innovative Products
Provide a comprehensive Road Asset Management Plan, detailing the 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 & Life Cycle Plan
Following the East Lothian Council Plan key actions for transport, introduce measures to reduce speeding, including 20 mph speed limits where appropriate and where these are supported by residents.		✓	✓	✓	✓	✓	✓	✓	Reduce Speeding
Improve the inspection programme in line with current best practice.	✓				✓	✓	✓	✓	Footway Inspection & Condition survey
Annual review of East Lothian Council’s Winter Maintenance Plan. Empower and engage with communities to promote “Self Help” in winter.	✓				✓	✓	✓	✓	Winter Road Maintenance Service
Examine and promote innovative services relating to different modes of transport and traffic management through Intelligent Transportation Systems (ITS).	✓				✓	✓			Intelligent Transportation Systems
Actively promote and support Road Safety in Education by providing Information, Training for school staff/ pupils/ partners, Resources , Funding, and Expertise in addressing safety issues.		✓	✓		✓	✓	✓	✓	Support Education

Action Plan

		National Priorities				Local Priorities			Initiatives
		Rural Roads	Children	Seatbelts & Speed	Drink Drive	Car Occupants	Young Drivers	Pedestrians	
Scottish Fire & Rescue Service	Undertake classroom based sessions on the consequences and effects of road traffic collisions.		✓	✓	✓	✓	✓	✓	Education
	Support delivery of the existing education package at community events “Make It or Brake It”.								
Safety Camera Unit	Annually review all existing safety camera sites to ensure they remain relevant.	✓		✓		✓	✓		Enforcement – Safety Cameras
	Annually investigate and promote safety camera sites where speed is a factor in injury collisions	✓		✓		✓	✓		

8. Information on Education Initiatives



Early Years

Go Safe! Ziggy's Road Safety Mission launched in Scotland in October 2010. An innovative new approach for early years road safety in Scotland, the approach targets three key age groups: 0-3; pre-school and the transition into P1, in line with the Scottish Government's policy on early intervention and Curriculum for Excellence.

<http://www.gosafewithziggy.com>



Primary School

Streetsense2.com is a learning resource that offers opportunities to engage children through active and interdisciplinary learning. Specifically designed to support the seven principles of Curriculum for Excellence, it is the key road safety learning resource for primary schools in Scotland.

<http://www.streetsense2.com/>



The **Junior Road Safety Officer** Program runs for P5 and P6 pupils which can apply for the post and when selected help the Road Safety Officer for the local area, as they help promote road safety issues within the school and local community.

<http://www.jrso.com/>



Theatre in Education

Drama and theatre are very effective when it comes to engaging young people in road safety messages. Theatre-in-Education is particularly suited to tackling social pressures and alternative behaviours. For that reason, plays should be regarded as a key element of the curriculum as well as a way to spread the road safety message.



Secondary School

Your Call focuses on relevant issues for the 11 to 14 age group, using a style and range of imagery that they identify with. It targets that 'at-risk' age group with a range of interactive activities which explore risk taking, decision making, personal safety, pre-driver attitudes and peer pressure.

<http://itsyourcall.org.uk/>



Crash Magnets is a resource for S4-S6 pupils and seeks to engage them by making this subject relevant to their lives and experience. Road Safety learning is vitally important in shaping opinions and attitudes to: speeding; drink driving; drug driving; and in-car safety. Crash Magnets targets young people before they pass the driving test, to try and ensure their well-being on the road by encouraging them to make the right decisions for themselves, and others, in the same way that they would on any other health issue.

<http://www.crashmagnets.com/>



a2bsafely was developed to improve road safety education for children and young people with learning disabilities or additional support needs to decrease injuries and fatalities on the roads.

<http://a2bsafely.com/index.php>



Bikeability Scotland is a cycle training scheme designed to give children the skills and confidence they need both to cycle safely on the roads, and to encourage them to carry on cycling into adulthood. Bikeability Scotland is managed by Cycling Scotland, the national organisation for cycling promotion.

<http://www.bikeabilityscotland.org/>



Safer Routes to School is a multi-disciplinary school based approach which aims to improve safety and remove barriers to walking and cycling to and from school.

<http://www.gov.scot/Resource/Doc/158146/0042791.pdf>

9. References

- ❖ East Lothian Council Local Transport Strategy
- ❖ East Lothian Council Active Travel Improvement Plan
- ❖ East Lothian Council Road Asset Management Plan
- ❖ East Lothian Council Parking Management Strategy
- ❖ East Lothian Council Winter Maintenance Plan
- ❖ Local Fire and Rescue Plan for East Lothian 2014-2017
- ❖ East Lothian Local Policing Plan 2014-2017 & Annual Ward Updates

Contact information

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www.eastlothian.gov.uk/EastLothianPartnership