

DATA LABEL: PUBLIC



ENVIRONMENT AND SUSTAINABILITY POLICY DEVELOPMENT AND SCRUTINY PANEL

ACCIDENT INVESTIGATION AND PREVENTION (AIP) CASUALTY REDUCTION PROGRAMME 2024/25

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to seek approval for the list of proposed prioritised casualty reduction schemes for the 2024/25 programme.

B. RECOMMENDATION

The Panel should note and consider the following recommendation which is intended to be submitted to the Council Executive for approval.

It is recommended that the Council Executive approves the list of prioritised casualty reduction schemes for implementation in 2024/25. It is also recommended that the Council Executive approves the funding of the 'West Drive' initiative run by Police Scotland via the expected Road Safety Improvement Fund allocation.

C. SUMMARY OF IMPLICATIONS

I Council Values	Caring and compassionate; open, honest and accountable; and collaborate, inclusive and adaptive.
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>Policy: The Accident Investigation and Prevention (AIP) casualty reduction programme is identified in the Community Safety Strategy and in the Road Safety Plan. The council has a statutory responsibility for road safety under the Road Traffic Act 1988.</p> <p>Legal: None.</p>
III Implications for Scheme of Delegations to Officers	None.
IV Impact on performance and performance Indicators	The AIP casualty reduction programme contributes to the casualty reduction performance indicators.
V Relevance to Single Outcome Agreement	The AIP casualty reduction programme contributes to the outcome: "We live in resilient, cohesive and safe communities."

VI Resources - (Financial, Staffing and Property)

Financial: The proposed schemes will be funded from the council's road casualty reduction budget with £230,000 allocated in 2024/25.

Maintenance costs relating to the schemes will be accommodated in future Roads and Transportation revenue budgets.

Schemes will be designed to minimise these future revenue costs as far as is practicable.

VII Consideration at PDSP

Not applicable.

VIII Other consultations

Consultation will be carried out with Police Scotland on the programme as a whole and with any frontagers directly affected by any of the proposed schemes.

Schemes which require a traffic regulation order will have additional statutory consultation and a period for objections. Further reports will be prepared for the Council Executive in these cases.

D. TERMS OF REPORT

D1 Background

The council's Community Safety Strategy identifies the need for a road casualty reduction programme utilising accident investigation and prevention (AIP) techniques. Research for the Department for Transport has found that local safety schemes which tackle proven casualty problems represent very good value for money and make a significant contribution to casualty reduction.

D2 Progress to date

The current AIP Programme is based on the Transport Scotland Road Safety Framework to 2020 published in June 2009. This used the baseline of 2004-2008 with targets of:

- 40% reduction in people killed;
- 55% reduction in people seriously injured;
- 50% reduction in children (aged <16) killed;
- 65% reduction in children (aged <16) seriously injured; and
- 10% reduction in Slight injury rate per 100 million vehicle kilometres.

D3 Prioritised schemes for 2024/25

For the 2024/25 programme, officers identified so-called 'sites for concern' in four ways.

Firstly, 10 single sites, where there were four or more accidents in a five-year period were identified. Secondly, the accident rates on all rural class A and B class routes and on urban routes were analysed with the 10 urban and rural routes with the highest accident rates investigated in detail.

All residential areas in West Lothian were mapped, the accident rates and total number of accidents calculated and detailed investigations carried out on the top five areas for both categories.

Finally, Routes identified via the Road Safety Foundation Crash Risk Mapping Results 2023 (formally EuroRAP) as either Medium-High Risk, or High Risk.

The investigation / analysis work undertaken involved using the recorded injury accident data collected by the Police to identify sites for concern and analyse crash patterns to develop remedial measures. The process is used nationally and is endorsed by The Royal Society for the Prevention of Accidents (RoSPA) through its Road Safety Engineering Manual. A copy of the process map is provided in Appendix 1.

The above resulted in 25 sites having detailed investigation undertaken. The accident patterns at each of these sites for concern were investigated and a total of 6 sites taken forward for development of remedial measures. These remedial measures have been prioritised based upon value for money criteria. Appendix 2 shows the list of schemes which have been prioritised and will be taken forward.

In addition to the terrible human cost of road accidents, they also impose a massive financial burden on the country, including lost production, health-care, and social benefits and in personal pain, grief and suffering. National costs per accident and per casualty for fatal, serious and slight accidents are used to determine the annual cost savings to society.

The available funding will allow the introduction all 6 schemes in 2024/25, subject to final scheme costs. If costs remain close to estimated levels this would leave an underspend of the AIP budget this year. Officers will therefore, for the first time, investigate sites further down the list, to identify further schemes that can be covered by the remaining funding.

D4 Transport Scotland - Road Safety Improvement Fund (RSIF)

In 2023/24 the Council received an allocation of £353,157 from Transport Scotland to be used to implement a new traffic signalised junction at the A801/A706 Avon Gorge. This was a scheme that has been proposed through previous AIP programmes however the required funding always exceeded the allocated AIP budget. This work is currently on site with an anticipated completion date of the 21 June 2024.

Police Scotland had indicated that they were seeking funding for the re-introduction of West Drive, an initiative aimed at young drivers. Costs for the initiative are currently being worked up by Police Scotland but is likely to cost around £10,000. It is noted that young road users (17-25) are one of intermediate target group of the 2030 Framework. It is proposed that this initiative is put forward for funding through Transport Scotland's 2024/25 RSIF to be considered for approval.

D5 Transport Scotland's Road Safety Framework to 2030

Transport Scotland's [Road Safety Framework to 2030](#), published on 25 February 2021, sets a vision for Scotland to have the best road safety performance in the world. This uses the baseline of 2014-2018 with targets of:

- 50% reduction in people killed;
- 50% reduction in people seriously injured;
- 60% reduction in children (aged <16) killed; and
- 60% reduction in children (aged <16) seriously injured.

It also has a number of other intermediate outcome targets mainly aimed at the more vulnerable users groups such as pedestrians, cyclists, Motorcyclists, users aged over 70, and young road users (17-25).

It aims to provide this by all those involved in road safety moving to a safe systems approach to road safety.

The safe systems has five pillars:-

- Safe Road Use
- Safe Vehicles
- Safe Speeds
- Safe Roads and Road sides; and
- Post-Crash Response.

A review of how the current AIP programme is performing against these new targets shows that whilst this year's assessment shows a reduction of slight injury accidents of 57.61%, and a reduction of slight injury casualties of 35.91%, the number of fatal and serious casualties (the main targets), against the 2014-2108 baseline, have increased by 16% and 26.64% respectively. This is in line with most other authorities and national data that has been recorded.

This suggests that whilst the current AIP process has succeeded in achieving the 2020 targets, for the current framework additional measures and approaches need to be found. Following the safe system approach needs careful consideration and Transport Scotland have indicated that training and a manual will be provided to aid Local Authorities across Scotland to move to the safe systems approach.

The Safe Systems approach is a more proactive approach to road safety and will consider a wide range of improvements, implemented alongside other road maintenance activities as well as the more traditional AIP techniques.

E. CONCLUSION

The AIP casualty reduction programme is the council's main opportunity to make a significant impact in meeting casualty reduction targets and this is backed up by national research and local results.

The schemes prioritised for this financial year maximise the council's investment through first year rate of return prioritisation and will deliver improvements across West Lothian.

F. BACKGROUND REFERENCES

Department for Transport (2009). Road Safety Research Report No. 108 – Contribution of Local Safety Schemes to Casualty Reduction. DfT, London. Available from: <http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108.pdf>

Approved Council Executive Report 16 August 2022 – Transport Scotland Road Safety Improvement Funding 2022, link: <https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%95n%7F%90>

Appendices/Attachments:

Appendix 1 – AIP Process Map

Appendix 2 – Casualty Reduction Schemes 2024/25 – Prioritised list

Contact Person: Kenneth Brown, Roads Network Manager

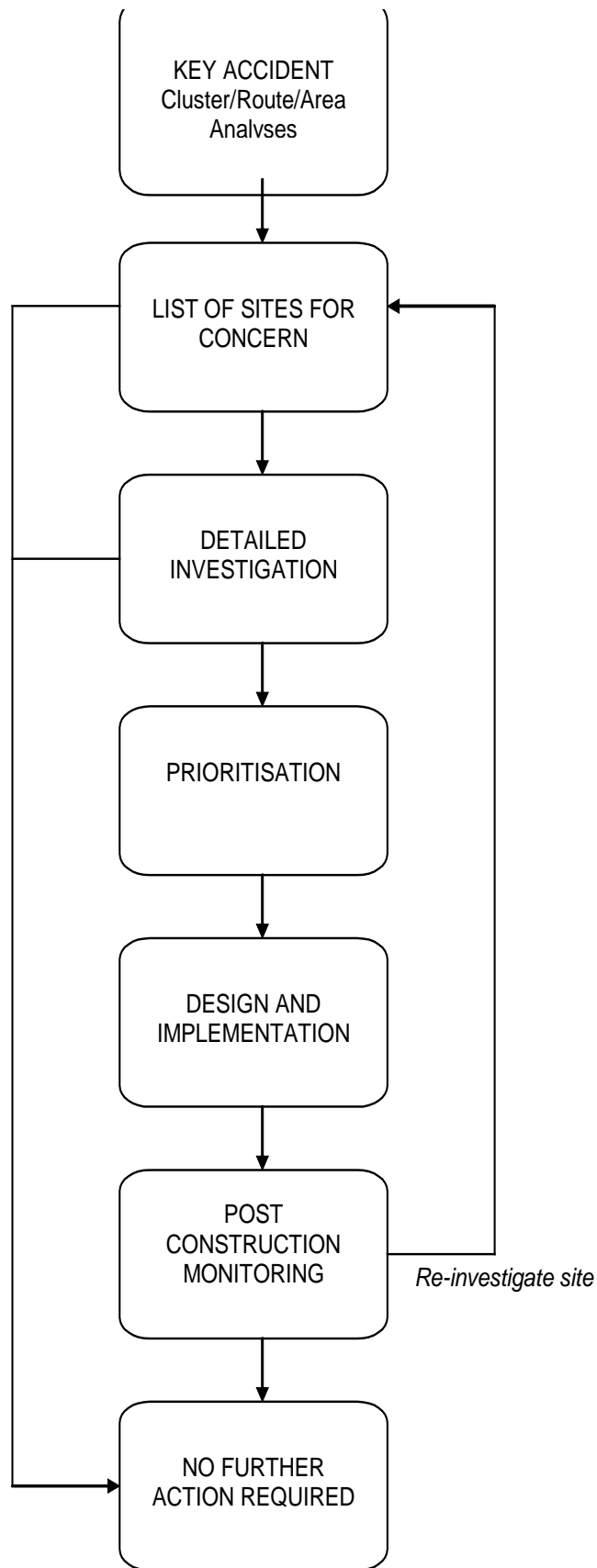
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Jim Jack, Head of Operational Services

Date of meeting: 4 June 2024

APPENDIX 1 - Process Map



APPENDIX 2 – CASUALTY REDUCTION SCHEMES 2024/25 – PRIORITISED LIST

Schemes have been prioritised using an economic assessment method known as First Year Rate of Return (FYRR). It is a simple way of calculating whether a scheme can be justified in economic terms.

The FYRR is calculated using the formula:

$$\%FYRR = \frac{\text{Annual_Accident_Savings} \times 100}{\text{Scheme_cost}}$$

The annual accident savings are calculated using accident costs from Road Accidents Scotland 2022 and are weighted based upon whether the site is in an urban or rural location. This mechanism reflects that the cost to society of road accidents is higher in rural areas. As a decreasing number of identified sites include fatal or serious accidents, the severity weighting applied in previous years has not been used.

An estimated FYRR of more than 100% indicates that the scheme benefits will outweigh the costs within the first year. An estimated FYRR of less than 100% indicates that the scheme is still beneficial but the benefits take more than a year to outweigh the costs.

Schemes will be implemented in priority order until the available funding is exhausted. It will not be possible to implement every scheme in 2023/24 due to budget constraints. It is anticipated that up to 6 schemes will be implemented this year.

Rank	Ref	Location	Ward	Proposals	Estimated Scheme Cost	Estimated Annual Cost Saving to Society ¹	Estimated FYRR (%)
1	AIP/2023 /020	B8020 Winchburgh To Broxburn (bend at Greendykes bing)	2	<ul style="list-style-type: none"> • Anti-skid surfacing. • Signing & Lining 	£25,000	£604,474	2418
2	AIP/2023 /018	B7008 West Calder to A70 (whole route from West Calder to the A70)	5&6	<ul style="list-style-type: none"> • Consider speed Limit reduction to 50mph. • Signing & Lining 	£20,000	£343,114	1716
3	AIP/2023 /006	St Andrew's Drive, Uphall, near junction with West Main Street (A899).	2	<ul style="list-style-type: none"> • Centre island at junction. • Signing & Lining 	£30,000	£314,911	1050
4	AIP/2023 /022	A70 - whole length.	5	<ul style="list-style-type: none"> • Route treatments including surface improvement signing & lining. 	£70,000	£695,701	994

Rank	Ref	Location	Ward	Proposals	Estimated Scheme Cost	Estimated Annual Cost Saving to Society ¹	Estimated FYRR (%)
				<ul style="list-style-type: none"> Consider reduction to 50mph 			
5	AIP/2023/005	A71 at Polbeth, from the BP garage westwards to Limefield Lane.	6	<ul style="list-style-type: none"> Consider speed limit extension. Centre traffic splitting islands 	£40,000	£314,911	787.3
6	AIP/2023/010	B8084 Station Road, Armadale at the rail overbridge and southward to Southdale Way.	9	<ul style="list-style-type: none"> Consider speed limit extension. Anti-skid surfacing. Lining 	£50,000	£56,406	113

¹ The cost savings identified are not directly recouped by the council but are savings to society as a whole. The costs include both human costs and direct economic costs