Agenda Item 5

Road Safety Plan 2025-2030

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Falkirk Council

Title: **Road Safety Plan 2025-2030**
Meeting: **Executive**
Date: **01 May 2025**
Submitted By: **Director of Place Services**

1. Purpose of Report

1.1 The purpose of this report is to provide Members with an overview of Falkirk Council's Road Safety Plan 2025-2030, which aligns with 'Scotland's Road Safety Framework to 2030' from Transport Scotland. This report does not include any Road Services duties such as: road maintenance, winter maintenance, reactive repairs, etc.

1.2 This proposal supports the strategic priority "Supporting stronger and healthier communities" as set out in the Council Plan 2022-2027.

2. Recommendations

2.1 The Executive is asked to:

(1) Note the measures currently being undertaken to improve road safety on the network; and
(2) Approve the Road Safety Plan 2025-2030.

3. Impact on Climate Change Targets

3.1 At this stage, the recommendations in this report do not significantly impact the Council's climate change ambitions.

3.2 It is likely that any future construction works would have a negative impact on carbon emissions resulting from the use of construction materials. However, it is anticipated that there would be an overall net reduction in carbon emissions due to the reduction in collisions due to the reduction in emergency service assistance. Calculations to measure these factors and track progress across the whole lifecycle of any project will be in line with evolving national guidance and anticipated future policy.

4. Background

4.1 All Local Authorities have a statutory duty under Section 39 of the Road Traffic Act (RTA) 1988, in regard to road safety. This duty includes, broadly:

- Study of accidents arising on the road network.
- Take action to prevent accidents through the dissemination of information and advice relating to the use of roads, practical training to road users, the construction / improvement / repair / maintenance of the road and other

measures to control, protect or assist the movement of all categories of traffic.
- When constructing new roads, to take measures to reduce the likelihood of accidents.

4.2 Transport Scotland's Road Safety Framework to 2030, published in February 2021, sets out the road safety aspirations for Scotland. This includes both the longer term (by 2050) and interim (by 2030) aim to realise a national reduction in serious and fatal incidents on Scotland's Road network.

4.3 The Scottish Government's aspiration is to reach zero fatalities or serious injuries on the network by 2050. There has been no long-term financial commitment to any Local Authority for these targets, with several stakeholders holding responsibility. The 2030 interim targets are:

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

4.4 The Council's Road Safety Plan 2025-2030 (RSP) has been drafted to provide local context and aspirations but is also designed to support the national targets as outlined above. The Plan also provides an overview of accident analysis and trends on the local road network. Falkirk Council's last approved version of a road safety plan was published in 2014 and provided information on the statistical analysis of collisions within the area.

4.5 The primary desire in the reduction of incidents is to prevent fatalities or serious collisions on the network and consequently reduce the impacts of each. The new road safety prioritisation methods plan to provide a more proactive approach in the area, aligning more to the safe system approach in the national framework.

4.6 It is worth noting that over the period 2018-2022, the cost of collisions to Scotland's national economy was in the region of £121m, as reported by Transport Scotland.

4.7 Falkirk Council is responsible for an adopted road network of 993.54km at present, increasing annually with the adoption of new development sites.

4.8 The RSP supersedes the previous plan noted in 4.4 and addresses new and emerging road safety issues relevant to the Council today. In recent years the trends of certain collision types, the use of new modes of transport and improvements in vehicle technology mean that best practice for road safety has changed.

4.9 Falkirk Council is committed to following an evidence-based approach to road safety to support our road safety vision:

"To continue to steadily reduce the number of people being killed and seriously injured on Falkirk's roads, promoting a community that feels safe and connected."

4.10 Scotland's Road Safety Framework to 2030 provides clear targets for improving, monitoring and evaluating road safety. These targets are based upon the Safe Systems ethos which has been adopted internationally and looks at a proactive approach with the five main pillars being: Safe Road Use, Safe Vehicles, Safe Speeds, Safe Roads & Roadsides and Post-Crash Response.

4.11 Falkirk Council's new RSP provides details of recent road safety performance with collision analysis undertaken to determine any relevant trends.

5. Considerations

Collision Analysis

5.1 During 2013 – 2024 there were 1,692 reported personal injury collisions, resulting in 2,173 casualties in the Falkirk Council area.

5.2 Overall in the period analysed, there has been a significant decrease in total collision frequency. The total number of injury collisions more than halved between 2013 and 2024 from 232 to 72. Section 2 of Appendix A shows all collision statistics including: by Severity, by Month, Casualties by Severity and many more including differing modes of transport, age demographics, etc.

5.3 The following challenges and problems are noted within the plan, following collision analysis (Section 5 of Appendix A):

- Young car drivers are disproportionately represented in Falkirk's car driver casualties.
- Young two wheeled motor vehicle users are disproportionately represented in Falkirk's two wheeled motor user vehicle casualties.
- Two wheeled motor vehicles collisions occur most frequently on single carriageways with a speed limit of 30mph.
- Adults aged between 36 and 55-years old account for the highest percentage of total cycle casualties across all severities.
- Pedestrian casualties are the highest in both slight and serious casualties within the 11–16-year-old age group.
- Serious pedestrian casualties are highest in the 65+ year old age group.
- Road Safety Factors of collisions which are recorded most frequently in Falkirk are those associated with Driver/Rider error.

Current & Emerging Challenges

5.4 Scotland's Road Safety Framework to 2030 identifies a series of challenges which have been identified to make an impact now and in the future on road safety. They are encapsulated in twelve themes which align with both the Safe System approach (4.10) and Scottish Government's policies, plans and strategies: Climate Emergency, Active & Sustainable Travel, Health, Safe System, Speed Management, Road Safety Delivery, Driving / Riding for Work, Emerging Technologies, Enforcement / Deterrence, Road Infrastructure & Maintenance, Post-Crash Response and Road Users. These are all identified in detail in Section 6 of Appendix A.

Future Plan

5.5 From collision analysis through the new RSP, a future plan was devised targeting initiatives and are shown in Table 5.1.

Road User	Initiatives
Young Car Drivers (17-25 years old)	▪ Work with Safety Camera Scotland to enable Police enforcement of existing speed limits. ▪ Increase awareness amongst Falkirk's education staff to the free online classroom resources available from Road Safety Scotland.
Young Two Wheeled Motor Users (17-25 years old)	▪ Use of BikeGuard (or similar products) on rural carriageway vehicle restraint systems to prevent motorcycle riders from sliding under barrier and impacting upon posts. Installation should be targeted in bends and identified on a conditional basis as required. ▪ Undertake a review of junctions that have a history of motorcycle collisions. Ensure appropriate visibility, signage and markings are in place. ▪ Regular inspection, maintenance, and repair of urban single carriageways to ensure any carriageway defects likely to affect motorcycle stability are identified and repaired in a timely manner. ▪ Increase awareness amongst Falkirk's education staff to the free classroom resources available from Road Safety Scotland. ▪ Review proposed 20mph speed limit implementation on route where motorcycle collisions have occurred.
Cyclists (36 to 55)	Support the commitments outlined in the Active Travel Strategy by: ▪ Prioritising investment in street lighting, the footway network, and cycle routes to provide safe, sustainable travel options. ▪ Improving the pedestrian and cycle environment in the busiest used areas to enhance safety for walking, wheeling, and cycling. ▪ Use heat travel maps to identify areas and routes which have a high cyclist usage. ▪ Continue to develop Active Travel infrastructure, in particular where cyclist collisions have occurred.
Pedestrians (11 to 16 years old)	▪ Consider the use of VSL (Variable Speed Limits) in urban areas based upon vehicle and Non-Motorised User frequency. ▪ Continue the promotion of safe road use through road safety initiatives ▪ Continue to review road safety facilities at schools. ▪ Increase awareness amongst Falkirk's education staff to the free resources available from Road Safety Scotland.
Pedestrians (65+)	▪ Develop a communications strategy for speaking to older people about road safety. ▪ Support the Active Travel Strategy by investing in the strategic active travel network. ▪ Promote programmes that provide access to adapted cycles, e-bikes and mobility scooters. ▪ Provide more rest opportunities on walking routes.

Table 5.1 Targeted Initiatives from Section 7.2.1 of Appendix A.

5.6 General initiatives to improve road safety overall within the Falkirk Council area are summarised as: Road Safety Interventions (20mph speed limits, signing & lining measures, etc), Engagement with Road Safety (Continued engagement with relevant stakeholders & partnerships) and Future Planning (monitoring road network, continuing to strive to identify road safety improvements).

Road Safety Prioritisation

5.7 Historically, Falkirk Council has utilised 'Accident Cluster' data, obtained from Police Scotland in 'STATS19' format to prioritise road safety schemes. This data includes several elements such as: time & location of collision including co-ordinates, weather, severity of the collision, speed limit, carriageway, lighting, road surface, vehicle types, directions of travel and several characteristics of the persons involved. The cluster data looked at a 5-year period for more than two collisions in a specific area such as a junction.

5.8 Through creation of the new Plan, Engineering Design undertook a review of the previous method for prioritising road safety schemes. This has seen the prioritisation method enhanced from purely using accident data to also include speed survey data (including volumes), annual average daily traffic (AADT) and local knowledge using weighting as per below. Appendix C shows an extract of the current road safety prioritisation using the below criteria.

- 70% Accident Statistics from Police Scotland
- 25% Traffic Survey data (Mean Speeds above Speed Limit)
- 5% Local Knowledge

Schools Roads Review

5.9 In response to numerous enquiries with regards to road safety in proximity to schools from members of the public, school staff and Elected Members, the service commissioned an external advisor to carry out a full review of each of Falkirk Council's 59 schools.

5.10 Phase 1 of the review was part informed through feedback forms distributed to every school, with the consultant also carrying out a desktop study alongside Engineering Design's Network team of parking, visibility, access, etc.

5.11 This was followed up in Phase 2 which included the collation of the feedback forms as well as the data gathered by the service. This led to recommendations for each school including quick wins and longer-term solutions.

5.12 Prioritisation criteria for the schools was then considered and full list is included within 'Appendix B'.

5.13 At the Council Budget meeting on 6 March 2025, it was confirmed that £200k Capital Funding would go to Schools Road Safety. Engineering Design has commenced discussions with colleagues in Children's Services to look at what can be done against our prioritisation register.

5.14 This new investment will go towards implementing ‘quick wins’ at schools, commencing with the highest ranked priority schools. Other schemes at schools may involve pilots so we can assess their effectiveness which will help inform future investment in this area.

Budgets

5.15 The rolling Road Safety capital programme annually provides circa £280k for improvement works after locations are prioritised. For large road safety schemes, these have previously been subject to an individual critical capital bid. Some more recent schemes in this sense are noted in 5.17 & 5.18.

5.16 Transport Scotland provide a Road Safety Improvement Fund (RSIF) grant to local authorities who apply and can meet the criteria each financial year. In 2024/25 Falkirk Council was granted £250k which was utilised for the Snab Brae project. It is anticipated at present that Falkirk Council will be granted circa £309k in 2025/26 from the RSIF. This will allow the internal road safety budget currently earmarked for Snab Brae to be utilised on other road safety projects.

5.17 Historically, the A904/A993 Snab Brae junction improvement works to the West side of Bo’ness was provided with a standalone budget for the works due to the size of the scheme. Snab Brae was identified previously as a road safety priority due to several collisions including personal injury accidents at the junction. The signalisation of the ‘T’ junction will improve road safety as well as active travel elements at the West end of Bo’ness. The works are currently on-site costing in the region of £800k.

5.18 More recently, the Champany junction was subject to a fatal accident as well as historical serious and slight collisions. The scheme is currently going through design stage for a roundabout at the A904/A993 junction and minor alterations to the A904/B903 junction. It is envisaged that the works will cost in the region of £2.6m including land purchase, public utility diversions and active travel inclusion and are included in the future capital programme.

6. Consultation

6.1 Falkirk Council undertook a public consultation to understand public perception of road safety on Falkirk’s roads. The consultation was facilitated via the Council’s Participate+ platform from 26 February 2025 to 12 March 2025. Prior to the consultation period, views were sought from a range of stakeholders and interested parties as follows:

- Elected Members
- Community Councils
- Members of the public
- Police Scotland
- Scottish Fire & Rescue Service
- Scottish Ambulance Service
- Road Haulage Association
- British Motorcyclists Federation

- Cycling Scotland
- Freight Transport Association
- Royal Institute of the Blind
- Paths for all

6.2 The Participate + survey provided the following results from 42 responses;

1) Falkirk Council like most other local authorities have historically used purely accident cluster data to prioritise road safety schemes. Through the new road safety plan, we have enhanced this by also adding in criteria of average speeds above speed limit, traffic volume and local knowledge elements. The additional information is to allow us to be proactive and not reactive in prioritising road safety schemes. Do you agree with this approach?

Strongly Agree	21.4%
Agree	40.5%
No Opinion	23.8%
Disagree	4.8%
Strongly Disagree	9.5%

2) Engineering methods (road improvements) need to be carried out on the road network to improve road safety?

Strongly Agree	57.1%
Agree	16.7%
No Opinion	4.8%
Disagree	9.5%
Strongly Disagree	11.9%

3) A significant emphasis should be put on education for all road users to improve road safety?

Strongly Agree	35.7%
Agree	38.1%
No Opinion	9.5%
Disagree	7.1%
Strongly Disagree	9.5%

4) A modal shift from the car to walking, wheeling and cycling is required to meet Transport Scotland's target of having the best road safety in the world by 2030?

Strongly Agree	19%
Agree	9.5%
No Opinion	19%
Disagree	35.7%
Strongly Disagree	16.7%

5) What do you believe to be the main contributory factor in road collisions?

Behaviour / Inexperience	47.6%
Driver error / reaction	35.7%
Road Environment	11.9%
Weather	0%
Other	4.8%

6) Are you aware of the following road safety information areas (tick all that are relevant)?

Give Cycle Space	44.3%
Royal Society for the Prevention of Accidents (RoSPA)	30%
Biker Down Programme	12.9%
Road Safety GB Website	12.9%

7) If you have any further comments regarding Road Safety, please state these below *(AI summary taken from Participate +).*

Respondents frequently highlighted concerns about speeding and dangerous driving, particularly in residential areas and near schools, with specific mentions of Polmont Road and Laurieston Primary School. There is a call for more traffic calming measures, such as speed bumps and roundabouts, to address these issues. The need for better road maintenance and layout improvements in Falkirk was also noted. Several respondents suggested enhancing pedestrian and cyclist safety by creating dedicated paths away from traffic and enforcing their use. There were mixed opinions on the 'walking, wheeling and cycling' initiative, with some seeing it as ineffective in certain areas. It is an assumption that this is due to a strong belief from many of the public that cars and other vehicles will always be a major part of our transport infrastructure. Concerns about congestion and improper parking during school drop-off and pick-up times were raised, with suggestions for controlled drop-off zones and parking restrictions. Additionally, there was a call for more enforcement of existing road safety laws rather than relying solely on physical road modifications. Lastly, some respondents emphasised the need to address pedestrian behaviour and suggested penalties for not using designated crossings.

7. Implications

Financial

7.1 Optioneering reports and design stages as well as smaller scale schemes will continue to be carried out utilising the existing road safety capital rolling programme noted in 5.15 of this report.

7.2 Any larger schemes identified will be taken to the Strategic Asset Modernisation Board (SAMB) through the critical capital bid process for consideration similar to those stated within 5.17 & 5.18 of this report.

Resources

7.3 There is no additional resource required at this time.

Legal

7.4 There are no legal implications at this time.

Risk

7.5 There is a risk that roads assets are not fit for purpose and do not meet the needs of the Council or communities. In mitigation, all schemes are designed in line with current standards and guidelines.

7.6 There is a risk that works to assets cause excessive Co2 emissions and the Council fail to deliver on climate duties. Carbon emissions on all large-scale construction schemes will be monitored at design stage and proper mitigation put in place if viable.

7.7 There is a risk that a shortfall in future capital budgets means that improvement works are not delivered. This would be managed through an informed priority approach.

7.8 There is a risk that the 20mph speed limits will be disregarded and drivers will continue to travel at 30mph. Police Scotland are the only authority with enforcement powers that can be utilised to tackle moving traffic offences such as excessive speeds, however, we will continue to monitor & implement further measures which would encourage drivers to maintain lower speeds where appropriate. Police Scotland have confirmed previously that their enforcement of speed limits aligns with the enforcement activity criteria contained within their Speeding Standard Operating Procedure which states “deployment of resources must prioritise sites which represent the greatest risk and should only be undertaken where considered necessary and in the interests of casualty reduction.”

7.9 There is a risk that we could receive multiple enquiries from members of the public asking for their area to be considered against the new criteria. Mitigation for this would be a well informed and multi-media communications campaign.

Equalities

7.10 An Equality & Poverty Impact Assessment (Appendix E) has been completed for this proposal, and no adverse equality implications are anticipated. It is assumed that these proposals will have a positive impact on more vulnerable groups such as the elderly and people with mobility issues.

7.11 There are no immediate implications for sustainability or the environment.

7.12 Should individual residents with protected characteristics have issues that are not addressed by these mitigations or others, then officers will work with our communities, taking a solution focussed approach.

8. Conclusions

8.1 In conclusion, Falkirk Council is fulfilling its legal obligations under the RTA 1988 in relation to road safety across the Falkirk Council area.

8.2 Falkirk Council will continue to prioritise road safety schemes as per the report and the Safe System approach noted in the national document. We understand the need to be proactive whilst also being fully aware that engineering judgement is required alongside quantitative data to prioritise budgets in a meaningful manner.

8.3 Falkirk Council will continue to strive to improve road safety across the Council boundary with the targets stated in 4.3 of the report, aligning with Scotland as a whole.

8.4 Falkirk Council's Road Safety Plan 2025-2030 aligns with Transport Scotland's Road Safety Framework to 2030.

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Director of Place Services

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Date: 9 April 2025

Appendices:

Appendix A – Road Safety Plan 2025-2030

Appendix B – Schools Roads Review criteria

Appendix C – Road Safety Prioritisation extract

Appendix D – Participate + survey results

Appendix E – EPIA

List of Background Papers:

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act 1973:

Appendix A

FALKIRK COUNCIL

ROAD SAFETY PLAN 2025-30

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Glossary

Term	Definition
A' Road	Major roads intended to provide large-scale transport links within or between areas.
B' Road	Roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.
BikeGuard	A lower steel beam barrier attachment which fits below the existing safety barrier to improve safety performance when impacted by motorcyclists. The metal panel protects the motorcyclist from injuring themselves on exposed support posts of the existing barrier.
Casualties	A person killed or injured in a collision. One collision may give rise to several casualties.
Classified unnumbered Road	Smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C roads.
Cluster Analysis	A statistical technique used to group accidents by characteristics such as location, severity etc.
Collisions (STATS19)	The statistical returns include only those collisions which result in personal injury, which occur on roads (including footways), in which a vehicle is concerned, and which become known to the police. The vehicle need not be moving, and it need not be in collision. The statistics are therefore of injury road collisions only: damage-only collisions are not included in the figures. Police Scotland record collisions using a standard format referred to as STATS 19.
Fatal Collision	A Collision in which at least one person is fatally injured.
Fatal Injury	An injury which causes death less than 30 days after the Collision.
Road Safety Factor	Road Safety Factors are collected as part of collision recording and reporting. Road Safety Factors replace the use of Contributory Factors. The transition from Contributory Factors to Road Safety Factors across Police forces was implemented from November 2023.
Rural Road	A road with a speed limit of 40mph or more (Non-Built-up).
Serious Collision	A Collision in which at least one person is seriously injured, but no-one suffers a fatal injury.
Serious Injury	An injury which does not cause death less than 30 days after the Collision, and which is in one (or more) of the following categories: (a) an injury for which a person is detained in hospital as an in-patient or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment or (c) any injury causing death 30 or more days after the Collision.
Slight Collision	A Collision in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.
Slight Injury	An injury which is neither fatal nor serious - for example, a sprain, bruise, or cut which is not judged to be severe, or slight shock requiring roadside attention.
Unclassified Road	Local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category.
Urban Road	A road with a speed limit of 40mph or less (Built-up).
Weighted Cluster Analysis	Extends the concept of the cluster analysis by assigning different levels of importance to certain factors considered in the cluster analysis.

1 Introduction

Falkirk Council's Road Safety Plan 2024 supersedes the previous plan published in 2014. This strategy addresses new and emerging road safety issues relevant to Falkirk today. In recent years the trends of certain collision types, the use of new modes of transport and improvements in vehicle technology mean that best practice for road safety has changed. This updated strategy is a necessary step towards addressing these changes.

During 2013 – 2024 there were 1692 reported injury collisions, resulting in 2173 casualties in the Falkirk Council area.

Falkirk Council are committed to following an evidenced-based approach to road safety, to support their Road Safety Vision:

To continue to steadily reduce the number of people being killed and seriously injured on Falkirk's roads, promoting a community that feels safe and connected.

This Vision supports the goals and values of the *Local Transport Strategy 2023* and the *Active Travel Strategy 2023*, creating an environment in which the local community feel empowered to make safe and sustainable travel choices.

To help achieve this vision and uphold these values, a strategy focusing on Road Safety is essential.

1.1 National Framework

Scotland's Road Safety Framework to 2030 contains a Vision for Scotland to have the best road safety performance in the world by 2030. It also sets an ambitious long-term goal where no one is seriously injured or killed on roads by 2050[i]. It provides clear targets for improving road safety and the means to monitor and evaluate these targets.

The targets are heavily based upon the Safe Systems ethos. This approach has been adopted by countries worldwide and takes a proactive approach to road safety. Safe Systems interventions consider human error at the forefront, aiming to address the road safety needs of all road users.

The five pillars of the Safe Systems Approach are:

- Safe Road Use
- Safe Vehicles
- Safe Speeds
- Safe Roads and Roadsides

- Post-Crash Response

Ultimately, the adoption of the Safe Systems Approach aims to ensure that no one is killed or seriously injured while using the road network.

The performance of Falkirk Councils Road network will contribute towards the national road safety targets specified in Scotland's Road Safety Framework.

1.2 Statutory Duties

Falkirk Council also has a statutory duty to promote road safety and reduce collisions under Section 39 of the Road Traffic Act 1988. Under this act, each Local Authority must:

1. Prepare and carry out a programme of measures designed to promote road safety.

2. Carry out studies into collisions arising out of the use of vehicles.

3. In light of those studies, take such measures as appear appropriate to prevent such collisions, including:

- the dissemination of information and advice relating to the use of roads
- the giving of practical training to road users.
- the construction, improvement, maintenance or repair of roads for which they are responsible
- other measures within their powers for controlling, protecting or assisting the movement of traffic on roads.

4. When constructing new roads, take measures as appear to be appropriate to reduce the possibilities of such collisions when the roads come into use.

Figure 1 - Photograph of completed M9 Junction 5 Phase 2

The following sections of the Road Safety Plan provide details of Falkirk Council's recent road safety performance. A Collision Analysis has been undertaken to determine trends within road safety in Falkirk.

From this analysis, actions aimed at further reducing collisions on Falkirk Council roads have been identified.

2 Collision Statistics 2013 – 2024

2.1 Collision Overview

During 2013 – 2024 there were 1692 reported injury collisions, resulting in 2173 casualties in the Falkirk Council area.

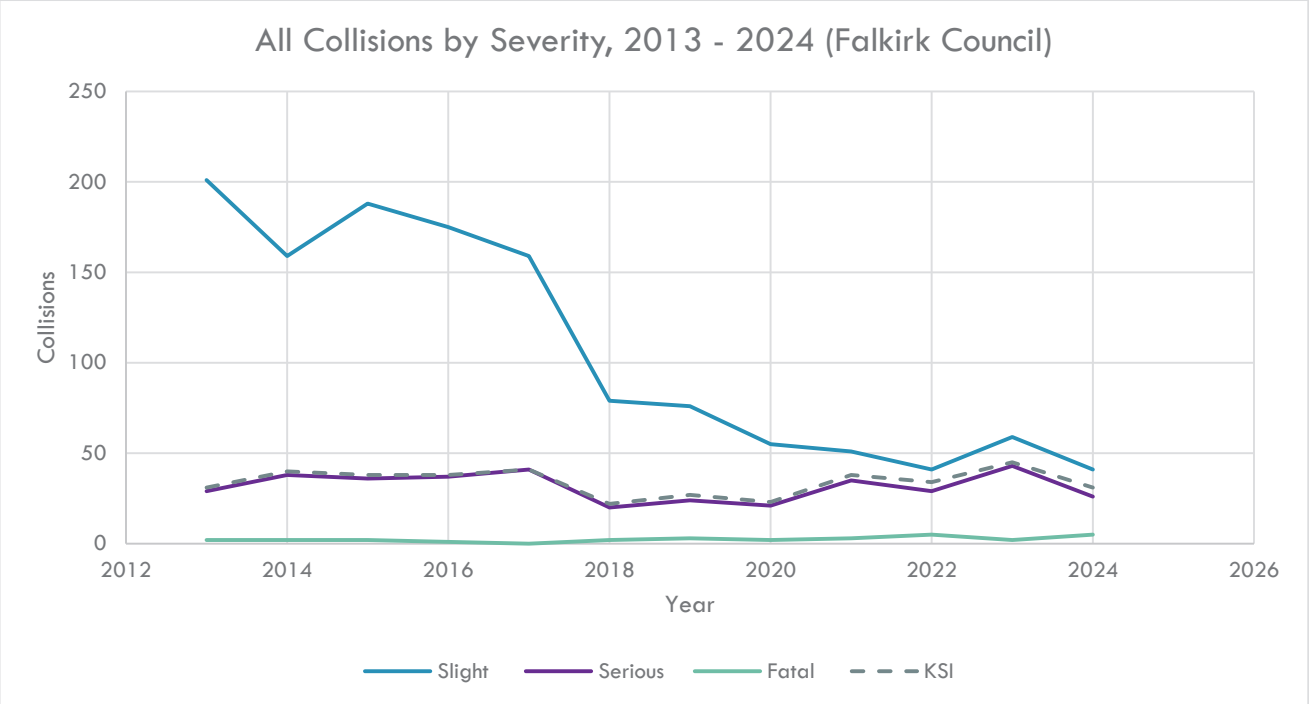


Figure 2 - All Collisions by Severity, 2013 - 2024 (Falkirk Council)

Overall, there has been a decrease in total collision frequency. The total number of injury collisions more than halved between 2013 and 2024, from 232 to 72. Collisions of a slight severity have seen the most significant decrease, with 201 slight collisions recorded in 2013 reducing to 41 slight collisions recorded in 2024.

Killed and Seriously Injured (KSI) collisions have seen a less steady reduction over the past 10 years. The most recent peak of KSI collisions was in 2023, with 45 recorded KSI collisions. The 2024 figure reduced to 31 recorded KSI collisions, however this is still higher than the pre-pandemic value of 27 KSI collisions in 2019.

2.2 Collisions by Month

Fatal collisions are higher in the autumn months, accounting for **34%** of the total fatal collisions. Serious collisions occur most frequently in the Autumn and Winter months, accounting for **27%** of the total serious collisions respectively.

The distribution of slight collisions in the Falkirk area do not vary significantly throughout the year. This highlights that any road safety interventions introduced should be appropriate to support reducing collisions year-round.

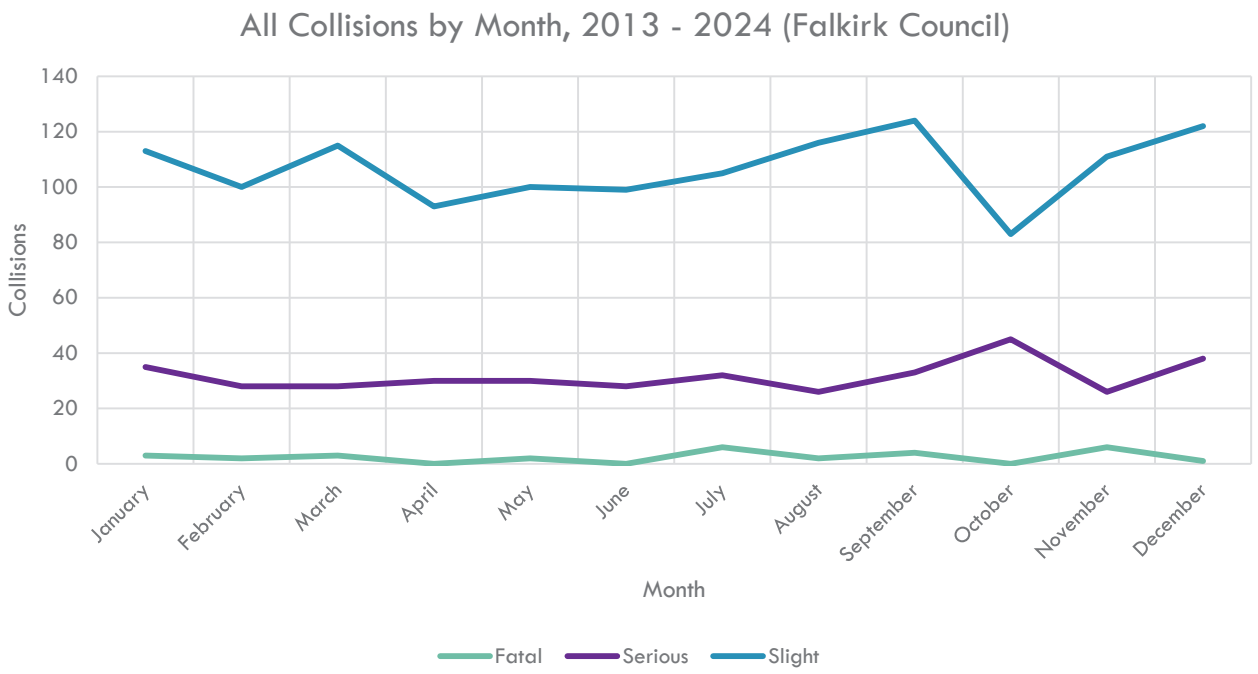


Figure 3 - All Collisions by Month, 2013 – 2024 (Falkirk Council)

	Total Fatal Collisions	Total Serious Collisions	Total Slight Collisions
Spring (Mar - May)	5	88	308
Summer (Jun - Aug)	8	86	320
Autumn (Sep - Nov)	10	104	318
Winter (Dec - Feb)	6	101	334
Totals	**29**	**379**	**1280**

Table 1 - All Collisions by Month, 2013 – 2024 (Falkirk Council)

2.3 Casualty Overview

Falkirk Council has seen a downward trend of total casualty frequency. Total casualties have dropped from 295 recorded casualties in 2013 to 94 recorded casualties in 2024.

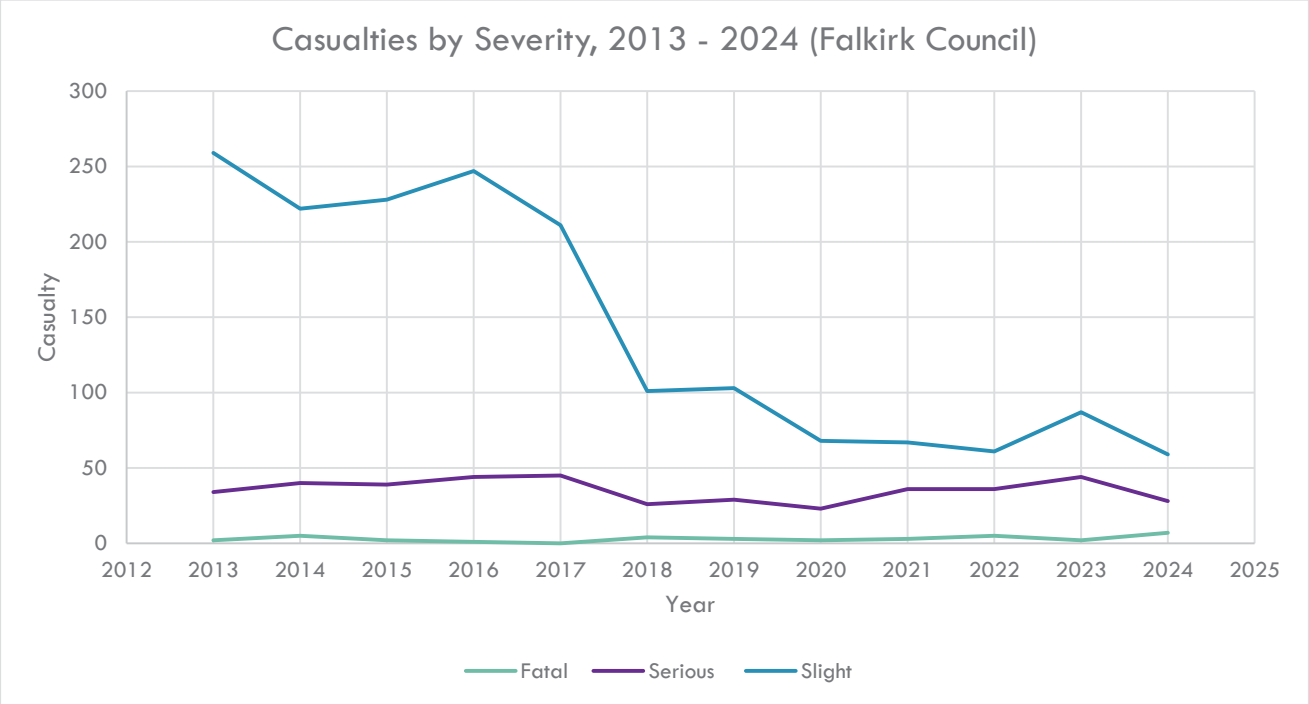


Figure 4 - Casualties by Severity, 2013 – 2024 (Falkirk Council)

There has however been an increase in both fatal and serious casualties. In 2024, there were 7 recorded fatal casualties in Falkirk. This is the highest number of fatal casualties recorded for a single year within the research period (2013-2024). The statistics for Scotland follow a similar trend, with a peak of 171 fatal collisions recorded in 2022. This was the largest recorded number of fatal collisions per year in Scotland since 2016.

Casualties within Falkirk Council follow a similar severity distribution as casualties nationwide. Slight collisions account for more than **79%** of total casualties in the Falkirk Council area, with **70%** of all casualties across Scotland being categorised as slight. Fatal casualties account for 1.39% of total casualties in Falkirk Council, similar to the 1.98% of total casualties being fatal across Scotland.

	Total Casualties	Total Fatal Casualties	Total Fatal Casualties as a % of Total Casualties	Total Serious Casualties	Total Serious Casualties as a % of Total Casualties
Falkirk	2079	29	1.39%	396	19.05%
Scotland	91372	1810	1.98%	25811	28.25%

Table 2 - Total Casualties and Total Casualties by Severity, 2013 – 2023 (Falkirk Council)

2.4 KSI Only Collisions and Casualties

Fatal Collisions have increased by 1.50% and Fatal Casualties have increased by 2.5% in the period 2013 – 2024.

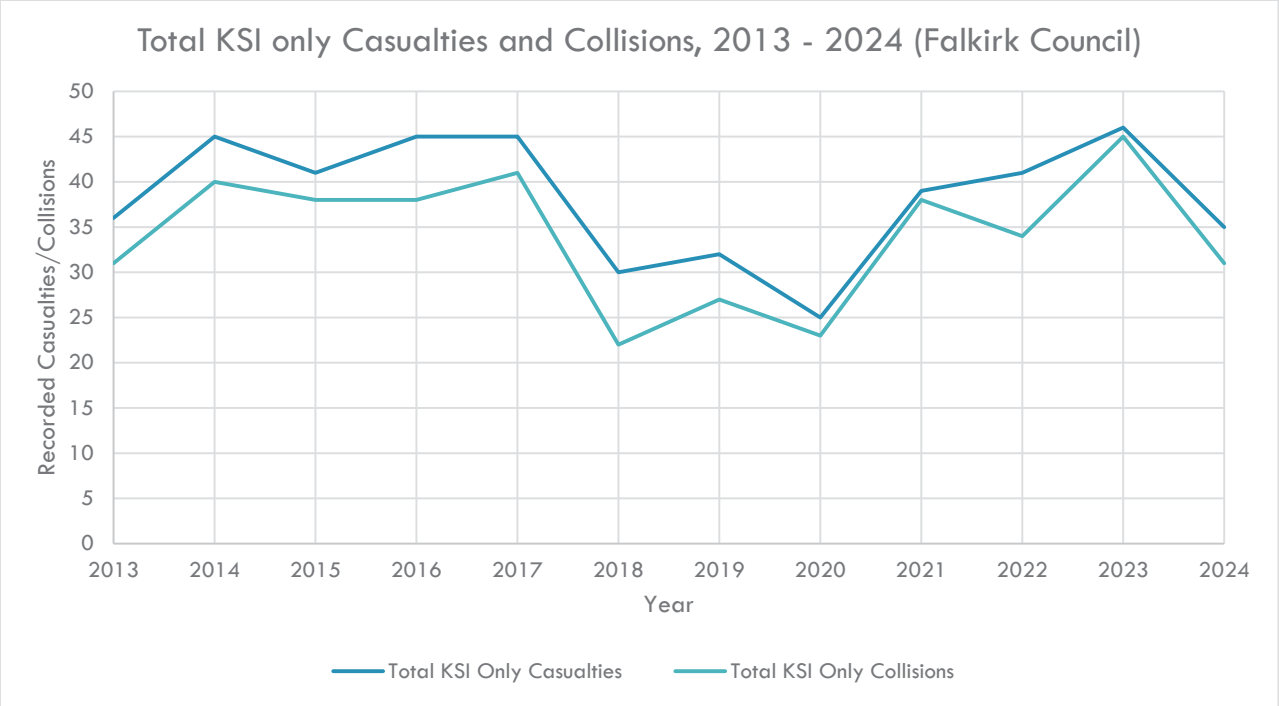


Figure 5 - Total KSI only Casualties and Collisions, 2013-2024 (Falkirk Council)

KSI collisions and casualties were gradually declining in the 2013 – 2018 period. Recorded KSI collisions and casualties then increased in 2019 and followed an increasing trend before reaching a peak in 2023. The Coronavirus Pandemic had a significant impact on all modes of travel in Scotland during 2020 and 2021. In April 2020, car traffic on trunk roads dropped to below a quarter of its 2019 equivalent level on weekdays and around 15% of its 2019 level during weekends[ii]. Assuming the same trends in vehicles kilometres travelled was mirrored in Falkirk, this would suggest that collision rates rose during the covid period.

In 2022, drivers were commuting on roads without any restriction and with regular traffic volumes for the first time in two years. It may be considered that a change in driver behaviour post-pandemic continued to affect KSI Casualty and Collision numbers.

Fatal and Serious Collisions have an average financial cost at 2023 prices of £2,597,781 and £321,719 per collision on all road types in Scotland[iii]. High numbers of KSI collisions therefore have a significant economic impact. Improvements to road safety which focus on the reduction of KSI collisions can not only protect road users against serious harm but can also benefit Falkirk Council financially. These savings can be spent elsewhere on other key services in the council area, such as emergency services, hospitals and local communities.

2.5 Vulnerable Road Users

2.5.1 Overview

It is essential to determine groups which have a high risk for collision. Road safety initiatives can be targeted towards these high-risk groups, implementing solutions to known issues. Four high-risk groups in Falkirk are described below:

Young Car Drivers

- Young drivers are disproportionally represented in car driver casualties.

Two Wheeled Motor Vehicle Users

- Rider casualties are highest in the 17- to 25-year-old age group, accounting for 32% of all two wheeled motor vehicle casualties.

Cycle Casualties

- 48.86% of all cycle casualties involve riders between the age of 36 and 55 years of age.

Pedestrian Casualties

- Highest slight and serious casualties are within the 11–16-year-old age group.
- The 65+ age group has a greater number of serious severity casualties than slight.

Further investigation into these high-risk groups was undertaken to best inform the required mitigation measures to take forward. The following section of the Road Safety Plan details this investigation.

2.5.2 Car Drivers

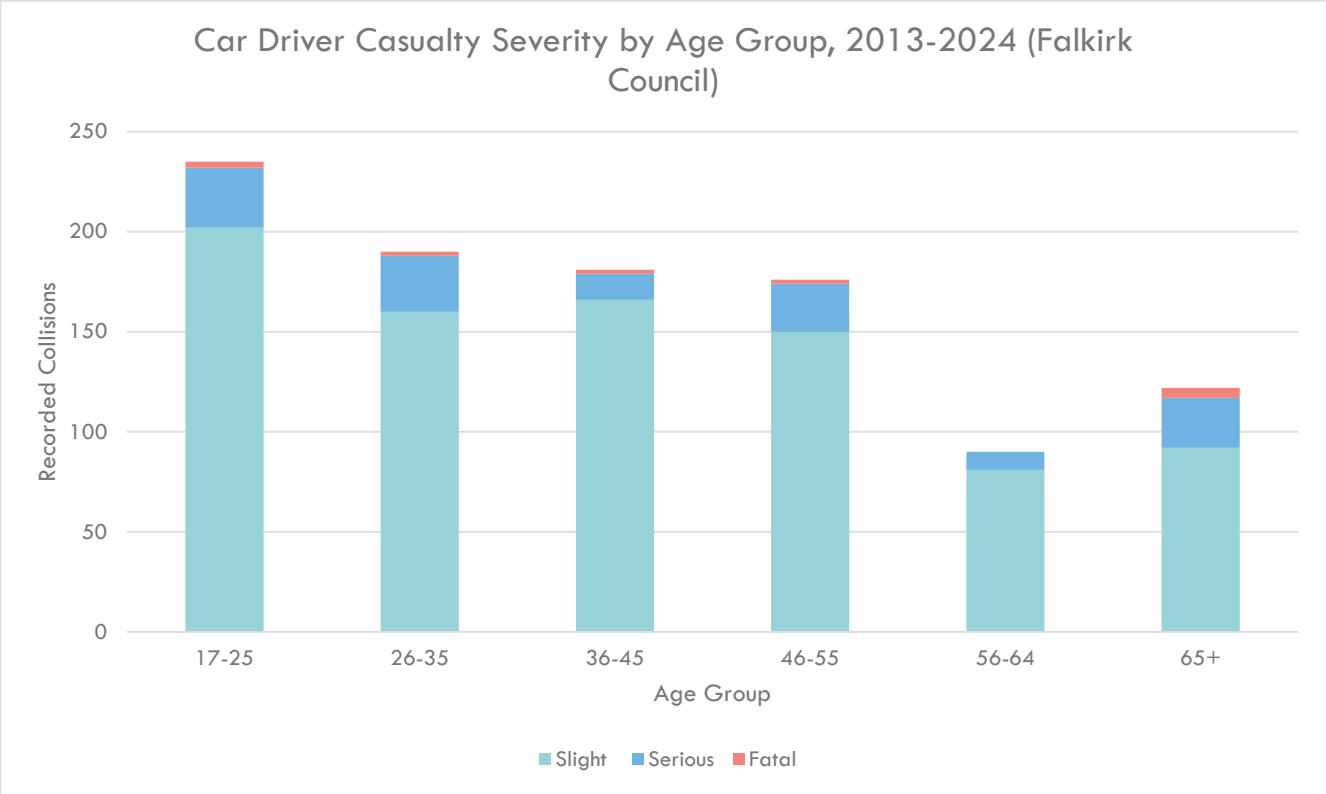


Figure 6 - Car Driver Casualty Severity by Age Group, 2013 – 2024 (Falkirk Council)

Driver casualties are highest in the 17- to 25-year-old age group. Young drivers are disproportionally represented in car driver casualties. Casualties involving young drivers account for 24% of all recorded car driver casualties in Falkirk, however only 10% of all license holders are aged 17-25 years old in Scotland[iv]. When comparing Falkirk's figures with those for Scotland, similar trends are found. Young drivers aged 16-25 accounted for 23% of average car driver casualties in the period 2019-2023[iii].

2.5.3 Two-Wheeled Motor Vehicle

32% of all two-wheeled motor vehicle casualties are aged under 25 years old. This may be reflective of the relative inexperience of these road users and their approach to risk. Across all ages, two wheeled motor vehicle users account for 7.23% of all casualties. This is despite two wheeled motor vehicles making up only 2.1% of all vehicles licensed in Falkirk.

2.5.3.1 Motorcycle Collisions by Road Type

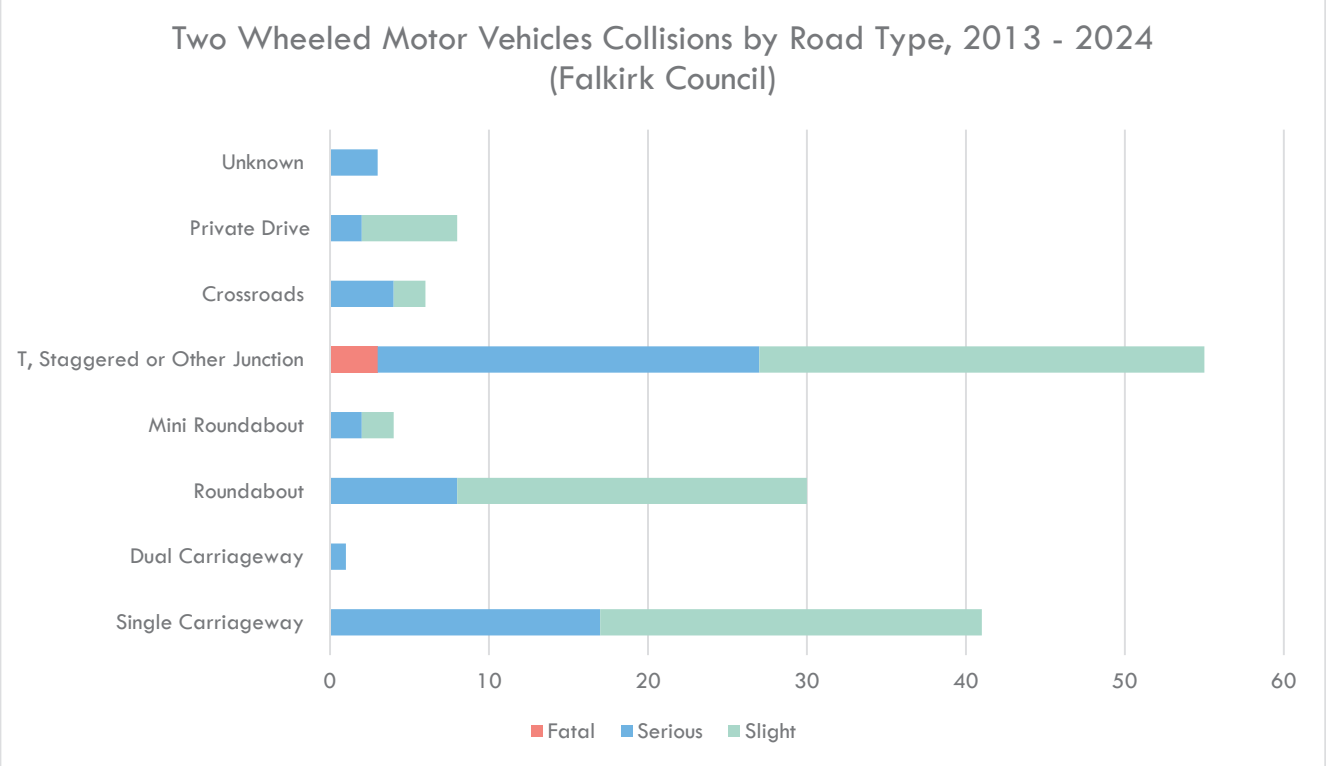


Figure 7 - Motorcycle Collisions by Road Type, 2013 – 2024 (Falkirk Council)

Motorcycle collisions occur most frequently on T, Staggered or Other Junctions, accounting for 37% of total collisions. Just under half (49%) of these collisions are Killed or Seriously Injured (KSI) in severity.

Junctions are hazards for all drivers, however they are especially hazardous to motorcycle riders. The main challenge at junctions is other road users may fail to register an approaching motorcycle rider. This may be caused by road furniture and vegetation obstructing the driver sight lines[v].

The second most frequent location in which motorcycle collisions occur are single carriageways. Single carriageways are found in both urban and rural settings within Falkirk, with varying speed limits in place. Further investigation of the single carriageway collisions was undertaken to understand the collisions occuring on this road type.

2.5.3.2 Single carriageway collisions by speed limit

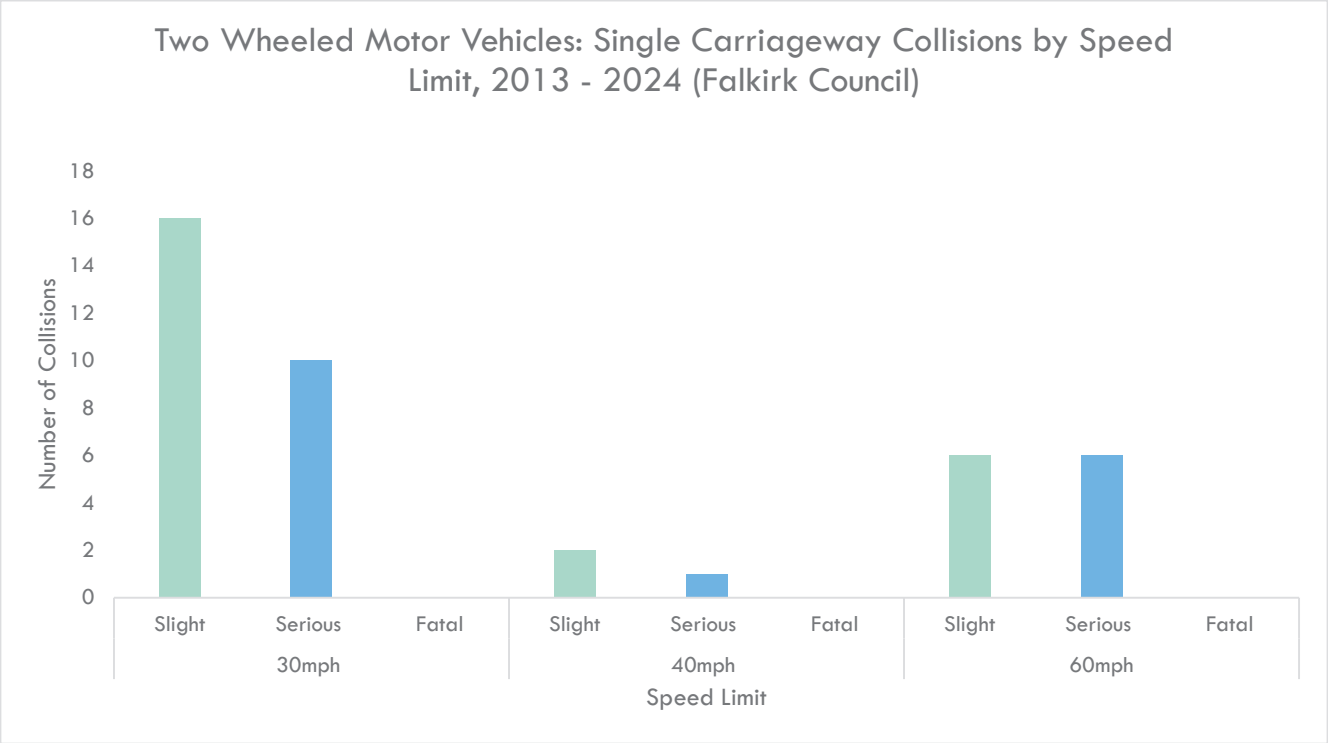


Figure 8 - Single carriageway collisions by speed limit, 2013 – 2024 (Falkirk Council)

Figure 9 shows the number of occurrences of collisions on single carriageway roads by the speed limit of the road. The majority of single carriageway collisions occurred on 30mph speed limit roads, with 26 total recorded collisions. This accounts for 63.4% of all motorcycle collisions occurring on single carriageways in Falkirk. Of these collisions, 61.5% are of a slight severity and 38.5% are of a serious severity. This suggests that most motorcycle collisions which occur on single carriageways often happen in built up, urban areas.

Only 3 collisions were recorded for motorcycles travelling on single carriageways within 40mph speed limits, and 12 collisions recorded on 60mph roads. For the 60mph road collisions, 50% had a slight severity and 50% had a serious severity. Serious severity collisions have a higher proportion among 60mph single carriageway collisions than for 30mph. This suggests that the speed limit of the single carriageway is a factor towards the severity of motorcycle collisions.

2.5.3.3 Number of vehicles per collision

To assist in determining the potential behaviours of motorcycle riders in Falkirk, the number of vehicles per collision was calculated, as shown in Figure 10. Over half of recorded motorcycle collisions involved two vehicles, representing 64% of all collisions. Of this 64%, the majority of collisions occurred in urban environments (78%). In this case, urban environments have been classed as roads with a speed limit of 40mph or less.

29% of motorcycle collisions involved a single vehicle, 6% of collisions involved three vehicles and 1% involved four and above vehicles. For these collisions, the difference between the recorded number of urban and rural collisions is less significant compared with two vehicle collisions.

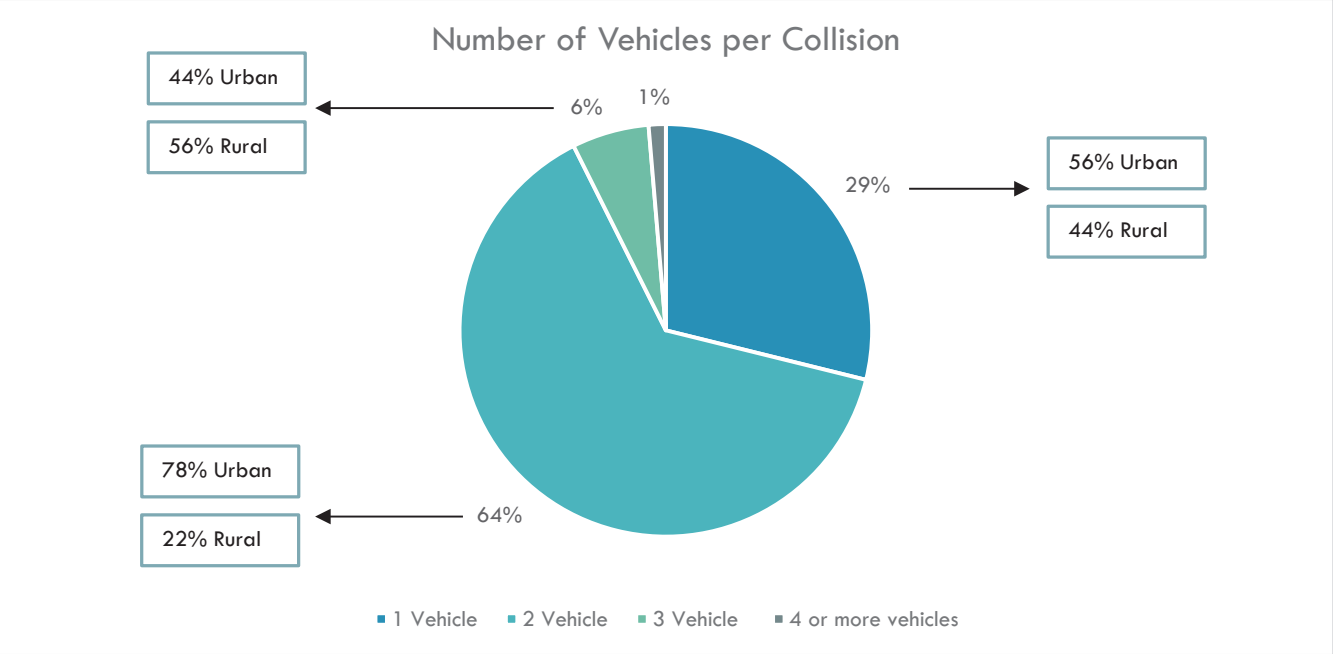


Figure 9 - Number of Vehicles per Collision, 2013 – 2024 (Falkirk Council)

2.5.3.4 Road Safety Factors for single vehicle motorcycle collisions

Road safety factors were analysed for single vehicle collisions involving motorcycles (See section 3). Factors which fall into section 'R' were recorded most frequently, accounting for 38% of all factors. 'R' factors are labelled as poor or defective road surface, deposits on the road and slippery road surface due to weather.

Further to this, of all the single vehicle collisions, 51% occurred under adverse road conditions (Wet/Ice) and 28% occurred in adverse weather conditions (Rain/Wind). This suggests that weather and road conditions may be a factor in the cause of single vehicle collisions.

The second most common road safety factors were those within section 'S' (36%). 'S' factors include exceeding speed limit, driving too fast or too slow for conditions and the driver being aggressive, dangerous and reckless. This suggests that driver behaviour may be an additional factor towards single vehicle motorcycle collisions in Falkirk.

2.5.4 Cycle Casualties

2.5.4.1 Time of the Day & Cyclist Age

Figure 11 displays data that has been compiled to show cycle casualties by the time of day. Five peaks are seen for both total and slight casualties. These peaks occur between 0700 - 0759, 0900 - 0959, 1200 – 1259, 1600-1659 and 1800-1859. This suggests that the casualties may be commuter related. There are no significant trends for serious or fatal cyclist casualties by time of day. Notably cyclists between 36 and 55 account for almost 50% of all cyclist casualties. This is likely associated with commuting cyclist conflicting with busy commuter traffic flows.

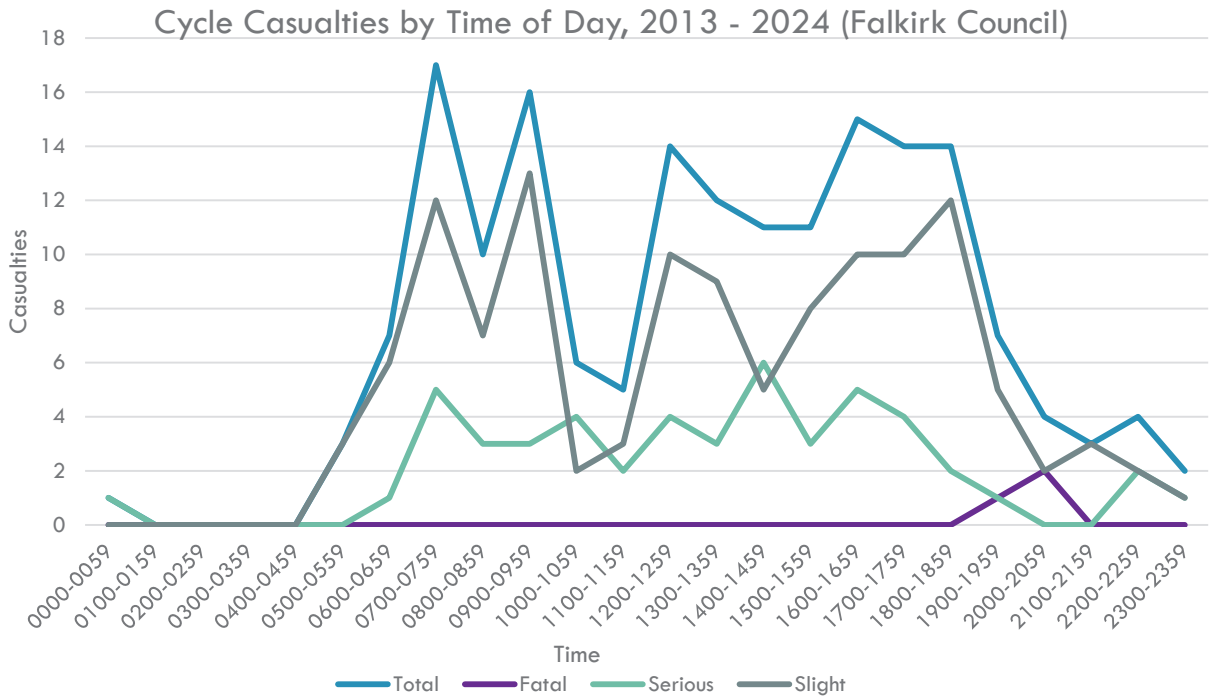


Figure 10 - Cycle Casualties by Time of Day, 2013 – 2024 (Falkirk Council)

***2.5.4.2** Day of the Week*

Slight casualties occur most frequently on Thursdays, accounting for 24 casualties throughout the research period. Total cycle casualties peak on Fridays. The distribution of all severities of cyclist casualties does not show a significant difference when comparing those that occur on weekends with those that occur on weekdays.

2.5.5 Pedestrian Casualties

2.5.5.1 Time of the Day

Figure 12 displays data that has been compiled to show pedestrian casualties by the time of day. As shown, the first peak in the graph is for total and slight pedestrian casualties between 0800-0859, the time in which most people would be commuting to school or work.

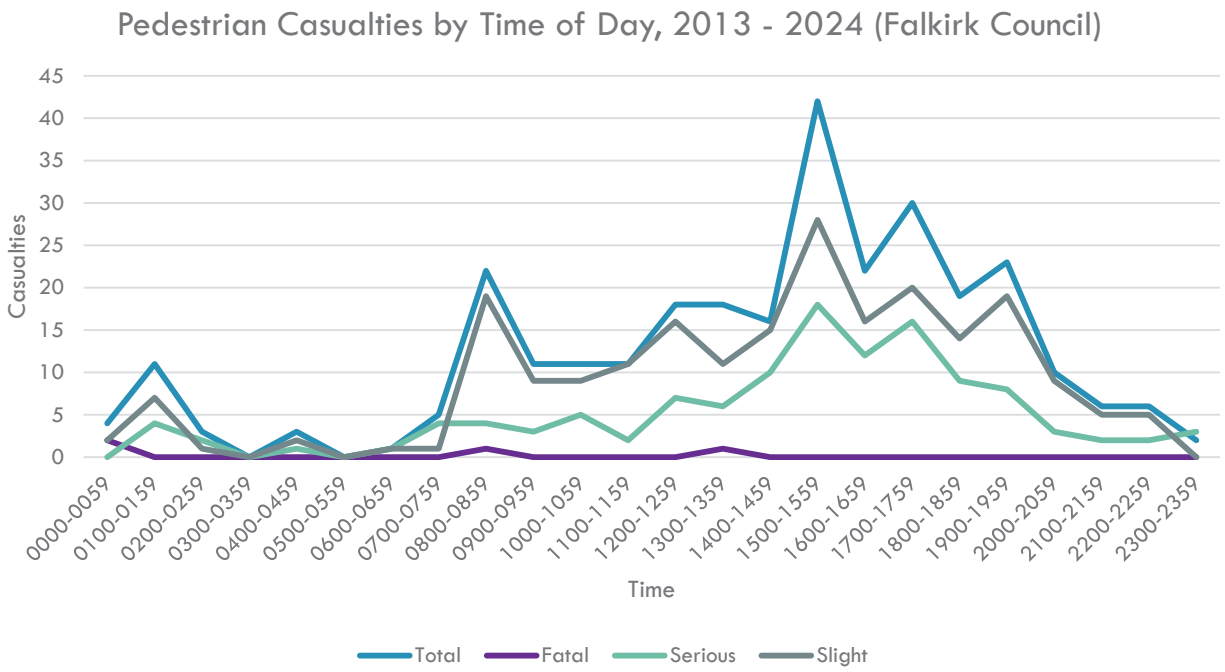


Figure 11 - Pedestrian Casualties by Time of Day, 2013 – 2024 (Falkirk Council)

The greatest proportion of total, fatal and slight pedestrian casualties occur at 1500 - 1559. This is when younger people are likely to be commuting home from school. Casualties then gradually decrease from this peak for the remainder of the day, likely to reflect people socialising in the evenings after work and school.

Pedestrians aged 11-16 and over 65 make up a significant proportion of recorded pedestrian casualties.

2.5.5.2 Day of the Week

The most pedestrian casualties occur on a Friday. Total casualty numbers for pedestrians tend to be higher for weekdays than the weekends, with Tuesday being an exception to this trend.

2.6 Collision Mapping

2.6.1 Geographical Distribution

Collisions have affected various communities within the Falkirk Council area in the past ten years. The maps presented on the following pages displays the geographical distribution of collisions within the 3-year-period 2020-2022 and the 5 -year period 2018 – 2022. This includes for data that spans the Covid-19 pandemic.

As shown, collision frequency is most concentrated in urban areas of Falkirk council area. The spread of collisions becomes wider as you travel away from the urban centres and into the rural areas of the authority.

The collision maps also show that there is a higher collision frequency on Major A and B roads in comparison to unclassified roads. This is likely reflective of the traffic volumes travelling on each of the type of road. For example, the annual average daily flow for a major A road in Falkirk's city centre was recorded as 9411 motor vehicles in 2019. In comparison, a minor C classification rural road recorded an annual average daily flow of 302 vehicles in the same year[vi].

Figure 12 – 3 Year Collision Locations and Severity, 2020 – 2022 (Falkirk Council)

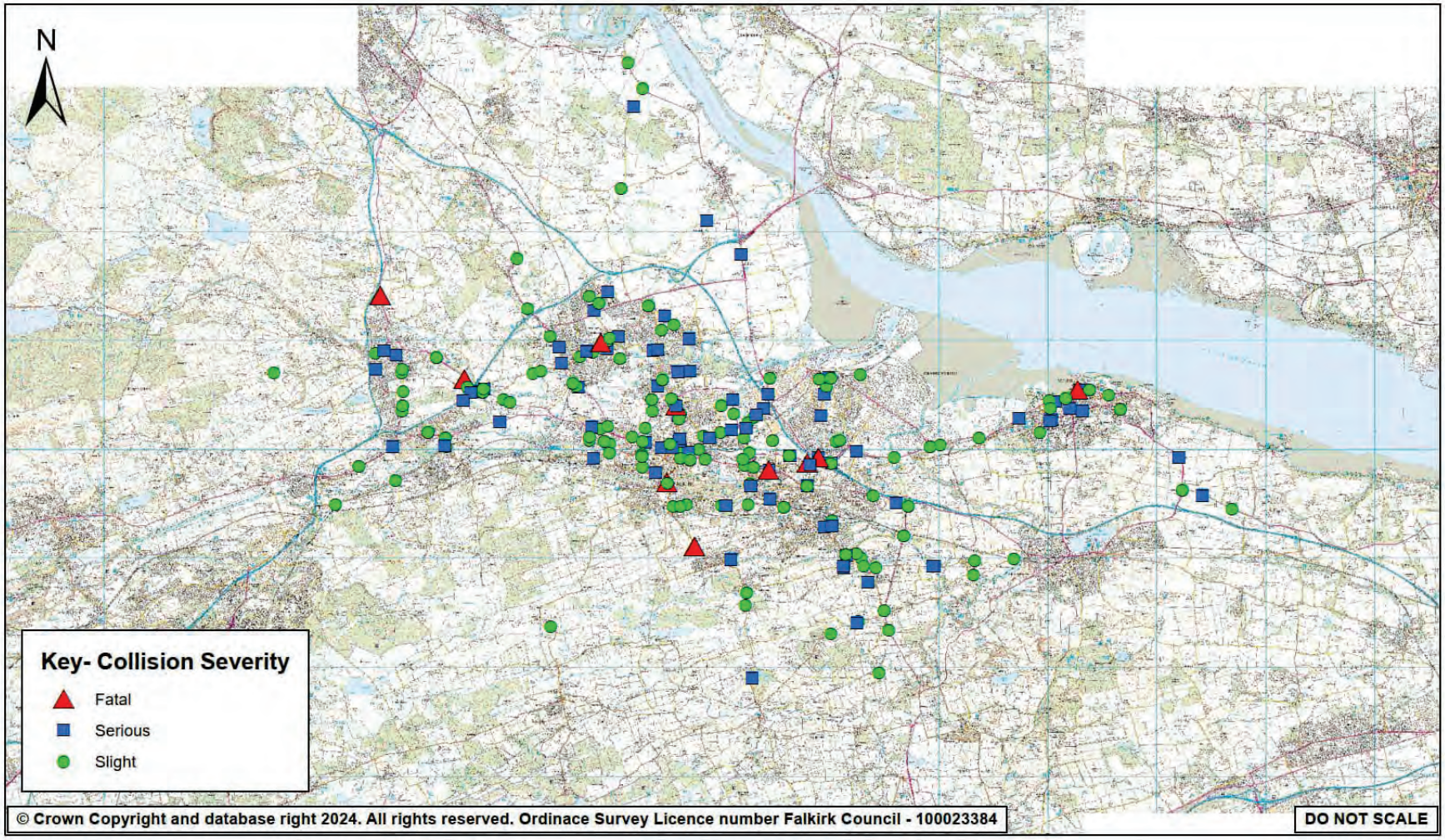
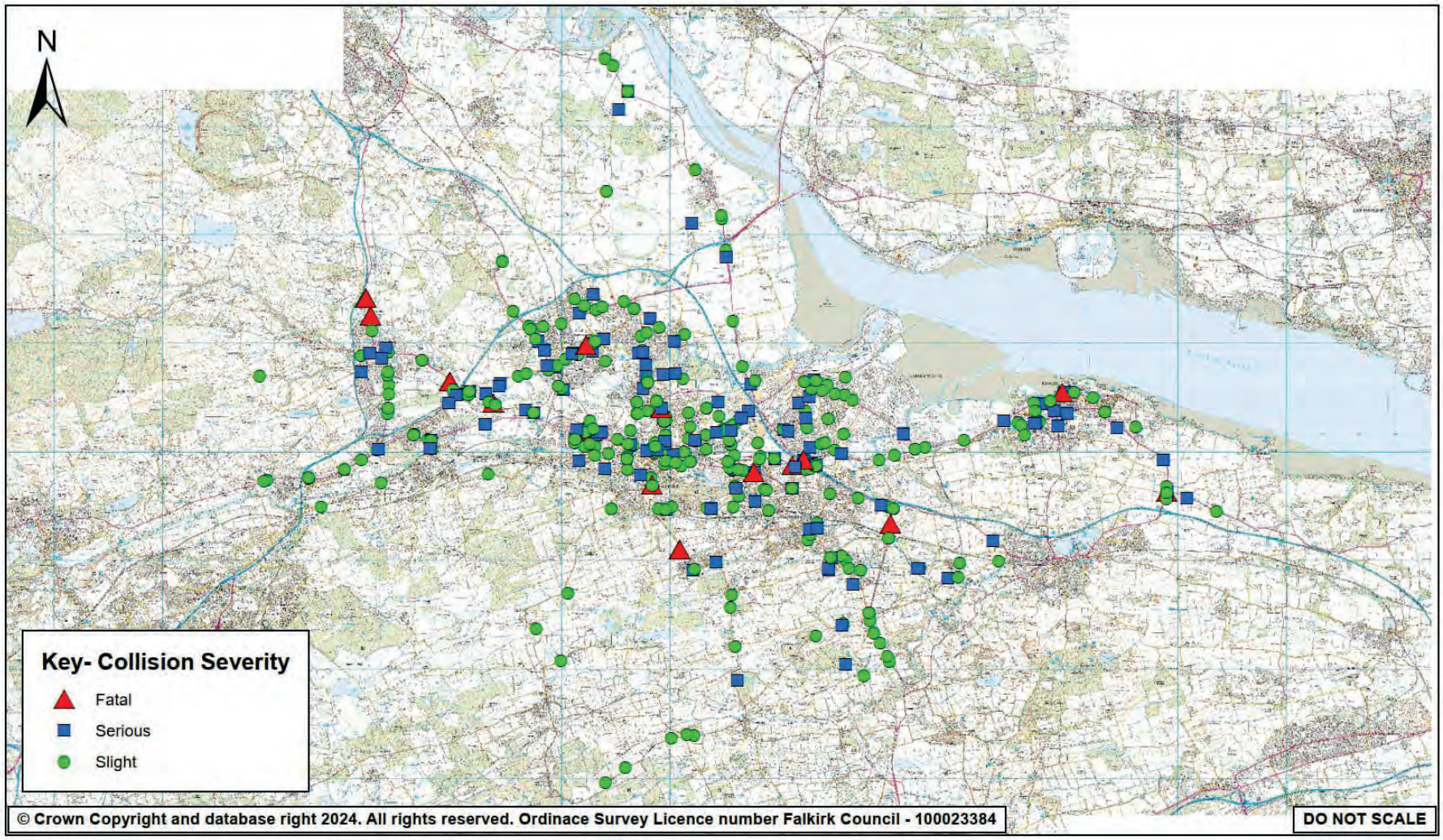


Figure 13 - 5 Year Collision Locations, 2018-2022 (Falkirk Council)



2.6.2 Cluster Analysis

A cluster analysis of road collisions was undertaken, as displayed on the following maps.

2.6.2.1 25m Cluster Analysis, 2018 - 2022

The green circles identify areas where there where more than three or four collisions within a 25m radius, during the period of 2018-2022. This analysis looked solely at the number of collisions within an area and did not consider other factors. It is a reflective snapshot of collision clusters within the five-year period in Falkirk.

2.6.2.2 Weighted Cluster Analysis, 2018 – 2022

The Purple 'Study Locations' on the maps were determined through a weighted analysis. Both the number of collisions and collision severities at each cluster location were weighted to calculate a list of 'one to watch' areas.

Falkirk Council are committed to annually reviewing these areas and updating their statistics with the latest available collision data and speed survey information. Through continual monitoring, it can be identified which of these areas continue to have a falling collision rate and which areas may be suitable for road safety interventions as discussed further in Section 7: Future Plans.

Figure 14 - 25m Cluster Analysis, 2023-2024 (Falkirk Council)

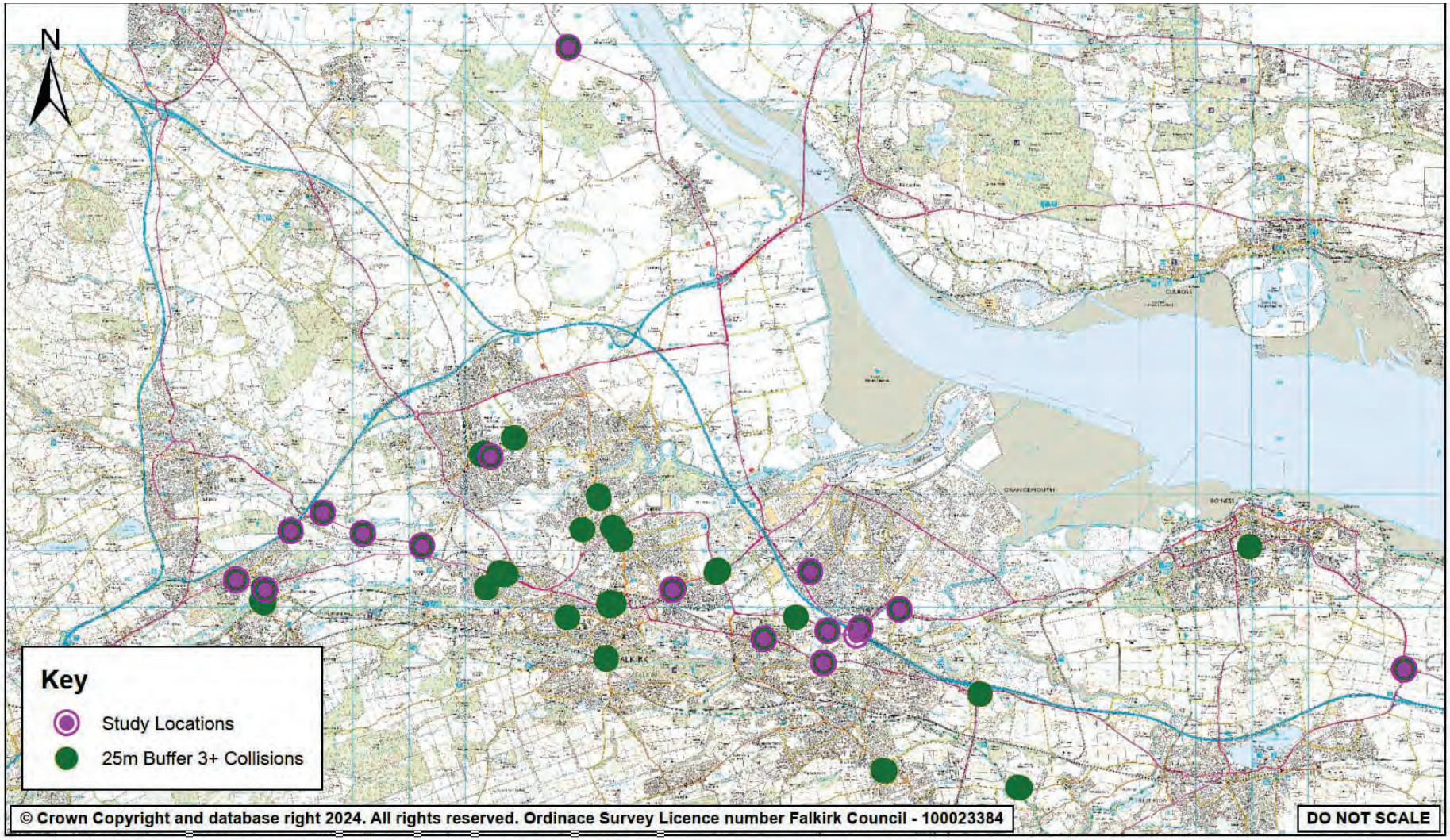
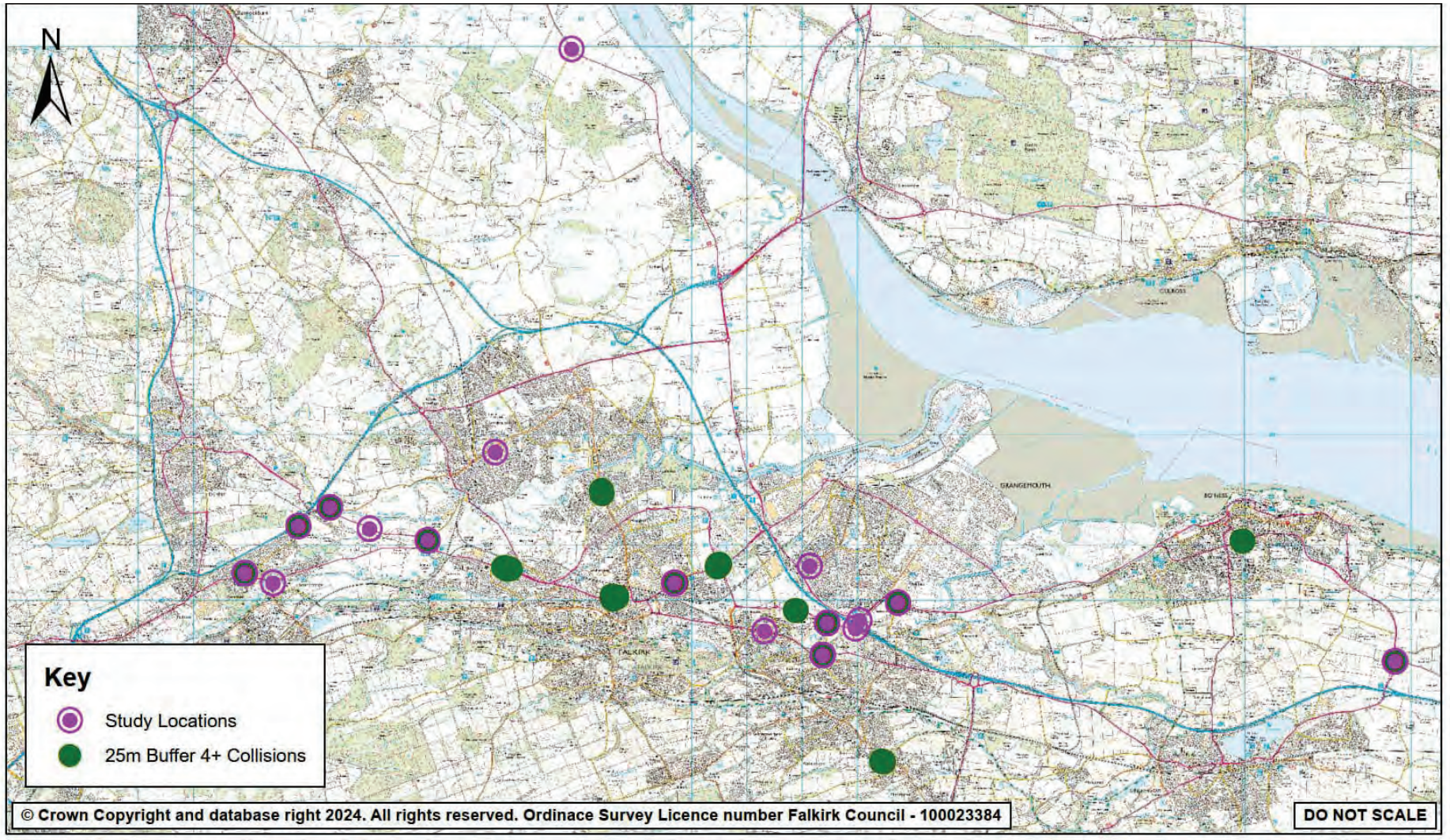


Figure 15 - Weighted Cluster Analysis, 2023-2024 (Falkirk Council)



2.6.3 Route Analysis

There are 47 settlements of towns and villages in the Falkirk Council area. It is important to consider how people are travelling between these settlements and the safety of the routes they take. The following map displays four routes which were identified as having a trend of recorded collisions between 2018 – 2022.

There was no traffic count data available for the B825 between Avonbridge and Limerigg (Route 2). It has therefore been omitted from further analysis. The remaining three routes identified are all Major 'A' roads which provide transport links within the Falkirk Council boundary or between Falkirk and the surrounding local authority areas. These routes have high annual average daily traffic counts. The collision rate (collisions per 100million vehicle kilometres) was determined for each site. Table 3 below compares this collision rate to the average collision rates for both Forth Valley and Scotland.

Route	Route Description	Collision Rate (collisions per 100million vehicle kilometres) *	Collision Rate Local Authority Roads Forth Valley	Percentage Increase from Forth Valley Average[vii]	Collision Rate Local Authority Roads Scotland	Collision Rate increase from Scotland Average[viii]
Route 1 (Red)	Route between B825 and A706 (A801)	13.53	11.5	17.69%	16.1	-15.93%
Route 3 (Blue)	Route between Wholeflats Roundabout and Bo'ness (A904/A905)	10.91	11.5	-5.13%	16.1	-32.24%
Route 4 (Purple)	Route between Denny and Banknock (A872/A803)	13.99	11.5	21.66%	16.1	-13.10%

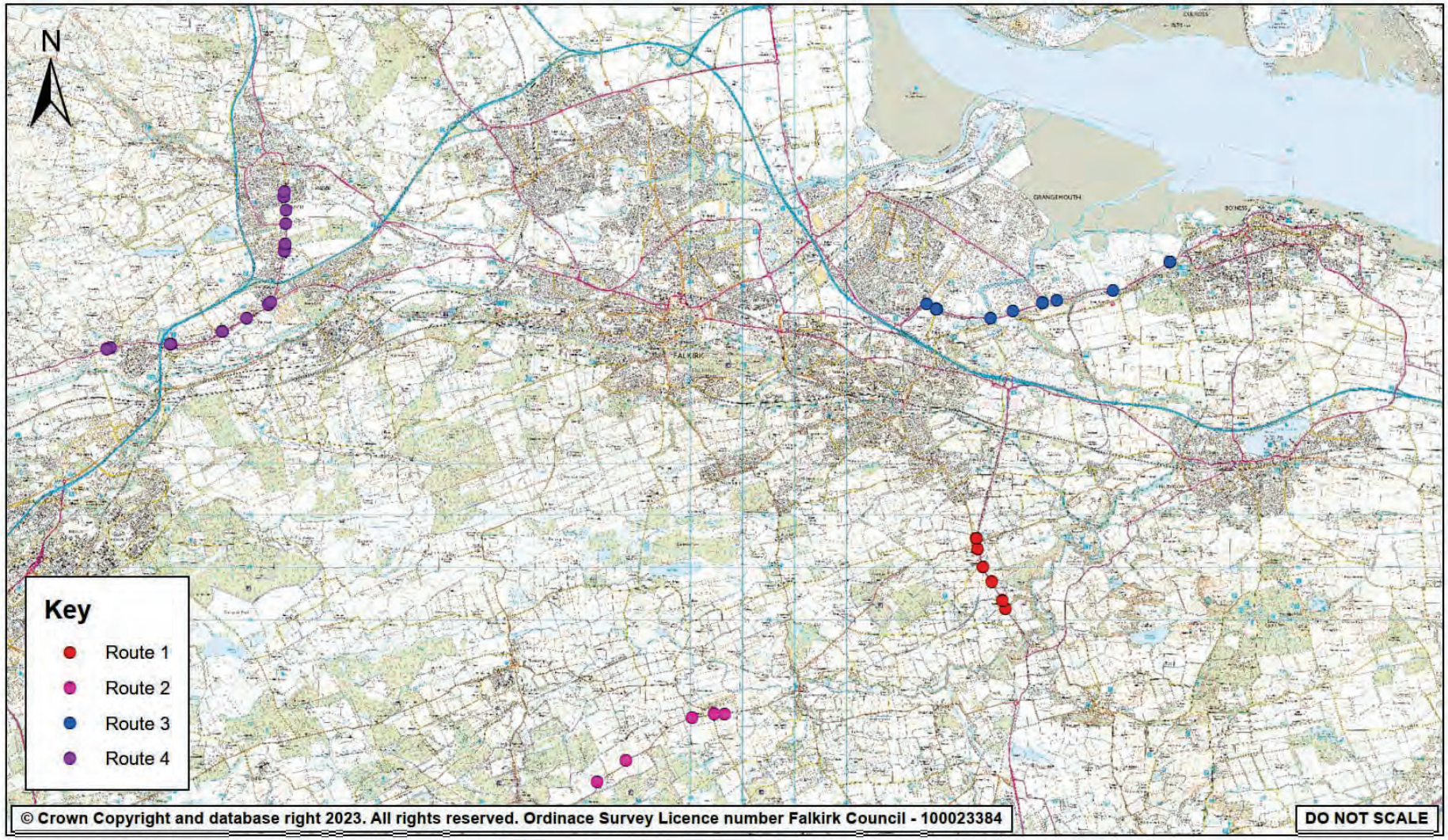
Table 3 - Route Study Collision Rates

As shown, the Forth Valley region has a lower collision rate for local authority roads in comparison to the average collision rate for all regions across Scotland. When comparing the three identified routes to the collision rate for Forth Valley, Route 1 and Route 4 are slightly higher than the average. All three routes have a lower collision rate in comparison with the Scotland average.

In line with the collision statistics across Falkirk, it is likely that these rates will continue to fall. These routes can be monitored moving forward to assess if any intervention is required.

* AADT counts used to calculate the collision rate including the years 2018-2019 only. Counts for 2020-2022 were omitted from the average due to changes in traffic flow as a result of COVID-19 lockdowns

Figure 16 – Route Study Locations, 2018-2022 (Falkirk Council)



3 Road Safety Factors

The recording of road collisions using STATS19 forms was introduced for all police forces across Great Britain in 2005. Contributory factors are recorded on these forms and are based on observations taken by the attending police officer on site. They aim to provide insight into why and how road collisions have occurred. Factors can include the speed of the vehicle, the weather conditions, and the experience level of the driver. Factors are grouped together into categories.

In November 2023, a new format of STATS19 data collection was introduced which does not include the recording of contributory factors. Instead, Police Scotland record a new set of 'Road Safety Factors'. The transition to the use of the new Road Safety Factors is ongoing across the Police authorities in Scotland.

To allow for comparison of all factors recorded in the research period, contributory factors have been mapped to their corresponding Road Safety Factors. The conversion was completed as per Department for Transports publications[ix].

Rank	RSF No.	Description	Total
1	B4	Ineffective observation by either the driver, rider or pedestrian.	834
2	S4	Driver/rider being aggressive, dangerous or reckless.	273
3	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving).	235
4	R2	Road surface was slippery due to weather.	165
5	B3	Driver/rider overshot junction or poor turn/manoeuvre.	146
6	S1	Driver/rider exceeding speed limit.	52

Table 4 - Road Safety Factors, Falkirk Council (2013-2024)

The top six Road Safety Factors recorded in Falkirk are shown in Table 4. Of these factors, five are categorised by an action undertaken by the driver/rider. Driver error remains a major source of road traffic collisions not only within Falkirk, but across Scotland. This highlights the importance of road safety interventions adopting the Safe Systems approach to road safety which aims to mitigate the impacts of human error.

4 Reporting of Road Safety Factors

4.1 Reporting in Falkirk

During the period 2013 to 2018 there were 1,171 recorded injury collisions and the road safety factors were not completed on two occasions. For the period 2019 to 2022 there were 345 recorded injury collisions, and the road safety factors were not recorded 69 times. This represented 8% of all collisions in 2019, 29% in 2020, 22% in 2021, and 21% in 2022.

Between 2023-2024 there were 176 recorded collisions, and a road safety factor was not recorded 54 times. Recorded factors may be lower during this period as the transition from contributory factors to road safety factors was introduced in November 2023.

The green lines on Figure 18 display the difference between the total recorded collisions and the total recorded collisions with a road safety factor for Falkirk between 2013 – 2024. The grey line displays the ratio between these two values for each year in the period.

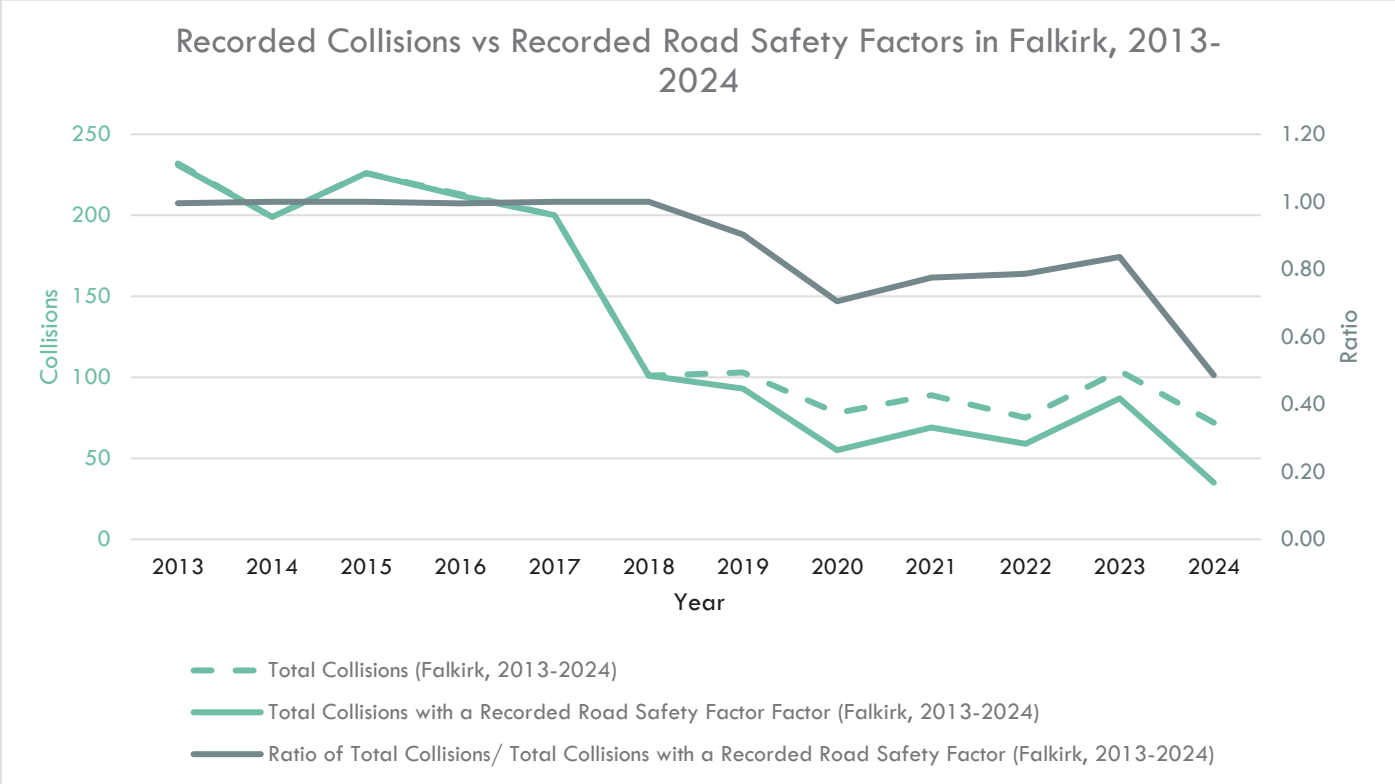


Figure 17 - Recorded Road Safety Factors, 2013 – 2024 (Falkirk Council)

5 Outputs of Collision Analysis

5.1 Challenges and Problems

- Young car drivers are disproportionately represented in Falkirk's car driver casualties. (Reference: Figure 7)
- Young two wheeled motor vehicle users are disproportionately represented in Falkirk's two wheeled motor user vehicle casualties. (Reference: Section 2.5.3)
- Two wheeled motor vehicles collisions occur most frequently on single carriageways with a speed limit of 30mph. (Reference: Figure 9)
- Adults aged between 36- and 55-years old account for the greatest amount of total cycle casualties across all severities. (Reference: Section 2.5.4.1)
- Pedestrian casualties are the highest in both slight and serious casualties within the 11–16-year-old age group. (Reference: Section 2.5.5.1)
- Serious pedestrian casualties are highest in the 65+ year old age group. (Reference: Section 2.5.5.1)
- Road Safety Factors of collisions which are recorded most frequently in Falkirk are those associated with Driver/Rider error. (Reference: Section 3)
- Non-recording of road safety factors of collisions has seen an increase in Falkirk since 2019. (Reference: Figure 18)

6 Current and Emerging Challenges

Scotland's Road Safety Framework to 2030 identifies a series of challenges which have been identified to make an impact now and, in the future, on road safety and the new framework. They are encapsulated in twelve themes which align with both the Safe System and the Scottish Government's policies, plans and strategies.

The twelve themes have relevance to the outcomes of Falkirk's Road Safety Plan. The associations between the themes and our strategy are detailed in Table below:

Challenge	Relevance to Falkirk Road Safety Plan
Climate Emergency	The Transport sector is the second largest emitter of emissions in the Falkirk Council Area[x]. Considerations to the environmental effect of potential road safety initiatives both now and in the changing landscape of the future are key to the Road Safety Plan strategy.
Active and Sustainable Travel	Falkirk District has an aging population. This is reflected in the high frequency of serious collisions for pedestrians 65+. It is therefore important that the Road Safety Plan promotes measures which can improve the behaviours of road users and provide a safer environment for vulnerable groups.
Health	The focus on vulnerable users such as young people, motorcyclists and pedestrians aims to reduce road casualties within Falkirk. This is an important contributor to public health, preventing premature death and injury.
Safe System	The Safe System approach has been utilised to compile the strategies outlined in this Plan.
Speed Management	'Driver/rider travelling too fast for conditions (including loss of control or swerving)' and 'Driver/rider exceeding speed limit' were the 3rd and 6th most

	recorded road safety factors for collisions in Falkirk between 2013 – 2024. The severity of injury for collisions increases exponentially with the speed of the vehicle. Out of the total recorded collisions with speed related factors, 39% resulted in a Serious or Fatal injury. This highlights the importance of a strategy which promotes speed reduction measures, to support Falkirk Council's Road Safety Vision.
Road Safety Delivery	Falkirk Council are committed to the delivery of a Road Safety strategy which is evidence based and utilises resources to their greatest ability.
Driving/Riding for Work	Consultation with relevant stakeholders emphasised the importance of occupational driving management as a key driver for road safety.
Emerging Technologies	Falkirk Council has recognised both the positive and negative effects of emerging technologies in their *Active Travel* and *Local Transport* Strategies. Initiatives in this Plan aim to support the goals and ambitions set out in these strategies.
Enforcement / Deterrence	Falkirk will continue to consult with Police Scotland and Safety Camera Scotland to facilitate the enforcement of existing speed limits.
Road Infrastructures and Maintenance	Falkirk Council are considering the utilisation of a series of road safety mapping and evaluation tools such as Route analysis and Cluster analysis. These tools would be used in addition to their current commitment to the Road Safety Prioritisation tool.
Post – Crash Response	Falkirk Council will continue to consult with emergency services and strive to address any areas of concern which are raised in relation to post-crash response.
Road Users	As identified previously in this report, the identification and targeting of High-Risk Road users from collision analysis is a key driving point for Falkirk's Road Safety Plan.

7 Future Plan

7.1 Scheme Prioritisation

Falkirk Council is committed to an evidence-based approach to road safety. To help ensure that road safety resources are being allocated to the appropriate areas, a new system of prioritising schemes is being implemented. This system uses a range of data including collision statistics, casualty statistics, annual average daily traffic, and speed surveys. The data is processed through a weighted calculation and used to identify sites to be monitored.

7.2 Road Safety Initiatives

7.2.1 Targeted Initiatives

The following initiatives are those which have been targeted at reducing the collision trends identified from the collision analysis.

Road User	Initiatives
Young Car Drivers (17-25 years old)	▪ Work with Safety Camera Scotland to enable Police enforcement of existing speed limits. ▪ Increase awareness amongst Falkirk's education staff to the free online classroom resources available from Road Safety Scotland.
Young Two Wheeled Motor Users (17-25 years old)	▪ Use of BikeGuard (or similar products) on rural carriageway vehicle restraint systems to prevent motorcycle riders from sliding under barrier and impacting upon posts. Installation should be targeted in bends and identified on a conditional basis as required. ▪ Undertake a review of junctions that have a history of motorcycle collisions. Ensure appropriate visibility, signage and markings are in place. ▪ Regular inspection, maintenance, and repair of urban single carriageways to ensure any carriageway defects likely to affect motorcycle stability are identified and repaired in a timely manner. ▪ Increase awareness amongst Falkirk's education staff to the free classroom resources available from Road Safety Scotland.

	▪ Review proposed 20mph speed limit implementation on route where motorcycle collisions have occurred.
Cyclists (36 to 55)	Support the commitments outlined in the Active Travel Strategy by: ▪ Prioritising investment in street lighting, the footway network, and cycle routes to provide safe, sustainable travel options. ▪ Improving the pedestrian and cycle environment in the busiest used areas to enhance safety for walking, wheeling, and cycling. ▪ Use heat travel maps to identify areas and routes which have a high cyclist usage. ▪ Continue to develop Active Travel infrastructure, in particular where cyclist collisions have occurred.
Pedestrians (11 to 16 years old)	▪ Consider the use of VSL (Variable Speed Limits) in urban areas based upon vehicle and Non-Motorised User frequency. ▪ Continue the promotion of safe road use through road safety initiatives ▪ Continue to review road safety facilities outside of schools. ▪ Increase awareness amongst Falkirk's education staff to the free classroom resources available from Road Safety Scotland.
Pedestrians (65+)	▪ Develop a communications strategy for speaking to older people about road safety. ▪ Support the Active Travel Strategy by investing in the strategic active travel network. ▪ Promote programmes that provide access to adapted cycles, e-bikes and mobility scooters. ▪ Provide more rest opportunities on walking routes.

7.2.2 General Initiatives

The following table presents general initiatives to improve road safety overall within the Falkirk Council Area. The implementation of these objectives will be monitored to gain evidence on their effectiveness and to help support the outcomes of the Targeted Initiatives.

Initiative	Description
Road Safety Interventions	Falkirk Council will continue to identify locations which are suitable for road safety intervention. These interventions may include: ▪ Traffic Calming Measures, supported by Falkirk Council's Traffic Calming Policy. ▪ Provision of 20mph Speed Limits and Zones. ▪ Review and Implement Gateway Treatments. ▪ Installation of Vehicle Activated Signs (VAS). ▪ Installation of new street infrastructure such as pedestrian crossings, traffic islands, and bollards. ▪ Signing and Lining measures. ▪ Traffic signal installations and junction redesigns. ▪ Undertaking video surveys of junctions to inform analysis, at areas of reported road safety concerns when collision data is limited.
Engagement with Road Safety	▪ Continue to engage with 'Local Partnership Forums' being promoted by Transport Scotland under the Road Safety Framework. ▪ Continue to engage with local communities, councillors, Police Scotland and wider stakeholders to inform road safety practices.
Future Planning	▪ Continue to monitor our road network, identifying any future risk, patterns or trends. ▪ Develop a strategy to monitor and evaluate the success of implemented Road Safety Initiatives. ▪ Continuously strive to Identify future road safety improvements which will benefit our communities and mitigate against future road collisions.

8 References

[i] Transport Scotland, Scotland's Road Safety Framework to 2030. Published 2021.
[ii] Transport Scotland, COVID-19: Scotland's transport and travel trends
[iii] Transport Scotland, Reported Road Casualties Scotland 2023. Published December 2024. Link: https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2023/
[iv] Police Scotland. New/young drivers. Published 2021. Link: https://www.scotland.police.uk/advice-and-information/road-safety/new-young-drivers/#:~:text=17%2D25%20year%2Dolds%20make,Single%20vehicle%20collisions.
[v] Highways England, Guide to Designing for Motorcyclists. Published April 2021. Link:
[vi] Department for Transport. Road traffic statistics. Published 2022. Link: https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints
[vii] Transport Scotland. Reported Road Casualties Scotland 2022. Published November 2023. Link: https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2022/
[viii] Transport Scotland. Reported Road Casualties Scotland 2022. Published November 2023. Link: https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2022/
[ix] Department for Transport, Mapping contributory factors to road safety factors. Published: May 2024. Link: https://www.gov.uk/government/statistics/road-safety-factors-initial-analysis
[x] Falkirk Council, 2023-2030 Climate Change Strategy and Action Plan. Published 2023.

Appendix B

School Characteristics

Notes:

School Roll			
Primary School	Number of pupils /	100	*For example 100 pupils: 1* *For example 500 pupils: 5*
High School	Number of pupils /	500	*For example 800 pupils: 1.6* *For example 2000 pupils: 4*
SIMD			
	(10 - Average IMD)/	2	*For example 30% most deprived (SIMD 3): 4* *For example 20% least deprived (SIMD 9): 1*
Pupils within 20 min walk			
	%*	10	*For example 60% = 6* *For example 40% = 4*

*Average of highest and lowest decile within school catchment areas (focused on reidential areas)

*Postcode area included in analysis if at least 50% lies within 20 min walking isochrone at school level

Existing Engagement

Walk to School		
	Yes	1
	No	0
Bikeability		
	Yes	1
	No	0
Park & Stride		
	Yes	1
	No	0
Other AT Initiative(s)		
	Yes (one or more)	1
	No	0

Current Network

Type of Road			*Type of road with highest risk within 150m of school selected
	A road	2	
	B road	2	
	Local	1	
	Minor	0	
Road Layout			*Road layout with highest risk within 150m of school selected
	Through road	2	
	Cul-de-sac	1	
Collisions			* Collisions within 150m of school
	(5*fatal+3*serious+1*slight)/factor		
	Number of fatal collisions *	5	
	Number of serious collisions *	3	
	Number of slight collisions *	1	
Yes	divided by	1	*For example 1 fatal, 2 serious and 2 slight collisions with NMU involved: 13*
No	divided by	2	*For example 1 fatal, 2 serious and 2 slight collisions without NMU involved: 6.5*
Yes - school aged	multiplied by	2	*For example 1 fatal, 2 serious and 2 slight collisions with NMU School aged involved: 26*

Current Infrastructure		
20mph limit	Yes	0
	No	1
Traffic Calming	Yes	0
	No	1
Child warning sign	Yes	0
	No	1
Zig Zag markings	Yes	0
	No	1
Crossing Patrol	Yes	0
	No	1
Crossing Provision	Controlled	0
	Uncontrolled	1
	No Crossing Provision	2

Current Issues

Issue Reported	7	7
(Lining, Signing, Lighting,	6	6
Speeding, Parking, Visibility &	5	5
Other)	4	4
	3	3
	2	2
	1	1
	0	0

Appendix C

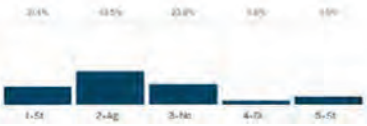
2024 / 2025 Road Safety Priority Sheet

Expand / Collapse All Data

			Collision Rate	Casualty Rate	Collision / Casualty Ranking	Speed Data	Network Officer Knowledge Scoring	Total Score
Location	Feasibility Study Complete?	What3Words - accident focal point locatio	Normalised Collision Rank	Normalised Casualty Rank	Average Normalised Collision and Casualty Ranking	Normalised Speed Ranking	Normalised Local Knowledge Score	Road Safety Priority
B905, 30 metres north of Checkbar Roundabout.	No	https://w3w.co/shrimps.flanked.homecare	1.0	1.0	1.0	0.1	0.3	1
Champany A803 at it's junction with the A904 Falkirk.	No	https://w3w.co/basically.lightens.blizzard	0.6	0.9	0.8	0.6	0.3	2
A883, Falkirk, at its junction with Lochlands Loan.	No	https://w3w.co/keep.master.livid	0.8	0.6	0.7	0.2	0.7	4
101351 Mclachlan Street, Stenhousemuir at jn 101121 James Street.	No	https://w3w.co/commit.decoder.chicken	0.6	0.6	0.6	0.3	0.3	6
A803 High Street, Bonnybridge and Bridge Street, Bonnybridge	No	https://w3w.co/wager.clarifies.prance	0.7	0.5	0.6	0.3	0.3	7
A883 Bridge Over Bonnywater	No	https://w3w.co/unsecured.blank.unlucky	0.4	0.6	0.5	0.1	0.7	8
A905 AT JUNCTION WITH MOSS ROAD*	No	https://w3w.co/fired.natively.fine	0.3	0.4	0.4	0.4	0.3	9
POLMONT ROAD (A803) AT JUNCTION WITH DUNDAS ROAD	No	https://w3w.co/rating.delay.legs	0.3	0.3	0.3	0.5	0.3	10
A803, Polmont Road, its junction with Salmon Inn Road, Falkirk (2017)	No	https://w3w.co/hiking.factories.verge	0.4	0.3	0.3	0.2	1.0	11
POLMONT ROAD (A803) AT JUNCTION WITH GRANDSABLE ROAD	No	https://w3w.co/zebra.slows.prices	0.4	0.3	0.3	0.1	1.0	12
Larbert Road at the junction and mini roudabout at Drove Loan, Bonnybridge. (30mph)	No	https://w3w.co/pheasants.huddling.zipped	0.3	0.2	0.2	0.3	0.7	13
A803 Linlithgow at Glenavon House	No	https://w3w.co/toothpick.repayment.emble	0.0	0.1	0.1	0.9	0.3	14

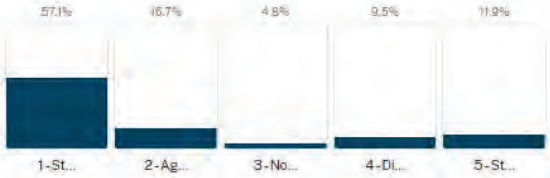
Appendix D

1. Falkirk Council, like most other local authorities have historically used purely accident cluster data to prioritise road safety schemes. Through the new road safety plan, we have enhanced this by also adding in criteria of average speeds above speed limit, traffic volume and local knowledge elements. The additional information is to allow us to be proactive and not reactive in prioritising road safety schemes. Do you agree with this approach?



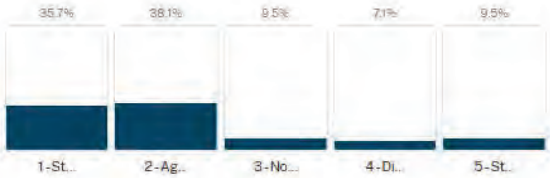
2. Engineering methods (road improvements) need to be carried out on the road network to improve road safety?

42/42 - Linear scale - required



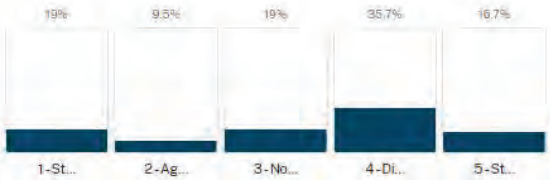
3. A significant emphasis should be put on education for all road users to improve road safety?

42/42 - Linear scale - required



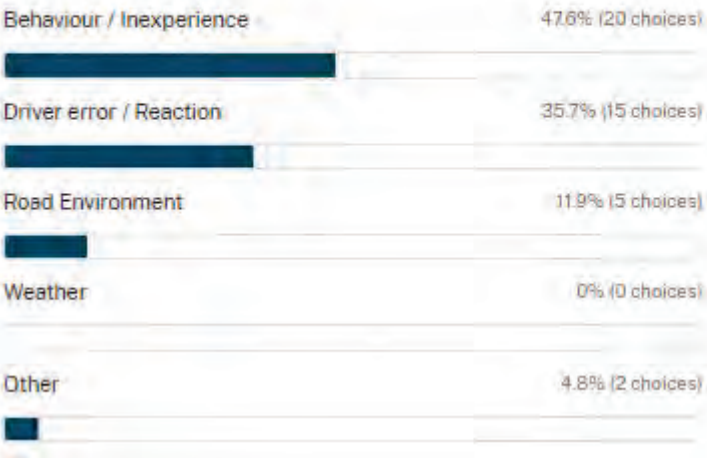
4. A modal shift from the car to walking, wheeling and cycling is required to meet Transport Scotland's target of having the best road safety in the world by 2030?

42/42 - Linear scale - required



5. What do you believe to be the main contributory factor in road collisions?

42/42 - Multiple choice - choose one - required



Other responses (2)
Terrible Road designs like Badly signed lanes at roundabouts, long open stretches of road without speed reducing measures, cycle lane in kemper avenue being built on the wrong side of road meaning cycles still use the road so the don't have to stop at every junction of the cycle lane was on the other side they would have a clear run
The low standard of road maintenance and the varying standards of road alignment between improvements and old roads

6. Are you aware of the following road safety information areas (tick all that are relevant)?

42/42 - Multiple choice - choose many - required

7. If you have any further comments regarding Road Safety, please state these below.

12/42 - Long answer - optional

All responses (12)

All schools should have specific areas for drop off and pick up, which should be controlled, during these times causes congestion and frustration to other road users, as cars are incorrectly parked along with abandoned in and around schools, blocking roads causing frustration

Focus on standards and behaviour enforced through existing legislation. This means action on poor driving being taken rather than relying on expensive,passive, road furniture and calming measures that increase environmental impact.

Free car parks to prevent random parking and congestion. Speed bumps provision in danger areas

I think more walking and cycling areas away from traffic would help and make it a law that if there is a specific paved cycle route it must be used and not cycle on the road

Many main routes which are also residential areas have too high a volume of traffic causing noise pollution, danger to pedestrians, cyclists, children and accessibility issues for resodents. Speeds of 30mph are constantly exceeded and there are a high number of vehicles with noise enhancement which is an increasing issue for families residing in these areas.

Please concentrate on school children's parents dropping off kids at school times. It is only a matter of time before a serious accident happens. Eg. Laurieston primary school is on a T junction and is chaotic twice daily. There should be yellow lines in all directions for 20 metres to stop people parking at the junction.

Road safety also need to focus pedestrians not just drivers for example fixing the problem of kids crossing the road at hallglen primary the pedestrians have a fly over they should be using so start thinking about fine pedestrians not using it. It's not just drivers that need to contribute to road safety.

Strongly agree that more than accidental figures should be considered For example olive in Dundas Cres off Polmont Rd, have had a car written off by a speeding driver while attempting to enter onto Polmont Rd Views along road are always obscured by legally parked vans and cars and it is impossible to be certain that the road is clear. Neighbours have also crashed cars trying to exit yet no figures exist with the Roads Department. It is scary and other measures to bring down the usual excessive speed on this road are badly needed.

The 'walking, wheeling and cycling' aspiration is a waste of time and money. I think it should be scrapped, and the money should be spent on road safety improvements. 'Active travel' might work in a city centre, but it will certainly not work in a hilly area like Falkirk. For example--how am I supposed to be expected to cycle or walk up the Glen Brae, carrying my shopping?

The Polmont Road junction - Salmon Inn Road cross over, is possibly the worst area of road I've driven on/witnessed. Living nearby your lucky if a few days have passed without an accident, close call, drivers shouting/physical etc. It only appears to be getting worse, and with no roundabout or traffic calming measures along with the new proposed housing development nearby someone will definitely be critically injured, it's only a matter of time.

The state of the roads in falkirk need to be looked at, layout, state of disrepair and speed measures in certain areas need to be addressed

Appendix E

Equality & Poverty Impact Assessment 01010 (Version 1)

SECTION ONE: ESSENTIAL INFORMATION

Service & Division:	Place Services Environment & Operations		
		Tel:	07763378910
Proposal:	Introduction of Falkirk Council's new Road Safety Plan 2025-2030 to align with Transport Scotland's National Road Safety Framework to 2030	**Reference No:**	

What is the Proposal?	**Budget & Other Financial Decision**	**Policy (New or Change)**	**HR Policy & Practice**	**Change to Service Delivery / Service Design**
	No	Yes	No	No

Who does the Proposal affect?	**Service Users**	**Members of the Public**	**Employees**	**Job Applicants**
	Yes	Yes	No	No
Other, please specify:				

Identify the main aims and projected outcome of this proposal (please add date of each update):	
13/03/2025	The proposal is to update Falkirk Council's Road Safety Plan, current edition dates 2014, to align with Transport Scotland's Road Safety Framework to 2030.
13/03/2025	The proposal is to update Falkirk Council's prioritisation for Road Safety Schemes.

SECTION TWO: FINANCIAL INFORMATION

For budget changes ONLY please include information below:			Benchmark, e.g. Scottish Average
Current spend on this service (£'0000s)	Total:		
Reduction to this service budget (£'0000s)	Per Annum:		
Increase to this service budget (£'000s)	Per Annum:		
If this is a change to a charge or concession please complete.	Current Annual Income Total:		
	Expected Annual Income Total:		
If this is a budget decision, when will the saving be achieved?	Start Date:		
	End Date (if any):		

SECTION THREE: EVIDENCE	Please include any evidence or relevant information that has influenced the decisions contained in this EPIA. (This could include demographic profiles; audits; research; health needs assessments; national guidance or legislative requirements and how this relates to the protected characteristic groups.)

A - Quantitative Evidence	This is evidence which is numerical and should include the number people who use the service and the number of people from the protected characteristic groups who might be affected by changes to the service.

From Falkirk Council's draft new Road Safety Plan 2025-2030, the statistics show that between 2013-2024 there were 1692 reported personal injury collisions, resulting in 2173 casualties within the Council boundary. The statistics that we receive from Police Scotland do not make reference to protected characteristic groups.

Population statistics from statistics.gov.scot show that Falkirk Council's population was 158,450 in 2022, Road Safety will be relevant to all within the area.

The Road Safety Plan has determined groups which have a high-risk for collision. Road Safety Initiatives can be targeted towards these high-risk groups, implementing solutions to known issues. 48.86% of all cycle casualties involve riders between the age of 35 & 55 years of age. Highest slight & serious pedestrian casualties are within the 11-16 year old age group. The 65+ age group has a greater number of serious severity casualties than slight.

The 17-25 year old age group has the highest rate of car driver collision by age group. Casualties involving young drivers account for 24% of all recorded car driver casualties in Falkirk, however only 10% of all licence holders are in this age group.

B - Qualitative Evidence	This is data which describes the effect or impact of a change on a group of people, e.g. some information provided as part of performance reporting.

Social - case studies; personal / group feedback / other

Transport Scotland's Road Safety Framework to 2030 contains a vision for Scotland to have the best road safety performance in the world by 2030.

This road safety plan for Falkirk Council was benchmarked against all other current road safety plans in Scotland, exploring the data provided and the detail given.

Falkirk Council has an aging population. this is reflected in the high frequency of serious collisions for pedestrians 65+. It is therefore important that the Road Safety Plan promotes measures which can improve the behaviours of road users and provide a safer environment for vulnerable groups.

The following are targeted initiatives at reducing the collision trends identified from collision analysis (age group):

Young Car Drivers (17-25)

Work with Safety Camera Scotland to enable Police enforcement of existing speed limits. Increase awareness amongst Falkirk's education staff to the free online classroom resources available from Road Safety Scotland.

Young Two Wheeled Motor Users (17-25)

Use of BikeGuard (or similar products) on rural carriageway vehicle restraint systems to prevent motorcycle riders from sliding under barrier and impacting upon posts. Installation should be targeted in bends and identified on a conditional basis as required. Undertake a review of junctions that have a history of motorcycle collisions. Ensure appropriate visibility, signage and markings are in place. Regular inspection, maintenance, and repair of urban single carriageways to ensure any carriageway defects likely to affect motorcycle stability are identified and repaired in a timely manner. Increase awareness amongst Falkirk's education staff to the free classroom resources available from Road Safety Scotland. FUTURE PLAN 29 FC Road Safety Plan 2025-2030 Review proposed 20mph speed limit implementation on route where motorcycle collisions have occurred.

Cyclists (36-55)

Prioritising investment in street lighting, the footway network, and cycle routes to provide safe, sustainable travel options. Improving the pedestrian and cycle environment in the busiest used areas to enhance safety for walking, wheeling, and cycling. Use heat travel maps to identify areas and routes which have a high cyclist usage. Continue to develop Active Travel infrastructure, in particular where cyclist collisions have occurred.

Pedestrians (11-16)

Consider the use of VSL (Variable Speed Limits) in urban areas based upon vehicle and Non-Motorised User frequency. Continue the promotion of safe road use through road safety initiatives Continue to review road safety facilities outside of schools. Increase awareness amongst Falkirk's education staff to the free classroom resources available from Road Safety Scotland.

Pedestrians (65+)

Develop a communications strategy for speaking to older people about road safety. Support the Active Travel Strategy by investing in the strategic active travel network. Promote programmes that provide access to adapted cycles, e-bikes and mobility scooters. Provide more rest opportunities on walking routes.

Best Judgement:	
Has best judgement been used in place of data/research/evidence?	Yes
Who provided the best judgement and what was this based on?	Service Managers and Officers
What gaps in data / information were identified?	Unable to identify the protected characteristics within the STATS19 provided by Police Scotland
Is further research necessary?	No
If NO, please state why.	Benchmarking used to inform the new road safety plan.

SECTION FOUR: ENGAGEMENT	Engagement with individuals or organisations affected by the policy or proposal must take place
Has the proposal / policy / project been subject to engagement or consultation with service users taking into account their protected characteristics and socio-economic status?	Yes
If YES, please state who was engagement with.	Members of the public, Elected Members, Community Council's, Police Scotland, Scottish Fire & Rescue Service, Scottish Ambulance Service, Road Haulage Association, British Motorcycle Federation, Cycling Scotland, Freight Transport Association, Royal Institute of the Blind and Paths for All.
If NO engagement has been conducted, please state why.	

How was the engagement carried out?		What were the results from the engagement? Please list...
Focus Group	Yes	All noted within a separate appendix to the report. Overall consensus was happy for the progress being made and with the new road safety plan.
Survey	Yes	Overall agreement in the way forward, some members of the public noted specific locations they would like to see improvements from the 42 responses on Participate + Respondents frequently highlighted concerns about speeding and dangerous driving, particularly in residential areas and near schools, with specific mentions of Polmont Road and Laurieston Primary School. There is a call for more traffic calming measures, such as speed bumps and roundabouts, to address these issues. The need for better road maintenance and layout improvements in Falkirk was also noted. Several respondents suggested enhancing pedestrian and cyclist safety by creating dedicated paths away from traffic and enforcing their use. There were mixed opinions on the 'walking, wheeling and cycling' initiative, with some seeing it as ineffective in certain areas. It is an assumption that this is due to a strong belief from many of the public that cars and other vehicles will always be a major part of our transport infrastructure. Concerns about congestion and improper parking during school drop-off and pick-up times were raised, with suggestions for controlled drop-off zones and parking restrictions. Additionally, there was a call for more enforcement of existing road safety laws rather than relying solely on physical road modifications. Lastly, some respondents emphasised the need to address pedestrian behaviour and suggested penalties for not using designated crossings.
Display / Exhibitions	No	
User Panels	No	
Public Event	No	

Other: please specify	
Has the proposal / policy/ project been reviewed / changed as a result of the engagement?	No
Have the results of the engagement been fed back to the consultees?	Yes
Is further engagement recommended?	No

SECTION FIVE: ASSESSING THE IMPACT

Equality Protected Characteristics:	What will the impact of implementing this proposal be on people who share characteristics protected by the Equality Act 2010 or are likely to be affected by the proposal / policy / project? This section allows you to consider other impacts, e.g. poverty, health inequalities, community justice, carers etc.

Protected Characteristic	Neutral Impact	Positive Impact	Negative Impact	Please provide evidence of the impact on this protected characteristic.
Age		✓		It is recognised that there is a likelihood road safety schemes prioritised from the new road safety plan will enhance older and younger users of our roads. Future Initiatives are as stated in Section 3B.
Disability		✓		It is recognised that there is a likelihood road safety schemes prioritised from the new road safety plan will enhance the use of our roads for disabled characteristic groups. Future Initiatives are as stated in Section 3B.
Sex	✓			Nothing specific to this characteristic
Ethnicity	✓			Nothing specific to this characteristic
Religion / Belief / non-Belief	✓			Nothing specific to this characteristic
Sexual Orientation	✓			Nothing specific to this characteristic
Transgender	✓			Nothing specific to this characteristic
Pregnancy / Maternity		✓		It is recognised that there is a likelihood road safety schemes prioritised from the new road safety plan will enhance pregnant and new parent users of our roads. Future Initiatives are as stated in Section 3B.
Marriage / Civil Partnership	✓			Nothing specific to this characteristic
Poverty	✓			Nothing specific to this characteristic
Care Experienced	✓			Nothing specific to this characteristic
Other, health, community justice, carers etc.	✓			Nothing specific to this characteristic
Risk (Identify other risks associated with this change)				

Public Sector Equality Duty: Scottish Public Authorities must have 'due regard' to the need to eliminate unlawful discrimination, advance quality of opportunity and foster good relations. Scottish specific duties include:

	Evidence of Due Regard
Eliminate Unlawful Discrimination (harassment, victimisation and other prohibited conduct):	The proposal does not offer scope to eliminate unlawful discrimination. The plan does not result in less favourable treatment for particular groups The plan does not give rise to indirect discrimination The plan does not give rise to harassment or victimisation The plan does not lead to discrimination arising from a disability The plan builds in reasonable adjustments where these may be needed
Advance Equality of Opportunity:	Road Safety schemes will enhance road use for all users. All designs are complaint with the Equality Act. The plan will meet the needs of different groups and encourage increased participation of all groups including disabled persons. All designs are Equality Act compliant and include elements such as: tactile paving and warning beepers on traffic signals for the blind, as well as visual aids on signals for the deaf.
Foster Good Relations (promoting understanding and reducing prejudice):	The proposal does not offer scope to improve relations between different protected characteristic groups.

SECTION SIX: PARTNERS / OTHER STAKEHOLDERS

Which sectors are likely to have an interest in or be affected by the proposal / policy / project?		Describe the interest / affect.
Business	No	
Councils	No	
Education Sector	Yes	Increase awareness amongst Falkirk's education staff to the free online classroom resources available from Road Safety Scotland.
Fire	No	
NHS	Yes	With the national target to reduce collisions, this should reduce the use of the NHS for these instances
Integration Joint Board	No	
Police	Yes	With the national target to reduce collisions, this should reduce the use of Police Scotland for these instances
Third Sector	No	
Other(s): please list and describe the nature of the relationship / impact.		

SECTION SEVEN: ACTION PLANNING

Mitigating Actions:	If you have identified impacts on protected characteristic groups in Section 5 please summarise these in the table below detailing the actions you are taking to mitigate or support this impact. If you are not taking any action to support or mitigate the impact you should complete the No Mitigating Actions section below instead.

Identified Impact	To Who	Action(s)	Lead Officer	Evaluation and Review Date	Strategic Reference to Corporate Plan / Service Plan / Quality Outcomes

No Mitigating Actions

Please explain why you do not need to take any action to mitigate or support the impact of your proposals.
These proposals only act to enhance road use for all persons including protected characteristics groups so no mitigation necessary.

Are actions being reported to Members?	Yes
If yes when and how ?	Executive Committee 1st May 2025

SECTION EIGHT: ASSESSMENT OUTCOME

Only one of following statements best matches your assessment of this proposal / policy / project. Please select one and provide your reasons.		
No major change required	Yes	No major change required - no negative impacts identified.
The proposal has to be adjusted to reduce impact on protected characteristic groups	No	
Continue with the proposal but it is not possible to remove all the risk to protected characteristic groups	No	
Stop the proposal as it is potentially in breach of equality legislation	No	

SECTION NINE: EPIA TASK GROUP ONLY

OVERALL ASSESSMENT OF EPIA:	**Has the EPIA demonstrated the use of data, appropriate engagement, identified mitigating actions as well as ownership and appropriate review of actions to confidently demonstrate compliance with the general and public sector equality duties?**	Yes

ASSESSMENT FINDINGS **If YES, use this box to highlight evidence in support of the assessment of the EPIA** **If NO, use this box to highlight actions needed to improve the EPIA**	Use of data and analysis has been provided and has outlined the rationale behind the activities/actions proposed in the plan. Engagement has been recorded with outcomes and feedback.	
Where adverse impact on diverse communities has been identified and it is intended to continue with the proposal / policy / project, has justification for continuing <u>without making changes been made</u>?	Yes / No	If YES, please describe:

LEVEL OF IMPACT: The EPIA Task Group has agreed the following level of impact on the protected characteristic groups highlighted within the EPIA

LEVEL		**COMMENTS**
HIGH	No	
MEDIUM	No	
LOW	Yes	The proposal indicates an overall positive impact due to the nature of improving safety. The scope of improvements through targeted actions support positive impact.

SECTION TEN: CHIEF OFFICER SIGN OFF

Director / Head of Service:			
Signature:		**Date:**	27/03/2025