



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scotland's Road Safety Framework to 2030

Delivery Plan 2022-2023

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Foreword

Since the launch of Scotland's Road Safety Framework to 2030 (RSF30) in February 2021, measures that contribute to achieving our ambitious road casualty reduction targets, are being implemented at both a locally-led and national level across Scotland.

Supporting these proactive actions, is strong partnership working with our wide ranging delivery partners, which remains a key focus, as we deliver together on the twelve strategic actions of the RSF30.

We will continue to engage in opportunities that allow us to build on and strengthen our stakeholder relationships as we all work together to embed the Safe System, which underpins the RSF30 and its outcomes.

Continued steady investment of resource and building more capacity into our actions, will support our shared vision of zero fatalities and serious injuries on Scotland's roads by 2050.

With the lifting of Covid-19 restrictions across Scotland, road traffic levels are increasing. Therefore we must remain focussed in our determination to sustain our progress to date and to achieve the changes required to meet our ambitious targets and make our roads safer for all road users.

Introduction

Welcome to the second annual Delivery Plan for RSF30, setting out what the framework's delivery partners will be taking forward to make Scotland's roads safer in 2022-2023 and longer term 2022-2030. These timescales may be modified over time and any changes reflected as the Delivery Plan is refreshed annually.

This delivery plan will focus on activity that will build on national and local road safety improvements to provide a safer and more forgiving road environment for all road users. We will achieve this through our strong partnership working with all delivery partners and other relevant Scottish Government policy areas.

RSF30 activity will continue to deliver meaningful and measurable improvements to Scotland's roads through the implementation of projects and actions that support the safe system.

Key deliverables in 2022-2023 will make a positive difference towards casualty reduction across Scotland's roads. This delivery plan will provide the following information about these deliverables:

- **Deliverable number and title.**
- **Deliverable detail about actions being taken forward in 2022-2023.**
- **Lead Partner – the name of whom will be taking forward the deliverable.**

Governance

Progress against the 2022-2023 Delivery Plan will continue to be monitored through the three tier governance structure set out in the framework and shown below.



Strategic Partnership Board (SPB)

Membership brings together senior partnership stakeholders to provide a high level strategic role in identifying and resolving high-level issues and providing policy direction based on collective decision making. The SPB will be responsible for ensuring their decisions are carried out by monitoring the progress made towards delivery of the framework with particular focus on the 2030 targets and the twelve strategic actions.

Operational Partnership Group (OPG)

Membership brings together partners with relevant expertise and a vested interest in road safety. The OPG will support the SPB by monitoring and distilling the information on progress made by the various road safety partners against the overall national performance management system and the twelve strategic actions through tracking of delivery of the deliverables set out in this delivery plan. The OPG will provide feedback from SPB downwards to Local Partnership Forums (LPF's) and vice versa.

Local Partnership Forums (LPFs)

LPFs will look to improve connectivity between what is happening at national and local levels in terms of road safety. It will support monitoring at local level of the framework's performance management and deliverables set out in this delivery plan. It will provide feedback to the OPG.

Lead Delivery Partners

Lead Delivery Partners will have a direct responsibility to put into action and monitor what they have committed to do in this delivery plan wherever they are nominated in a deliverable as a Lead Partner. The frameworks Lead Delivery Partners are as follows:

- Transport Scotland
- Police Scotland
- RoSPA
- SCOTS
- IAM RoadSmart
- Cycling Scotland
- Scottish Ambulance Service
- Living Streets
- Road Haulage Association
- Sustrans
- Scottish Fire and Rescue Service
- COSLA
- ScORSA
- Association of British Insurers

Twelve Strategic Actions

The deliverables in this plan are of a national level and have been developed with stakeholders to deliver on the twelve strategic actions of the RSF30, as follows:

1 - Speed

We will deliver a range of speed management initiatives to support the Safe System.

2 – Climate

We will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.

3 - Funding and Resourcing

We will improve funding streams for national and local road safety delivery.

4 - Change in Attitudes and Behaviour

We will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.

5 – Technology

We will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.

6 - Active and Sustainable Travel

We will ensure road safety remains a key focus of active and sustainable travel in Scotland.

7 - Knowledge and Data Analysis

We will ensure our actions are evidence-led to support the delivery of the Safe System.

8 – Enforcement

We will optimise enforcement to encourage good road user behaviour to support the Safe System.

9 – Health

We will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

10 – Education

We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.

11 – Engineering

We will improve road infrastructure and maintenance.

I2 – Inequality

We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Deliverables

There are 54 deliverables in this second delivery plan of which 19 are longer term deliverables set out in the first delivery plan 2021-2022, the numbering for these starts with the year 21. A further 35 are new deliverables being taken forward from 2022-23, the numbering for these starts with the year 22.

Deliverables are provided below under the relevant strategic action. Text has been provided for these to allow the reader to understand the scope of the deliverable and how it will be delivered. It is followed, where appropriate, by detailed bullet points, which are relevant to what will be delivered in 2022-2023.

I - Speed

We will deliver a range of speed management initiatives to support the Safe System.

21/01 - We will undertake a National Speed Management Review.

In 2022-2023 a report will be published on the outcomes of the National Speed Management Review.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/02 - We will undertake the development of a National Speed Indicator.

Speed measuring devices have now been put in place in around one hundred locations throughout Scotland. These devices provide the data that will be used to report on the national speed indicator.

The speed indicator will measure compliance with speed limits by drivers/riders on the strategic road network and on roads managed by local authorities. These include motorways, dual carriageways, single carriageways, rural and urban roads, with speed limits from 20 mph to 70 mph. It is subdivided by road type and speed limit (e.g. urban 20 mph road) and vehicle type. The indicator will provide evidence on the levels of speed across Scotland allowing for an in-depth analysis to be carried out and potential countermeasures considered. The collected data will inform an analytical product that will identify patterns and issues, thereby focusing partnership efforts in the right places on the road network leading to a more proactive/preventative approach.

In 2022/23 a speed baseline will be set that will allow agreement on a percentage number in relation to the Intermediate Outcome Target for the percentage of motorists observing the speed limit.

The speed compliance data will be analysed to monitor patterns and trends, suggesting countermeasures.

The speed compliance data will be analysed to track progress toward the above-mentioned Speed Intermediate Outcome Target.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/04 - We will continue development of Road Traffic Diversionary Courses in Scotland.

Following the Lord Advocate's agreement in principle for the introduction of Road Traffic Diversionary Courses (RTDCs), including Speed Awareness Courses, in Scotland, in January 2019. These are being considered by a multi-agency steering group, which will report in due course to the Lord Advocate and the Chief Constable of Police Scotland.

A substantial body of work is required before these courses can be introduced to Scotland. Police Scotland has procured the necessary ICT system to implement courses and is currently configuring this to work within the Scottish Criminal Justice System; this will subsequently support the introduction of suitable diversionary courses.

In 2022/23 Police Scotland Road Policing will:

- continue working closely with Crown Office and Procurator Fiscal Service (COPPF), CJSD and the National Police Chief's Council (NPCC) National Driver Offender Retraining Scheme,
- seek necessary internal ITC resources, to build on successful PentiP introduction and continue to progress the introduction of Speed Awareness / other RTDCs.

Lead Partner: Police Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

22/01 - We will increase the use of visual deterrents and enforcement across the road network with the aim to reduce speed and promote the likelihood of being caught.

Deliverable Detail: Police Scotland will undertake speed enforcement as a daily activity, supplemented by days/weeks of action within the campaigns calendar. Locations identified as speed complaint areas, through collision history or public information, will be investigated and

addressed as appropriate, by both Road Policing and local police officers trained in speed enforcement. Activity will be measured and reported to partners via Road Policing's Tactical Options Working Group (TOWG).

In 2022-2023 we will undertake the following:

- Safety camera deployments in accordance with the Scottish Safety Camera Programme policy and criteria. Safety Camera Unit to continue enforcement of average speed cameras in each command area, with a view to reducing the instances of speeding and improve driver attitudes and behaviours. Detections recorded and reported upon throughout the year.
- Development of Road Policing command area tactical plans to identify strategic routes where a high incidence of speeding occurs. Deployment of high visibility patrols to target offenders and improve driver behaviours and attitudes on these routes. Detections recorded and reported upon throughout the year.
- Police Scotland to deliver a National Speeding Campaign, as part of the Road Safety Campaigns Calendar with activity tailored to suit local areas. Support from partners with appropriate social media strategies to deliver key messages.
- Police Scotland will work closely with partners to consider new and innovative approaches to speed enforcement in order to improve driver behaviour and reduce casualties.

Lead Partner: Police Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

2 – Climate

We will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.

21/05 - We will encourage and promote Electric Vehicle (EV) ownership in Scotland.

Deliverable Detail: In 2022/23 we will continue to support the uptake of EV's by providing interest free loan funding. The focus of this scheme will move from new to used EV's, this will include alternative zero emission fuel options such as hydrogen. This approach is designed to support more people and households on lower incomes make the switch to electric. This loan will also support the taxi industry and other high mileage businesses which will assist with reducing emissions from sectors that significantly contribute to emission levels. We will also focus on a more Just Transition and continue to support and expand our Plugged in Communities (PiC) scheme, this will support usership over ownership of EV's by providing grant funding to community groups to install zero emission car clubs, this scheme will also be extended to include a community transport fund which will fund zero emission vehicles in rural communities and areas of higher deprivation where there is an unmet transport requirement. EV infrastructure funding will also be available and will support in the installation of chargepoints in domestic rural and island locations and for recipients of the used electric vehicle loan, this fund will also support third sector organisations to install chargepoints and will provide funding to factored/flatted developments where not having access to a driveway to install a chargepoint is often seen as a barrier for people making the change to EV's.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 - Yes

21/08 - We will continue to engage with the vulnerable locations group to safeguard the trunk road network (TRN) against the impacts of climate change.

Deliverable Detail: To ensure that Scotland's trunk road network is safeguarded against the climate change and its weather-related impacts, we must ensure the transport system is well-adapted, safe, reliable & resilient and is adapted to the projected changes in Scotland's weather systems. A Vulnerable Locations Group has been established within Transport Scotland to identify and understand how the changing climate will affect the trunk road network and drive forward adaptation to keep Scotland moving safely.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

22/02 - We will promote smooth driving through various education and engineering methods.

Deliverable Detail: ScORSA will deliver webinars to complete the 21-22 webinar series in April and May 2022. This deliverable will continue to be met during the outstanding funding period which concludes in August 2022.

In 2022-2023 we will continue with previous work to:

- educate and promote smooth driving and reduction in speed through roadside-activated speed limits and average speed technology, using real-time information messages through variable messaging on trunk to remind drivers to slow down;
- encourage local authorities to consider implementing 20 mph limits without physical measures to reduce speeds in urban areas where average speeds are already low, to avoid unnecessary accelerations and decelerations;
- promote the benefit of using intelligent speed assistance that displays a driver's current speed, to reduce unnecessary accelerations. Through ScORSA, promote smooth driving to Small and Medium sized Enterprises (SME's) through 'driving for work' policy.

Lead Partner: ScORSA

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/03 - We will consider the impacts of the designs for new Low Emission Zones signs.

Deliverable Detail: Transport Scotland will be overseeing implementation of Low Emission Zone (LEZ) signage as introduced by the Scottish Statutory Instrument (SSI) amendment to Traffic Signs Regulations and General Directions (TSRGD). Open communication between Transport Scotland, local authorities and contracted operators of the Trunk Road Network is being maintained to ensure implementation of clear and safe communication to road users through signage.

In 2022-2023 we will continue work on:

- Signage in and around the Glasgow LEZ is currently being designed and installed by Glasgow City Council and AMEY respectively with ongoing consultation involving relevant members of Transport Scotland. Completion of this work will be achieved prior enforcement beginning in June 2023.
- Signage for the remaining three Scottish LEZs is also under development with relevant local authorities and trunk road operators.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

3 - Funding and Resourcing

We will improve funding streams for national and local road safety delivery.

21/10 - We will consider the development and implementation of a Road Safety Improvement Fund.

Deliverable Detail: Transport Scotland will develop a proposal to bolster the need for a national Road Safety Improvement Fund which will help road authorities and partners meet the challenging 2030 road casualty reduction targets and to implement the Safe System across their road network. The funding would allow for a proactive approach to road safety by undertaking a risk mapping exercise on all routes, in addition to more traditional road safety measures. This may identify where investment could be targeted to improve the maintenance and upgrading of roads, kerbsides and pavements.

In 2022-2023:

- the fund will be open for applications and the bidding assessment and approval process will be completed.
- Successful applicants will receive grant offer letters

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/13 - We will fund and deliver cycling and walking infrastructure.

Deliverable Detail: The active travel budget will increase to £150 million in 2022-23. It is proposed that additional funding will be allocated to local authorities through the Cycling Walking Safer Routes grant (£35m in 22-23). The Places for Everyone on line portal will re-open in early 2022-23 having been closed during a financial review. Cycling by Design is embedded in Sustrans application and decision processes. Future Transport Scotland funding of over £220 million is profiled for construction of over 250 existing Places for Everyone projects.

Transport Scotland is delivering £3.3 million of active travel improvements on the Trunk Road network in 2022/23, creating local links and working with Sustrans, the National Trust for Scotland, local authorities and other partners to support active travel delivery across the country.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

22/04 - We will support road safety projects, grant-funded through the Road Safety Framework Fund.

Deliverable Detail: Transport Scotland will continue to support road safety projects and evaluations, through the Road Safety Framework Fund, to assist in the delivery of the Road Safety Framework to 2030. We will share evaluations and findings with the wider road safety community.

In 2022-2023 we will:

- Undertake a call for funding under the Road Safety Framework Fund.
- Grant fund successful applications.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/05 - We will promote funding opportunities for road safety across all relevant policy areas of the Scottish Government.

Deliverable Detail: In 2022-2023 Transport Scotland will continue to work with colleagues across Transport Scotland and Scottish Government to highlight and promote road safety in each of their areas and highlight to road safety partners the available funding from these wider policy areas.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

4 - Change in Attitudes and Behaviour

We will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.

21/14 - We will raise a national conversation on road safety across all of Scotland.

Deliverable Detail: Over the next three years we will implement a national conversation on road safety which will reach out to all road users to encourage greater personal responsibility and a change in perception which, ultimately, should lead to a transformation of the road safety culture.

In 2022-2023 we will:

- use the newly created Road Safety Framework micro website to promote the national conversation.
- use social media influencers to promote the national conversation.
- undertake an annual Scottish Road Safety Week to raise awareness to promote steps to reduce road fatalities. By working with stakeholders at planned events with potential areas of focus such as speed, seatbelts and drink driving.

Lead Partner: Road Safety Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

22/06 - We will work with organisations on 'driving for work' policies.

Deliverable Detail: The Scottish Occupational Road Safety Alliance (ScORSA) was created to raise awareness of managing occupational road risk and to promote occupational road safety within Scotland, so that road safety becomes ingrained in the workplace culture.

In 2022-2023 ScORSA will:

- continue to engage with Small to Medium sized Enterprises (SMEs) to provide advice and share road safety messages to those who drive for work promoting better 'driving for work' policies, set within a safe systems approach to road safety.

Lead Partner: ScORSA

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/07 - We will deliver an annual Give Cycle Space campaign.

Deliverable Detail: Give Cycle Space is an annual, national campaign to encourage drivers to give space to people cycling, informed by evidence and developed in partnership with Police Scotland, with funding from Transport Scotland. The Give Cycle Space campaign will be undertaken by our partners highlighting the legal consequences to drivers of close-passing of cyclists. Long-term, the aim of this activity is to contribute towards a decrease in serious incidents on Scotland's roads involving people on pedal bikes which will be tracked year on year from the Reported Road Casualties Scotland statistics. In 2022-2023 – a pre and post evaluation of the campaign will be carried out, measuring changes in awareness and claimed behaviour.

We will carry out research and policy activity on cycling and safety; build the evidence-base to support the delivery of improved cycling and road safety outcomes by monitoring cycling rates across Scotland and monitoring changes in perceived safety through the independent tracker research into attitudes and behaviours towards cycling; carry out specific research about safety, e.g. analysis of reported cycling casualties in Scotland during 1995-2018; and influence policy through responding to road safety, and connected policy areas including health and climate change.

Lead Partner: Cycling Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/08 - We will offer Practical Cycle Awareness Training.

Deliverable Detail: This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.

In 2022-2023 Cycling Scotland will continue to educate and raise awareness of the drivers of large vehicles and learner drivers to step into the shoes of more vulnerable road users, including those on bikes, on foot and those with disabilities to provide them with a greater understanding of their needs, through delivery of Practical Cycle Awareness Training to other road users. This action is broken down by:

- LGV / PCV drivers as part of JAAPT accredited Certificate of Professional Competence (CPC) requirements
- Fleet and business users
- Young and learner drivers

Lead Partner: Cycling Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/09 - We will continue and maintain Scotland's Road Safety Framework online portal to share road safety information and changes.

Deliverable Detail: We will continue to develop the portal over the lifetime of the framework. In 2022-2023 we will ensure road users have access to learn and enhance their road safety knowledge. This will improve their road user experience, demonstrating positive road safety attitudes throughout their lives. We will promote the use of the newly created online portal and regularly update with new and relevant information.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

5 – Technology

We will research, implement and evaluate technologies for use within the Safe System.

21/19 - We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.

Deliverable Detail: We will make use of Intelligent Transport Systems (ITS) to deliver a safe, efficient and resilient trunk road and motorway network, supported by the capabilities of the Traffic Scotland Service to provide accurate and up-to-date traffic and travel information to road users.

This includes the provision of real-time information on planned and unplanned incidents and events which impact the network, delivered across a range of platforms including roadside infrastructure (e.g. motorway gantries, variable message signs (VMS) and other dynamic signing), Traffic Scotland website, social media, and Traffic Scotland Radio.

In advance of, and during, periods of severe weather, the Traffic Scotland Service is used to provide advice on Met Office weather warnings, police travel advice and the likelihood of disruption.

When not in use for the provision of operational traffic and travel information, Traffic Scotland roadside infrastructure is used to provide background road safety messages and to support road safety campaigns such as motorcycle awareness.

In 2022-2023 we will:

- continue to develop Transport Scotland's ITS capabilities through the Traffic Scotland Service with the procurement of replacements to the current Traffic Scotland Operations and Infrastructure Services Contract and the Traffic Scotland Systems Contract, which will commence operations in 2022-23. These new contracts will embed innovation in the provision and development of ITS services and provide the contractual basis for the delivery of the strategic objectives of Transport Scotland's Future Intelligent Transport Systems Strategy, published in 2017.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 – No

Delivery timescale: Longer-Term 2023-2030 – Yes

21/21- We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.

Deliverable Detail: As technology is rolled out in vehicles, as part of the infrastructure, or directly to road users, it will be very important to monitor the delivery of Scotland's CAV roadmap.

In 2022-2023 we will:

- Bring the CAVForth trial into operation and evaluate the impact that this technology may have on road safety. We will also progress with the other CAV Roadmap initiatives.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 – Yes

Delivery timescale: Longer-term 2023-2030 – Yes

22/10 - We will research the impacts of technology on road safety. This deliverable is a replacement for deliverable 21/20 from the first delivery plan which was not taken forward in 2021-2022.

Deliverable Detail: With the rise in technology within and outwith vehicles, there are opportunities to improve road safety but this may also present risks as a result of overconfidence in, and over-reliance on, technology, unfamiliarity with it; and potential for increased driver distraction. Hence, new and emerging technologies must be researched and evaluated

In 2022-2023 we will:

- agree the scope and specification for this research.
- carry out research on the impact of emerging technologies and road safety, particularly the human-machine-interfaces.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/11 - We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.

Deliverable Detail: We will continue to develop Transport Scotland's ITS capabilities through the Traffic Scotland Service through the procurement of replacements to the current Traffic Scotland Operations and Infrastructure Services Contract and the Traffic Scotland Systems Contract, which will commence operations in Financial Year 2022/23. These new contracts will embed innovation in the provision and development of ITS services and provide the contractual basis for the delivery of the strategic objectives of Transport Scotland's Future Intelligent Transport Systems Strategy, published in 2017.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 – Yes

Delivery timescale: Longer-term 2023-2030 – Yes

6 - Active and Sustainable Travel

We will ensure road safety remains a key focus of active and sustainable travel in Scotland.

21/22 - We will develop a national Strategy for 20 mph speed limits and zones and continue to encourage roll out of such schemes in the most appropriate environment.

Deliverable Detail: In 2022-2023 the 20 mph task group will:

- Agree on the most effective route for implementation. Road authorities will assess the local and trunk road network to identify the roads which will be impacted and the financial cost. Road criteria parameters to be explored for potential exceptions.
- Communication plans are being developed, with research underway to shape how these plans can promote benefits and encourage behaviour change in regards to speed.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/25 - We will support through encouragement and advice on the benefits of safe use of our streets.

Deliverable Detail: In 2022-2023 we will

- Publish findings of community based street audits centred on creating 20 minute neighbourhoods, including reference to opportunities for safer streets;
- Engage organisations concerned with the design of bus stop bypasses and continuous footways and consult users, especially disabled people, to determine their effectiveness in creating safer and inclusive streets;
- Continue to share insights from street audits as they relate to road safety.

Lead Partner: Living Streets

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/27 - We will invest in delivery of high-quality walking, cycling and wheeling infrastructure, and place-making projects that are segregated from other road traffic to enable more people to choose to walk and cycle for shorter everyday journeys.

Deliverable Detail: Evidence suggests that safety is one of key reasons people do not cycle on our roads. Provision of safer routes on which to cycle will encourage higher numbers of people cycling and reduce numbers of cars on roads both of which will impact on reduction in vulnerable road users killed and seriously injured. In 2022-2023 the active travel budget has increased to £150 million and:

- £35 million of grant funding will be allocated to local authorities through the Cycling Walking Safer Routes grant.
- The Places for Everyone on line portal re-opened in mid-2022 having been closed during a financial review. There has been substantial interest and bids to this Scottish Government funding resource.
- Cycling by Design will be embedded in Sustrans application and decision process.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

22/12 - Cycling Framework for active travel in Scotland.

Deliverable Detail: Following on from completion of deliverable 21/23 in the first delivery plan, this new deliverable will in 2022-2023, undertake a public consultation on draft Cycling Framework for Active Travel in Scotland and publish the framework and its delivery plan.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/13 - We will produce a Cycling Framework that will take account of the actions in the active travel task force delivery plan.

Deliverable Detail: Following on from completion of deliverable 21/24 in the first delivery plan, this new deliverable will in 2022-2023 continue to fund the actions in the active travel task force delivery Plan.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

7 - Knowledge and Data Analysis

We will ensure our actions are evidence-led to support the delivery of the Safe System.

21/28 - We will undertake research to inform policy on cycling and safety.

Deliverable Detail: Through policy and research activity, we work to support delivery of the Long-term Vision for Active Travel in Scotland, delivery of the National Transport Strategy and the Cycling Framework and delivery plan. Our work demonstrates the cross-sectoral importance of cycling and improved road safety for people travelling actively, through highlighting interconnections and ensuring cognisance is given to cycling in other areas and policies. Including the National Planning Framework and planning policy, National Performance Framework, and Climate Change Plan(s), amongst others.

In 2022-2023 research will be carried out and policy activity on cycling and safety to build the evidence-base to support the delivery of improved cycling and road safety outcomes by:

- National Monitoring Framework – monitoring cycling rates across Scotland
- Independent tracker research into attitudes and behaviours towards cycling, including monitoring changes in perceived safety.

- Specific research about safety: e.g. analysis of reported cycling casualties in Scotland from 1995-2018.
- Influencing policy through responding to road safety and connected policy areas including health and climate change.

Lead Partner: Cycling Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/29 - We will work with Police Scotland and provide funding to support fatality research to consider and develop new approaches to prevent road fatalities.

Deliverable Detail: We will work with others to share knowledge which will assist in the development and delivery of road traffic fatality research. The research aims to determine and analyse the root causes of fatal collisions on Scotland's road network and assess the potential countermeasures that could be deployed to either avoid or reduce severity of these collisions.

In 2022-2023 the working group will:

- review reports and examine the recommendations and agree on how to progress/ action the countermeasures going forward.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

21/30 - We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.

Deliverable Detail: In 2022-2023 Police Scotland will build on the approval of the National Dashcam Safety Portal as a Change Project, provided by our Demand Management Board in quarter 4 2021. The next step is to develop an Initial Business Case (IBC). The ICT resource required to support the development of the IBC will not be available for allocation until after 01/04/2022. Funding having been approved by Transport Scotland, Road Policing will continue to build on the development work already undertaken meantime.

Lead Partner: Police Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 - Yes

21/31 - We will produce a range of policy and research documents as well as provide a range of road safety courses.

Deliverable Detail: IAM RoadSmart has a mission to make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable.

In 2022-2023 we will continue to deliver:

- on our key charitable aim of providing post-test advanced driver and motorcycle rider courses. These include on road coaching, on line assessments and specialised courses for those driving in the course of work. IAM RoadSmart will also actively seek to work with new and existing partners (for example Rider Refinement North) to help deliver our mission.

Lead Partner: IAM RoadSmart

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 - Yes

22/14 - We will represent the collective interest of the motoring insurance industry and it's link to Road Safety.

Deliverable Detail: The Association of British Insurers(ABI) represents the collective interests of the UK's insurance industry. The ABI speaks out on issues of common interest, works to inform and participate in debates on public policy issues, and also acts as an advocate for high standards of customer service in the insurance industry.

In 2022-2023 we will cover the following:

- Telematics – the ABI has published updated consumer and member guidance on telematics-based motor insurance. The consumer guidance explains what telematics-based motor policies are; how they work; and information on benefits, restrictions, data protection and cancellation. The member guidance provides high-level information to providers of telematics policies to ensure that customers understand telematics policies and are treated fairly, as well as ensuring providers comply with the relevant legislation and regulation.
- Autonomous vehicles – The insurance industry remains committed to the development and rollout of Autonomous Vehicles (AVs). These technologies have the potential to revolutionise the way we travel. AVs can make our journeys safer, greener, more efficient, and can help tackle issues related to social mobility and inclusion. We support the Government's plans for the UK to be a global leader in automated driving and believe we are on the verge of a watershed moment. We do not think, however, that Automated Lane Keeping Systems (ALKS) can be considered autonomous. The ABI and Thatcham Research released a Defining Safe Automated Driving report that identified 12 principles to ensure a safe transition between Assisted and Automated Driving. Critically, ALKS only meets two of these key principles. Additionally, we have identified

several instances where ALKS will underperform when compared to a competent human driver.

- We have been engaging with Centre for Connected and Autonomous Vehicles (CCAV), Motor Insurers' Bureau (MIB) and Thatcham to try to establish a system for data collection, storage, and access. There are many outstanding obstacles in this space: when does a vehicle start collecting data, what data will the system collect, how and where will this data be transmitted, who will have access to this data, how do we safeguard safe data principles?
- Young drivers – we continue to advocate a Graduated Driver Licensing scheme and support the pilot scheme due to be rolled out in Northern Ireland next year.
- E-scooters – the UK Government's e-scooter trials are ongoing and we do not expect to see any results until those trials end in the Spring of 2022. We will continue to engage with relevant stakeholders to address big questions that still remain including regulation, enforcement, and insurance.
- Vnuk judgment – we are waiting on the UK Government to respond to the European Commission's Vnuk judgment on liability for compensating all accidents caused by any vehicle used on public and private land, where there is no requirement for insurance and therefore no corresponding insurance premium. The UK Government has pledged to exclude Vnuk from UK law. We have welcomed this here.
- Vnuk would also apply to micromobility as those vehicles would be deemed as a vehicle requiring insurance. With the prevalence of micromobility, the risk profile changes significantly, and there was a worry that the MIB would bear the brunt of accidents related to uninsured e-scooters.
- Zero Emission Vehicles (ZEVs) – we are working closely with Thatcham Research and various other stakeholders to understand how ZEVs will impact the insurance industry, from underwriting to claims handling. While we fully support the UK Government's plans to phase out petrol and diesel cars and vans by 2030, we want to work together to ensure a smooth transition.

Lead Partner: Association of British Insurers

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/15 - We will produce and publish the Road Safety Framework 2030 first annual report.

Deliverable Detail: By the end of December 2022 we will publish the first Annual Report of Scotland's Road Safety Framework to 2030. We will use the latest official STATS 19 to inform this report.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

8 – Enforcement

We will optimise enforcement to encourage good road user behaviour to support the Safe System.

22/16 - We will deliver road policing operational / campaign activity.

Deliverable Detail: In 2022-2023 we will deliver the following road policing operational/campaign activity:

- Police Scotland to deliver a Road Safety Campaigns Calendar of activity covering April 2022 – March 2023. Campaign activity will focus on the Fatal Four (Drink/Drug Driving, Speeding, Seatbelts, and Mobile Phones). Campaigns will be national but locally delivered, supported by partners, with media support to ensure appropriate key messages are delivered.
- Other areas of focus to include vulnerable road user groups; motorcyclists, cyclists and pedestrians. Multi-agency operations will resume when appropriate and safe to do so taking cognisance of current Coronavirus regulations. These will be run alongside partners to maximise effectiveness and highlighted via social media.
- General road safety enforcement delivered on a daily basis by Police Scotland, including Road Policing officers and through the Scottish Safety Camera Programme, as part of their core role, supported by local policing officers where appropriate. Deployment of Police Scotland resources will be informed by intelligence and data analysis, identifying routes and loci where injury collisions occur or a high incidence of offending occurs in an effort to improve driver attitudes and behaviours.
- Enforcement activity will be measured with data captured by Police Scotland's Analysis and Performance Unit (APU) throughout and published in quarterly performance reports.
- Police Scotland will work with internal and external partners to consider new and innovative approaches to enforcement and campaign activity in order to improve driver behaviour and reduce casualties.

Lead Partner: Police Scotland

Delivery Partners: Transport Scotland, Road Safety Scotland, Police Service of Scotland (PSoS) Corporate Communications, Driver and Vehicle Standards Agency (DVSA), Safety Camera Programme.

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/17 - We will continue operation of the Scottish Safety Camera Programme.

Deliverable Detail: To reduce the number of casualties on Scotland's roads the Scottish Safety Camera Programme ('the Programme') will continue with the deployment of safety camera technology primarily where they have the greatest potential to reduce injury collisions, and where there is evidence of both collisions and speeding.

Each safety camera location will be measured after three years of deployment. This is in accordance with the evaluation process contained in the Scottish Safety Camera Programme handbook.

The Programme is grant-funded by Scottish Ministers. This funding is invested primarily to enable the continued operation of the Programme. Key investments include: payment of grant claims from the Scottish Police Authority which incorporate a range of staff and non-staff costs across each of the three Regional Safety Camera Units, annual camera calibration and maintenance, new safety camera sites and speed surveys.

In 2022-2023 we will -

- Deliver a range of new safety camera sites, including new fixed camera sites at Camelon Road in Falkirk, Dubbs Road and Regent Street in Inverclyde, Main Street in Cardross and Great Western Road and Nitshill Road in Glasgow.
- Use the revised site selection criteria to inform the annual site prioritisation processes;
- Ensure the continued operation of the Scottish Safety Camera Programme;
- Publish Safety Camera Programme Annual Progress Report 2021/22 around December 2022.
- Deliver the M90 HADECS Camera system to live operation in summer 2022.

Lead Partner: Road Safety Camera Programme

Delivery Partner: Police Scotland, Transport Scotland, Road Safety Scotland, DVSA national Police Chiefs Council, Safety Camera Programme, PSoS Corporate Communications.

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – Yes

9 – Health

We will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

22/18 - We will work with health colleagues, to better understand the impact that road casualties have on the health service. This deliverable replaces 21/41 from the first delivery plan which was not taken forward in 2021-2022.

Deliverable Detail: In 2022-2023 we will work with health colleagues, to better understand the impact that road casualties and fitness to drive have on the health service and to identify actions, for example on first responders, that could be taken to avoid overwhelming the National Health Service (NHS) with traffic-related patients.

Lead Partner: Transport Scotland

Delivery Partners: Scottish Government Health and the NHS

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

22/19 - We will review the clinical model to prioritise response to road collisions. This deliverable replaces 21/43 from the first delivery plan which was not taken forward in 2021-2022.

Deliverable Detail: In 2022-2023 the Scottish Ambulance Service will continue to contribute to improved clinical outcomes for people who experience Major Trauma – life-threatening and potentially life-changing injuries – through the provision of all pre-hospital elements of major trauma care.

In 2022-2023 we will:

- Transition our Trauma Desk within our Ambulance Control Centres to an advanced practice-led Critical Care Desk;
- Support the identification of and the coordination of our response to all critically ill or injured patients who may benefit from advanced care, while providing clinical support for our crews;
- Develop the clinical skills and experience of our Advanced Practitioners in Critical Care;
- Introduce adult and paediatric Major Trauma Triage Tools to support our clinicians in identifying major trauma, providing guidance, and identifying the most appropriate hospital to ensure the best outcome for patients.

Lead Partner: Scottish Ambulance Service

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-Term 2023-2030 – No

10 – Education

We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.

22/20 - We will continue deliver RoSPAs road safety activities.

Deliverable Detail: In 2022-2023 we will:

- continue to carry out research on current, new and emerging road safety topics;
- gig economy, platform, LGVs, driver health and riding for work
- continue to build the ScORSA community and engage on topics linked to RSF 2030
- encourage ScORSA members to engage on social media and add to the National Conversation linked to RSF 2030.

Lead Partner: RoSPA

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/21 - We will engage with the hauliers to strengthen the road safety performance within the industry.

Deliverable Detail: In 2022-2023 we will continue to be promoting road safety to our membership and the wider industry. We continue to work with Government in reviewing the speed limits and aligning them with the rest of the UK. As always we will promote National Road Safety Week and Project Edward. This year we will also host the following with road safety as a key message:

- National Coach week 1st – 7th April
- National Van Week 5th – 11th June
- National Lorry Week 23rd – 30th Oct

Lead Partner: Road Haulage Association

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/22 - We will provide adult cycle training.

Deliverable Detail: In 2022-2023 we will offer cycle training for adults to increase opportunities and uptake of cycle training for adults through Essential Cycling Skills resources. This deliverable is linked to the Active Travel Task Force Delivery Plan and the Cycling Framework mentioned in the deliverable under Active Travel. This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.

Lead Partner: Cycling Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/23 - We will deliver Bikeability Scotland.

Deliverable Detail: Bikeability Scotland aligned to the UK National Standard for Cycle Training. It is aimed at improving the skills and confidence of young people to make journeys by bike. This includes significant focus on sharing space, both on-road and off, including vulnerable road user awareness. This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.

In 2022-2023 we will:

- ensure school children have access to on-road cycle training through delivery of Bikeability Scotland levels 1-3 in schools.

Lead Partner: Cycling Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/24 - We will develop and trial a Safe System training course for all. This deliverable is a replacement for deliverable 21/50 from the first delivery plan to complete some of the actions that were not taken forward in 2021/22.

Deliverable Detail: We will develop and trial a training course explaining what the Safe System is and what embedding this approach to road safety means for organisations and individuals.

In 2022-2023 we will:

- develop a curriculum course.
- pilot this course within Transport Scotland, its Operating Companies and the frameworks three Local Partnership Forums.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – Yes

22/25 - We will support delivery of Scotland's Road Safety Framework to 2030 from a fire and rescue point of view.

Deliverable Detail: In 2022-2023 the Scottish Fire and Rescue Service (SFRS) will support delivery of Scotland's Road Safety Framework to 2030 by doing the following:

- Assist with Scottish Government road safety advert ongoing, providing technical and procedural advice as well as uniform etc to ensure the advert is accurate.
- Work with colleagues on the National Fire Chiefs Council to review educational packages from other UK Fire and Rescue Services to identify best practice and any relevant learning since Scotland's Road Safety Framework to 2030 launched. SFRS submitted a consultation request.
- Work in partnership with Police Scotland utilising existing Police Scotland presentations and associated documents targeting young drivers via the Police-led Youth Intervention scheme.
- Engage in a consultation about Road Safety Scotland's Theatre in Education to assist in developing innovative ways of promoting road safety.
- Work in partnership with key stakeholders to develop a targeted safety campaign to promote road safety on the North Coast 500.
- In line with developing positive destinations and opportunities for young people, a key partnership was formed between SFRS and Her Majesty's Young Offenders Institute (HMYOI) in 2016. This course is planned to continue in 2021-2022 as COVID restrictions allow. The course includes a road safety element through which participants learn about road safety, safe driving and the consequences involved not only for themselves as a driver but as a passenger as well as the wider community and emergency services.

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/26 - We will provide campaigns aimed at Young Drivers.

Deliverable Detail: Young drivers, because of their age and inexperience, face specific issues when they get behind the wheel and, therefore, it is necessary to continue to focus on those behaviours which lead to fatal and serious injuries involving young drivers. Any marketing activity would be seen in relation to a lifelong learning approach to road safety which also includes a significant amount of investment in learning resources designed for 3-18 year olds to aid the development of safer attitudes and behaviours.

In 2022-2023 we will:

- Continue the 'always-on' approach to Young Driver safety will, with continuing focus on the principal causation factors which come through in killed and seriously injured (KSI) casualties involving this age group.

Lead Partner: Road Safety Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/27 - We will deliver a motorbikes campaign annually.

Deliverable Detail: Road Safety Scotland (RSS) working with SG Marketing and Insight Unit will continue to use the Live Fast Die Old platform and Breath-Taking Roads initiative to maintain a strong presence among the older motorcyclist.

In 2022-2023:

- We will continue our motorbike campaign. Beginning with the Bike Show in late March 2022, RSS will then embark on its normal activity driven by the Live Fast Die Old (LFDO) platform and promoting the Breath-taking Roads (BTR) and other relevant videos through the site.
- Have a new BTR video focusing on Overtaking will be shot on Skye in time for the biking season.
- In light of the findings of a recent evaluation of biking activity RSS will invest in partnership and other relevant opportunities to promote safer motorcycling.
- RSS will also seek to address the concerns raised by bikers about those incidents leading to biker casualties which are caused by drivers

Lead Partner: Road Safety Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/28 - We will deliver a seatbelt campaign.

Deliverable Detail: Road Safety Scotland, working with Scottish Government Marketing and Insight Unit will develop a 'social marketing for behavioural change' campaign on seatbelts, for a target audience of 30-55 year olds.

In 2022-2023 we will:

- Given its primacy within the Road Safety Framework, speeding will continue to be a focus of RSS campaigns in 2022/23.

Lead Partner: Road Safety Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/29 - We will educate through national campaigns including to organisations, particularly those who drive for work the risks of speeding.

Deliverable Detail: Road Safety Scotland, working with Scottish Government Marketing and Insight Unit will develop a social marketing for behavioural change campaign on speeding, for a target audience of 30-55 year-olds. Delivered across a range of media platforms.

In 2022-2023 we will:

- Work in partnership with ScORSA, we will try to ensure at-work driving is also a focus on activity related to speeding.
- pilot this course within Transport Scotland, its Operating Companies and the frameworks three Local Partnership Forums.

Lead Partner: Road Safety Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/30 - We will continue providing education through learning resources from early years to secondary schools.

Deliverable Detail: In 2022-2023:

- RSS will continue to support and promote their early years resource and new primary school resource 'Roadstars'.
- RSS will review and refresh content of the Junior Road Safety Officer (JRSO) programme and will continue with the development of a new resource for complex additional support needs.
- RSS will begin to scope work to review and evaluate the two secondary school resources (Your Call and Crash Magnets) and will revisit the Theatre in Education programme to deliver behaviour change among young people.
- We will pilot this course within Transport Scotland, its Operating Companies and the Frameworks three Local Partnership Forums.

Lead Partner: Road Safety Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

11 – Engineering

We will improve road infrastructure and maintenance.

21/56 - We will research and develop safe infrastructure fit for automated vehicles.

Deliverable Detail: We will research and develop safe infrastructure which is ready for the higher levels of automation in vehicles, including the safety and performance of road signs and markings, including their placing, visibility and retro-reflectivity.

In 2022-2023 there will be the:

- Although the start of the CAV Forth trial of autonomous buses has been delayed with the start date to be confirmed, Transport Scotland will deliver our commitments to the project during the period.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – Yes

21/58 - We will improve road infrastructure and maintenance on the trunk road network.

Deliverable Detail: We will ensure that the Safe System approach to road safety is embedded in maintenance and management of the Trunk Road network. Every scheme should consider if/how it could contribute towards the framework's targets and Safe System and should only not be incorporated by exception.

Our Network maintenance contracts now include specific provisions for all schemes to be considered in terms of safe system outcomes. Our Safe System training will support our consideration of these issues more widely.

In 2022-2023 we will:

- consider road safety and Safe System as we develop our one and three-year maintenance programmes.
- deliver our annual road safety programme and support active travel delivery where there are safety benefits in doing so.
- complete the candidate assessment of 20 mph locations on the Trunk Road network.
- use our risk mapping capabilities to support the development of risk management programmes on the network.
- pilot a Safe System course with our Operating Companies (linked to the deliverable about this course under the education strategic action).

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – Yes

22/31 - We will trial interventions for motorcyclists on the Trunk Road Network (TRN).

Deliverable Detail: Following on from completion of deliverable 21/55 in the first delivery plan, this new deliverable will in 2022-2023 continue the trials of PRIMEs with a further six locations on the Trunk Road Network (TRN) identified. In quarter 4 a full report on the effects on rider behaviour over three motorcycle seasons and associated safety benefits will be produced.

In 2022-2023 we will:

- complete the third summer trial of m/c PRIMEs and report its findings.
- develop a guide to the wider use of PRIMEs.
- work to incorporate PRIMEs in the wider suite of approved road markings.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – Yes

22/32 - We will map the trunk road network following a trunk road risk scoring model. This deliverable is a replacement for deliverable 21/57 from the first delivery plan which was not taken forward in 2021-2022.

Deliverable Detail: In 2022-2023 we developed a trunk road route scoring/risk mapping model which is based around a combination of environment, alignment, condition and roadside hazards. The methodology has been developed for the calculation of a risk score, based on these attributes, which are mapped and assigned to every 500-metre section on the trunk road network.

The aim has been to have the trunk road fully mapped and so able to identify locations that are high risk. A Safe System approach requires us to be better sighted on system risk to understand where investment should be given priority.

The risk map was supplied to the main Trunk Road operating companies in the summer of 2022 to support their annual road safety programme development for 2023/24. We are aiming to embed the risk map in our wider roads inventory data.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 - Yes

22/33 - We will publish a new Strategic Road Safety Plan for the Trunk Road. This deliverable is a replacement for deliverable 21/59 from the first delivery plan which was not taken forward in 2021-2022.

Deliverable Detail: The Strategic Road Safety Plan sets out how Transport Scotland delivers road safety on the trunk road network.

In 2022-2023 we will:

- develop the Plan, consult upon it and publish it.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 - No

12 – Inequality

We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

22/34 - We will ensure road safety interventions and education cover areas of deprivation. This deliverable is a replacement for 21/60 from the first delivery plan which was not taken forward in 2021-2022.

Deliverable Detail: Once findings of the research on road casualties in areas of deprivation are known, we will ensure road safety interventions and education cover these areas of deprivation.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 - Yes

Delivery timescale: Longer-term 2023-2030 – No

22/35 - We will gather evidence to understand if there is a link between speed and the casualty rate in the most deprived 10% Scottish Index of Multiple Deprivation (SIMD) areas.

Deliverable Detail: Speed measuring devices will be installed throughout Scotland. These devices will help establish if there is a link between speed and the casualty rate in the most deprived 10% SIMD areas.

Locations will be identified throughout Scotland and will be installed in financial year 2022/23. This deliverable will support the RSF30 Strategic Action to reduce inequality.

Lead Partner: Transport Scotland

Delivery timescale: Intermediate 2022-2023 – Yes

Delivery timescale: Longer-term 2023-2030 - No



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