



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Scotland's Road Safety Framework to 2030

Annual Progress Report 2023/24
& Delivery Plan 2024/25





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Executive Summary



As we are approaching the midpoint of the Road Safety Framework to 2030 (RSF2030), we remain committed as ever to achieving our goal for Scotland to have the best road safety performance in the world by 2030 and an ambitious long-term goal, Vision Zero, where no one is seriously injured or killed on our roads by 2050.

We fortunately saw a reduction in road fatalities in 2023 with 155 (9% decrease from 2022). However, the total number of casualties rose by 3% and the number of people seriously injured rose by 9%. We recognise that priority actions with a focused and disciplined approach are required to strengthen on the delivery of our commitments set out in Scotland's RSF2030.

The increase in the number of casualties on Scotland's roads has strengthened the resolve of all delivery partners to be more bold and ambitious in bringing forward innovation and opportunities to minimise preventable casualties.

Our commitment to ongoing actions and new ambitious activity will aim to give confidence to road users that actions are being prioritised, to address emerging casualty trends, as well as continuing to build on previous outcomes.

Appropriate and relevant resourcing is fundamental to progress and delivery of the framework, and in the current economic climate, we will need to be pro-active in making evidenced and informed choices that will support streamlined approaches to build capacity to support the delivery of priority actions.

The Safe System approach remains very much embedded within our framework which is regarded as international best practice in road safety delivery. The strategy puts people at its centre, and aims for a more forgiving road system that takes human vulnerability and fallibility into account; people are fragile and make mistakes that can lead to collisions, however, no one should be killed or seriously injured as a result. This includes improved safety aspects of the road, its surrounding environment, vehicle technology, enforcement and education for all road users.

Transport Scotland is continuing to work on a Safe System training framework for decision makers, designers, engineers, planners and practitioners, to name a few, to help establish and embed Safe Systems in how Scotland designs, maintains and operates its various transport modes. We will look to roll this out to partners in 2024 and are currently developing a Safe System implementation manual.

Finally, we would like to offer a personal thanks to all road safety partners for their work carried out this year. Looking ahead, there is undoubtedly much still to do. We all have a part to play in improving Scotland's roads and delivering our national casualty reduction targets, whether at a national, local or individual level, to make Scotland's roads safer.



Introduction



To monitor road safety initiatives undertaken by partners which contribute to the delivery of the framework, we have committed to undertake an Annual Delivery Plan and Annual Report over the lifetime of the framework. Delivery Plans have been published detailing the deliverables for the financial year ahead, with Annual Reports providing an update on the deliverables for the retrospective (financial) year.

Given the two documents report on the same information, we have merged the documents into one publication, titled 'Annual Progress Report & Delivery Plan'.

This document will report on specific actions, set out as deliverables, taken directly by the Scottish Government, the framework's governing bodies, and partner organisations who are undertaking activities/projects to assist in the delivery of the RSF2030.

Deliverables undertaken over 2023/24, and the deliverables forecasted to be delivered by partners over 2024/25, are detailed within this publication.

This publication continues to focus on actions that target immediate, longer-term and emerging trends to address casualty and risk reduction on Scotland's roads.

A focused approach remains prevalent in the deliverables recognising the need to continue the longer-term downward trend on road casualties as well as delivering on the objectives of RSF2030.

Timescales may be modified over time and any changes reflected as the document is refreshed annually.

This report provides the following information about deliverables:

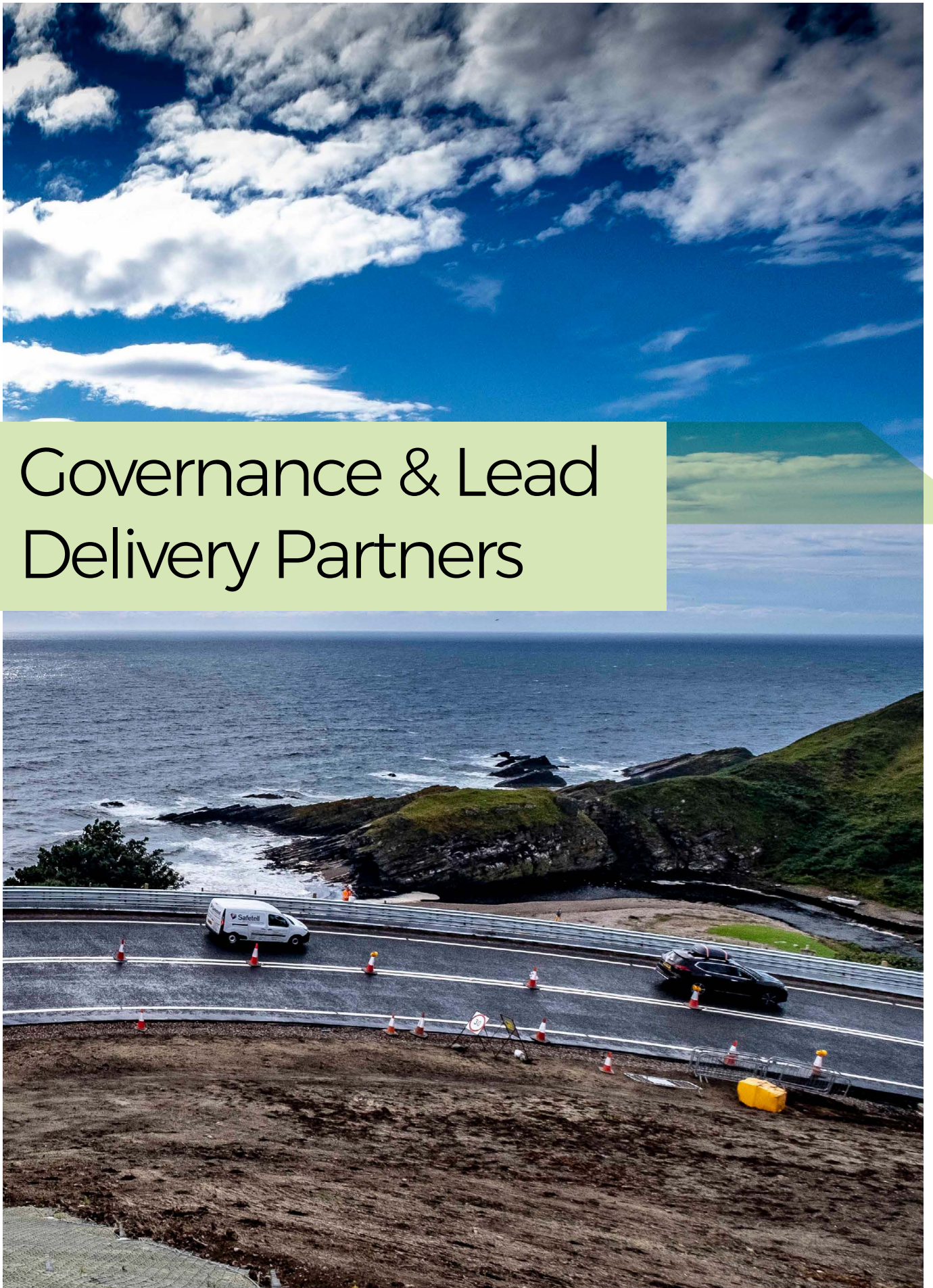
2023/24:

- Deliverable number and title.
- Deliverable detail about actions that have been undertaken in 2023/24.
- Lead Partner – the name of whom has taken forward the deliverable.

2024/25:

- Deliverable number and title.
- Deliverable detail about actions that will be taken forward in 2024/25.
- Lead Partner – the name of whom will be taking forward the deliverable.

Governance & Lead Delivery Partners



Governance

Progress against the Annual Progress Report & Delivery Plan will continue to be monitored through the three-tier governance structure set out in the framework as 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 is 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 supports 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 provides feedback from SPB downwards to Local Partnership Forums (LPFs) and vice versa.

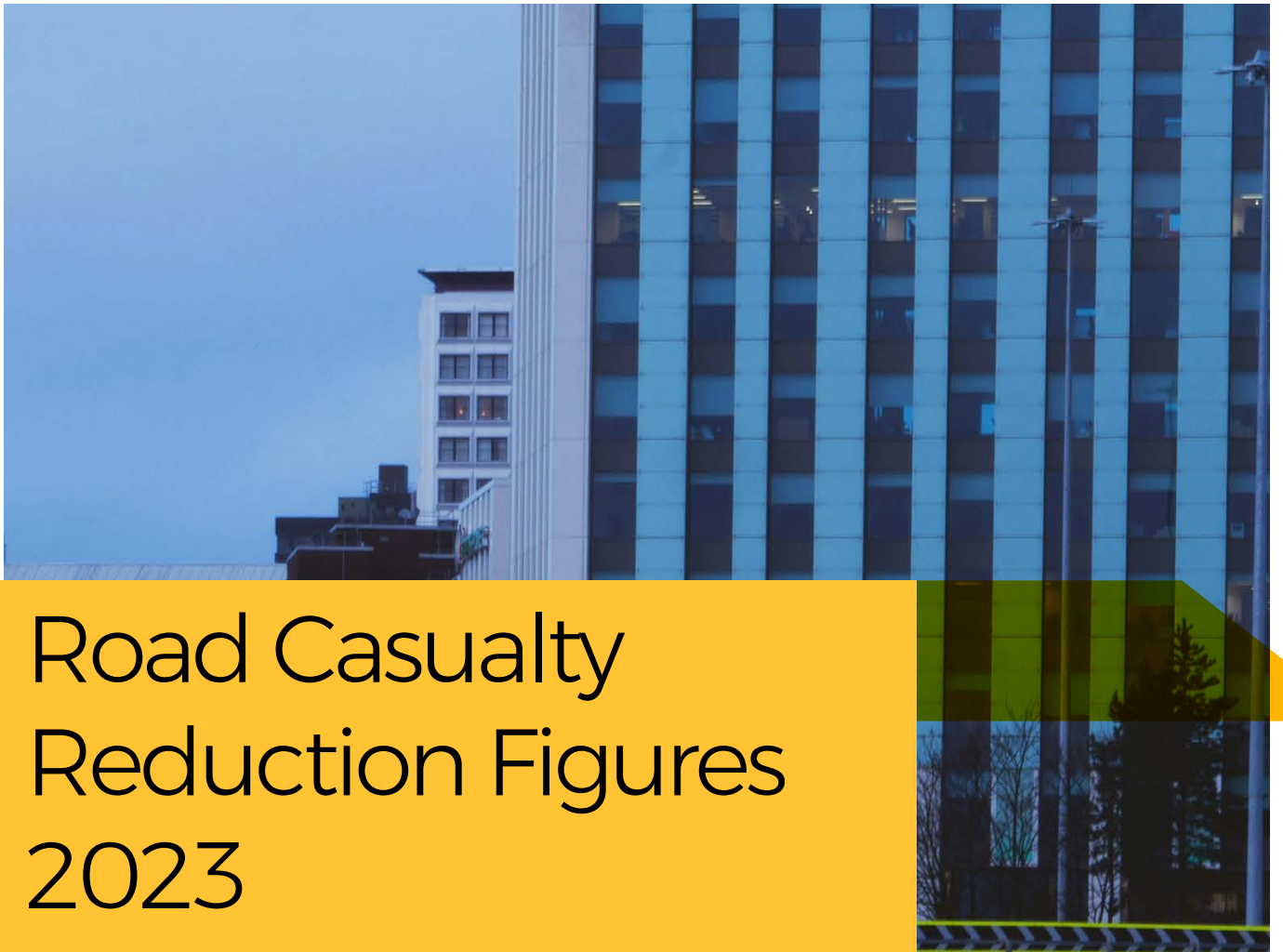
Local Partnership Forums (LPFs)

LPFs improve the connectivity between what is happening at national and local levels in terms of road safety. They support monitoring at local level of the framework's performance management and deliverables set out in this delivery plan. LPFs 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
- Scottish Fire and Rescue Service
- COSLA
- ScORSA
- Association of British Insurers
- Public Health Scotland
- British Horse Society
- Motorcycle Action Group



Road Casualty Reduction Figures 2023



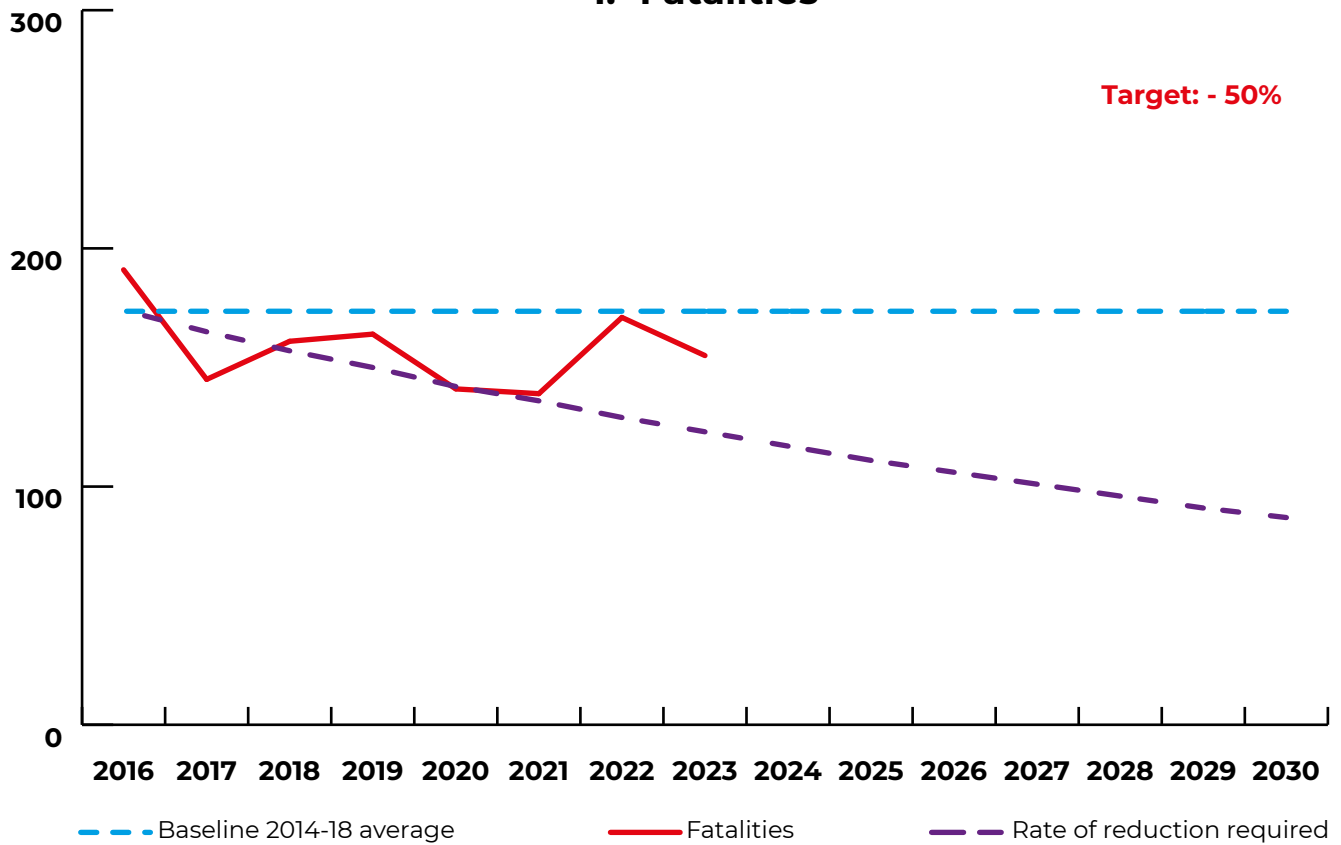
Road Casualty Reduction Targets to 2030

The RSF2030 identifies the part every one of us has to play in ensuring our long-term aspiration for Vision Zero becomes a reality. Scotland's RSF2030 includes four national casualty reduction targets due for delivery in 2030 (Graphs 1-4). These compare performance against the 2014-2018 baseline period. Graphs 5-9 includes statistics on the RSF2030 mode and user-specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over represented age groups.

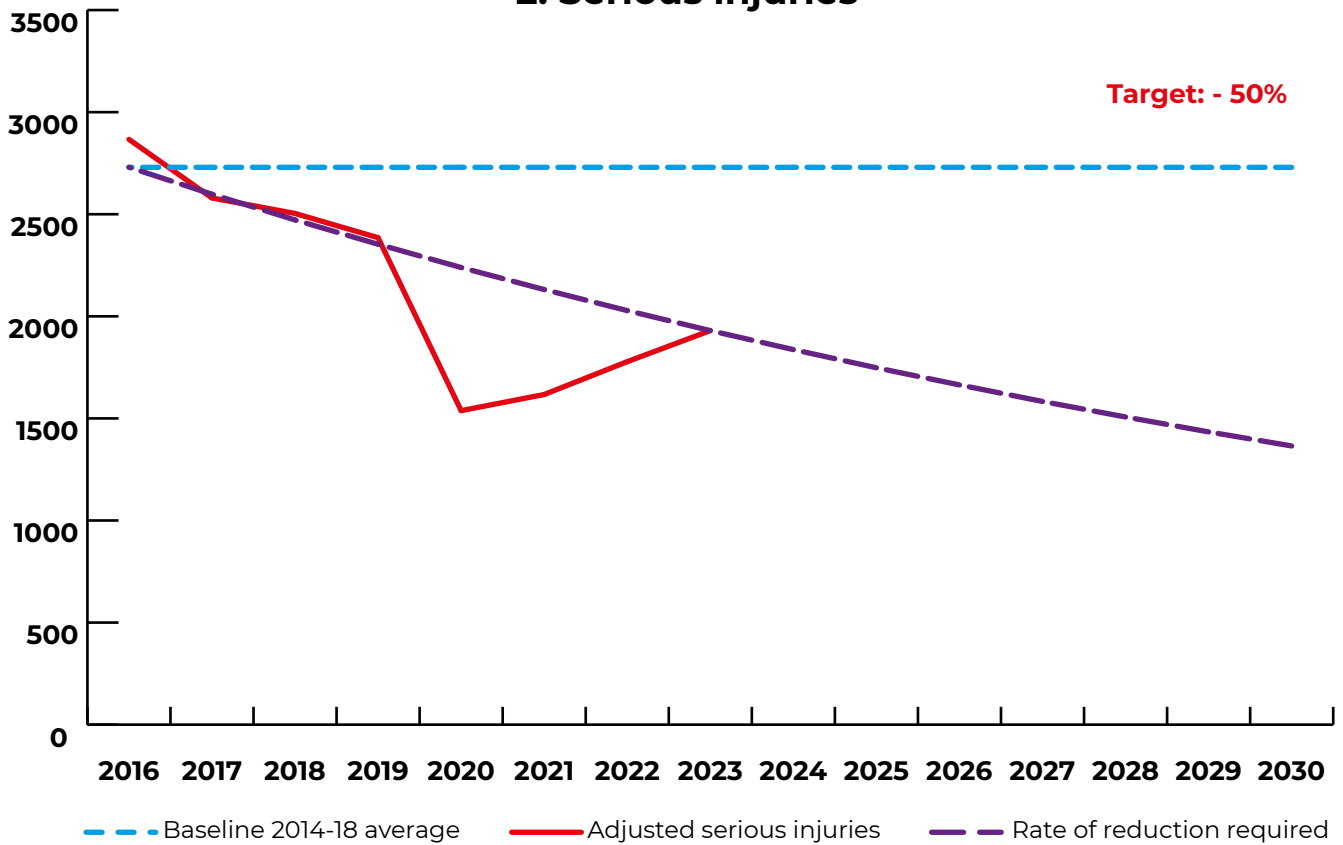
The following statistics are from the Key Reported Road Casualty Scotland 2023 publication. Please note, these statistics are provisional. Final figures will be published in Reported Road Casualties Scotland in October 2024. Figures may change as a result of late returns and amendments to the data. These changes are likely to be small.

Progress towards the 2030 national casualty reduction targets

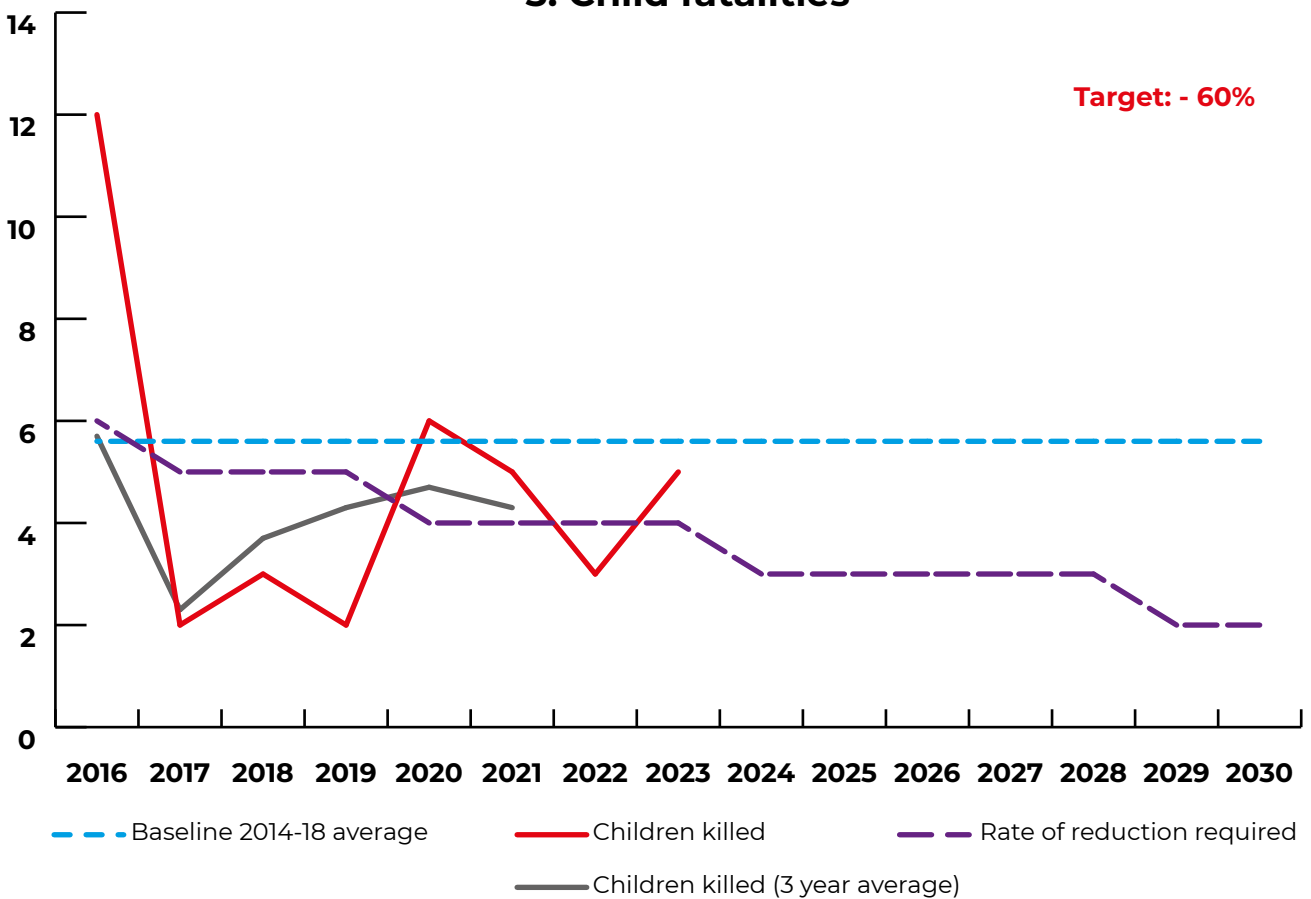
1. Fatalities



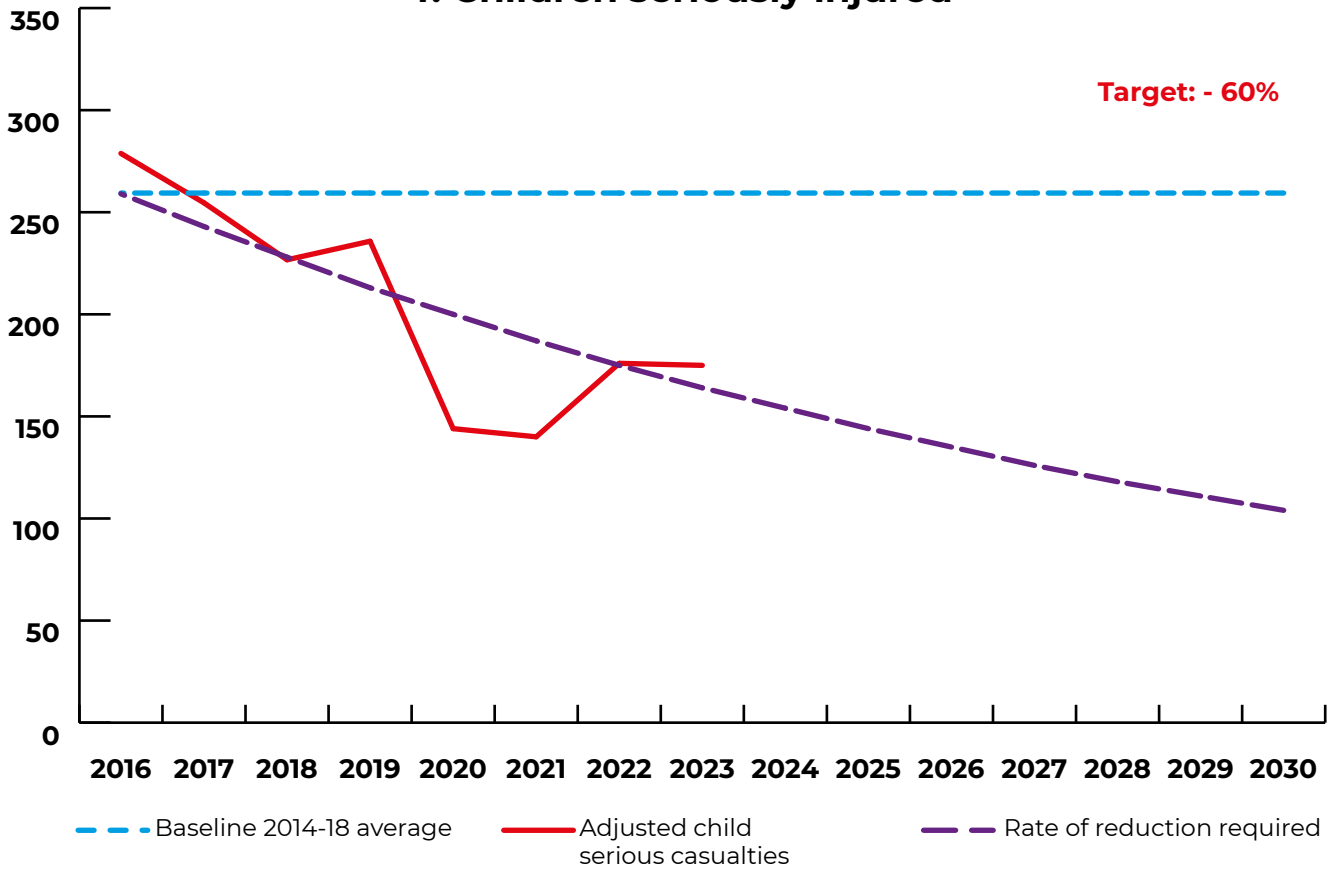
2. Serious injuries



3. Child fatalities

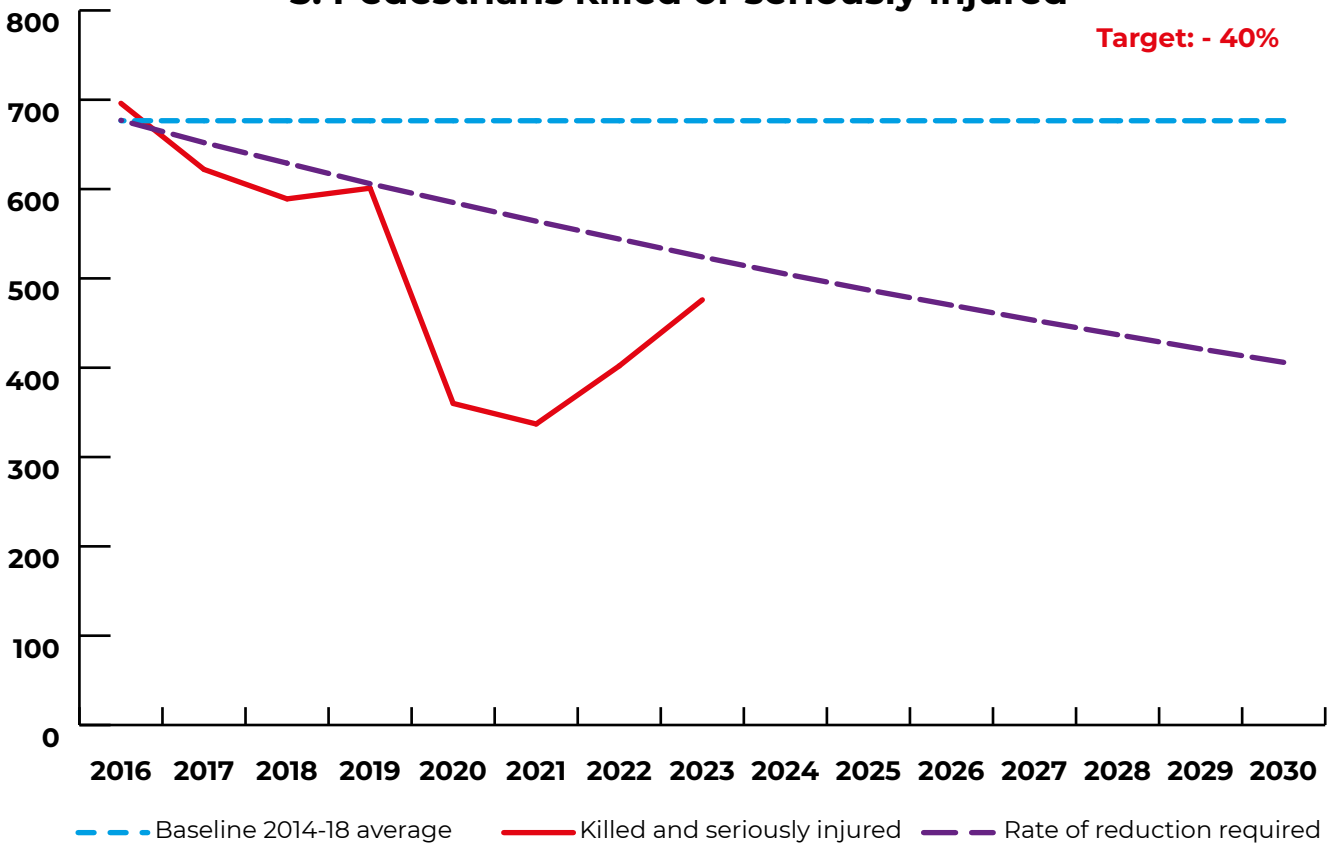


4. Children seriously injured

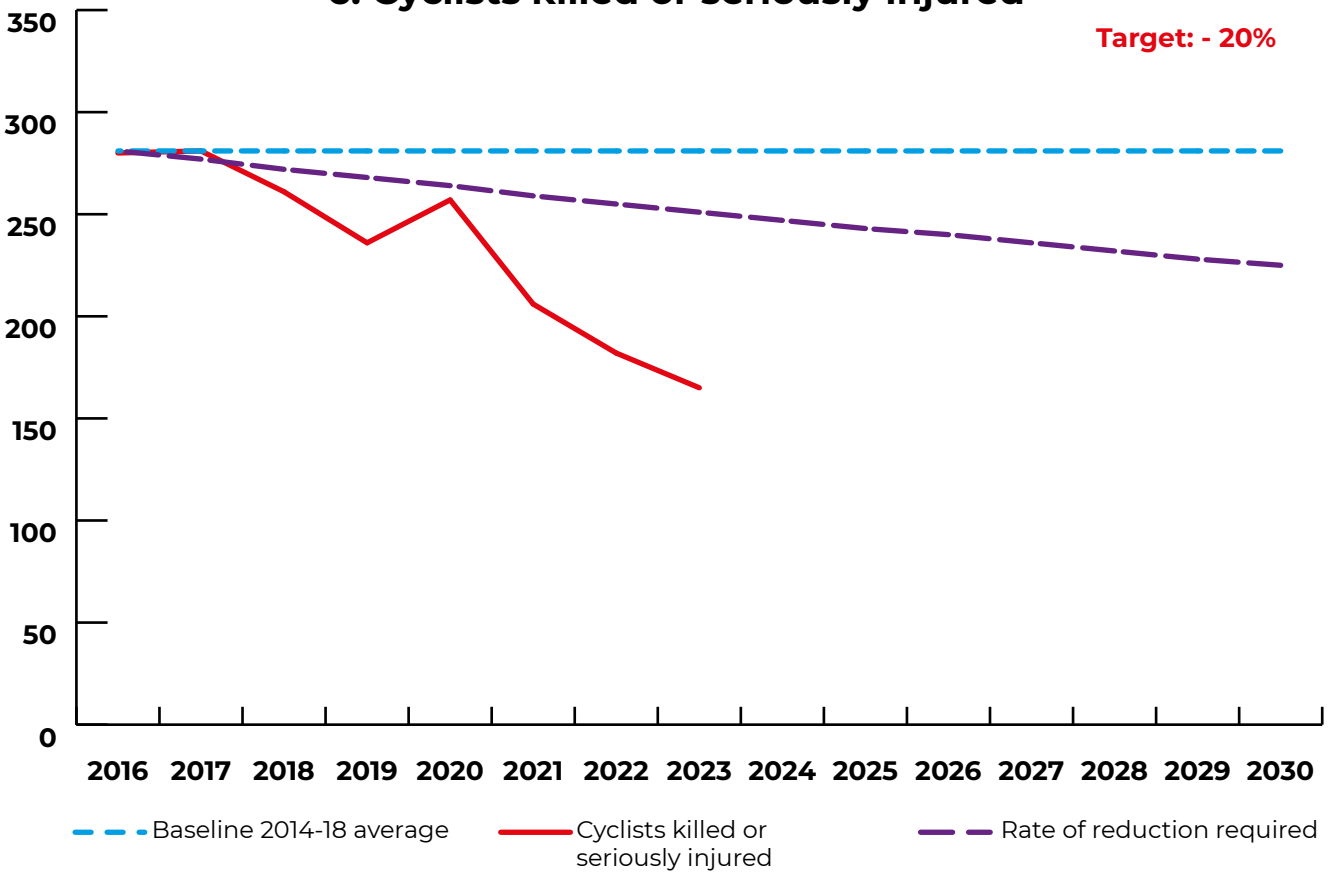


Progress towards the mode and user-specific 2030 casualty reduction target

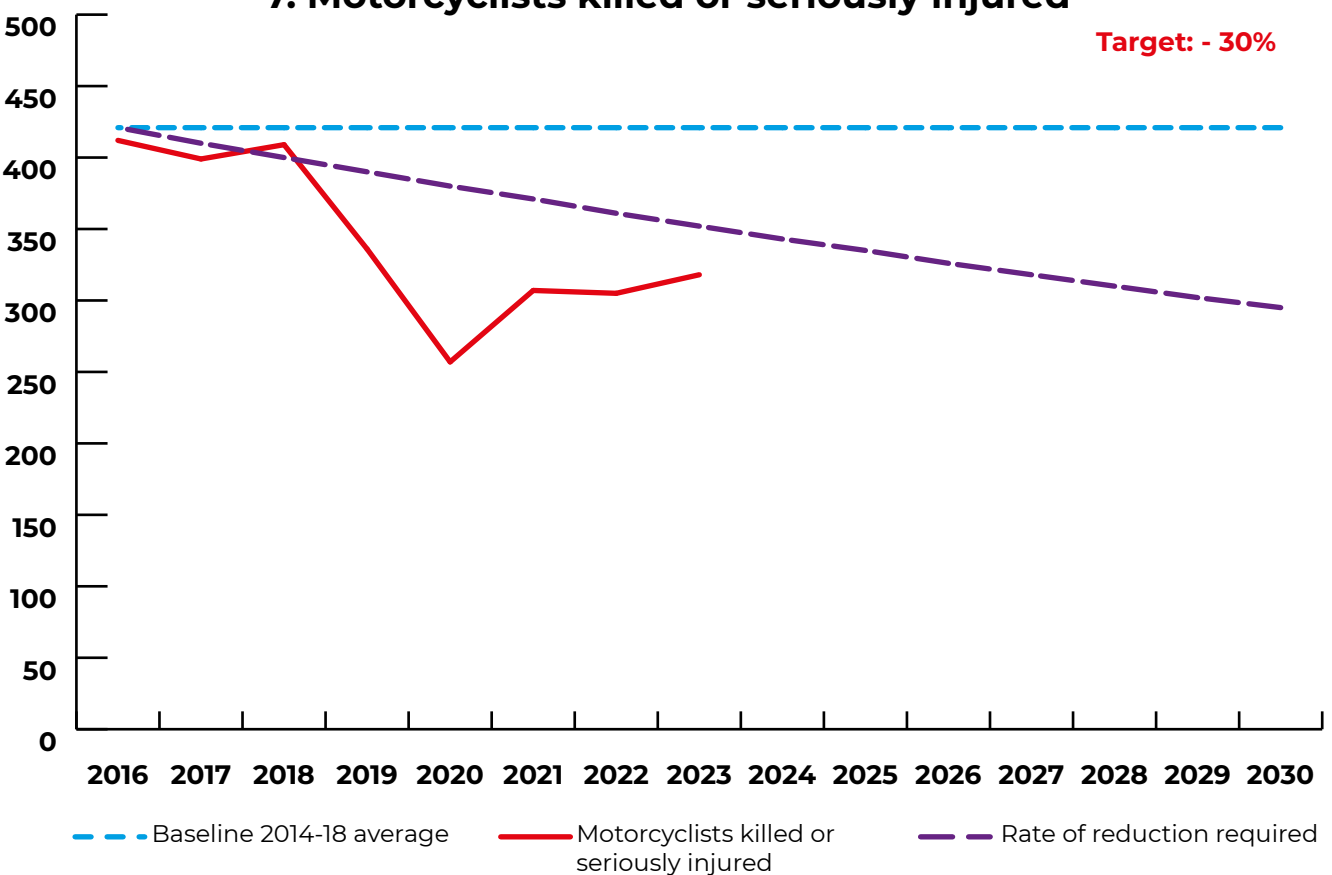
5. Pedestrians killed or seriously injured



6. Cyclists killed or seriously injured

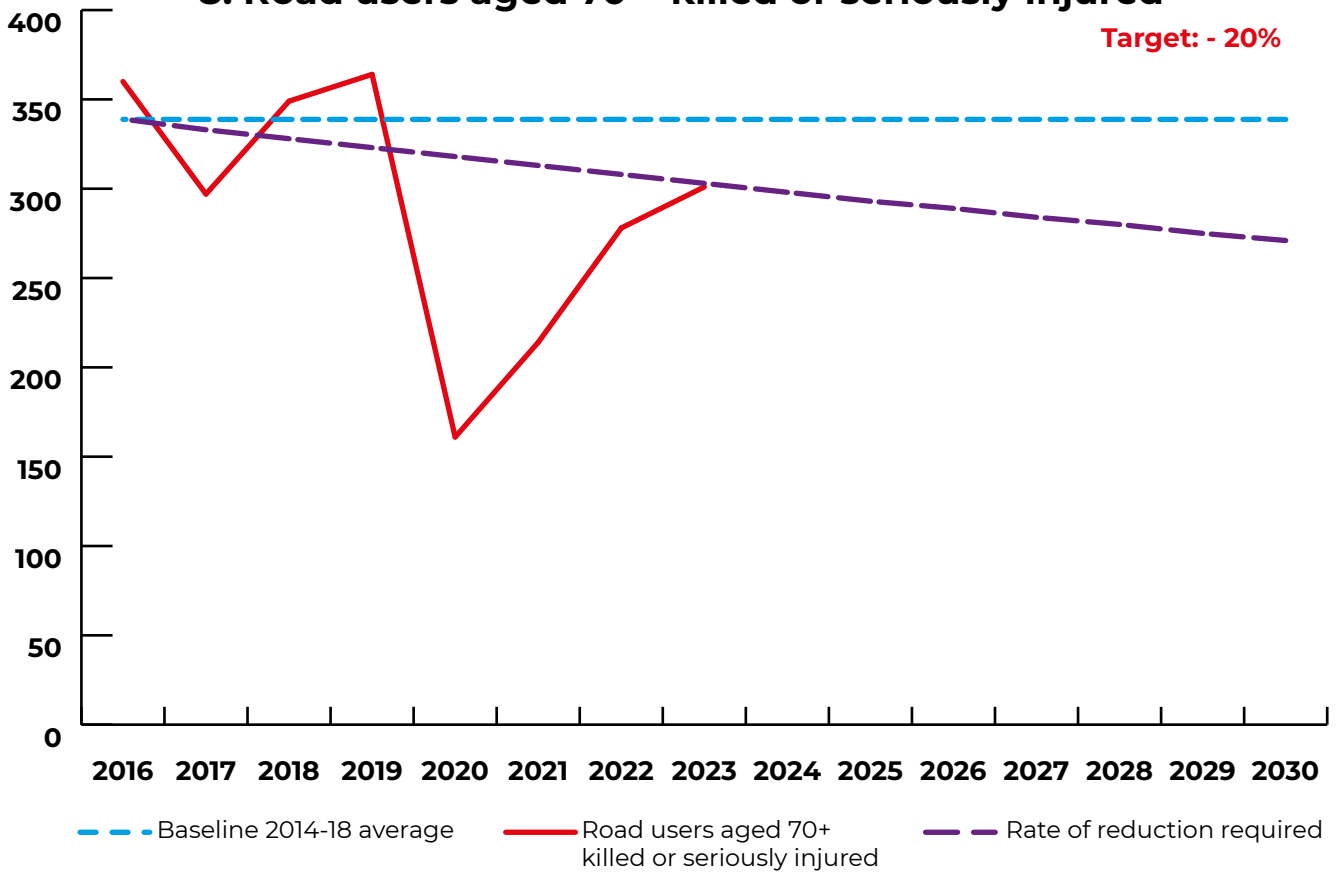


7. Motorcyclists killed or seriously injured



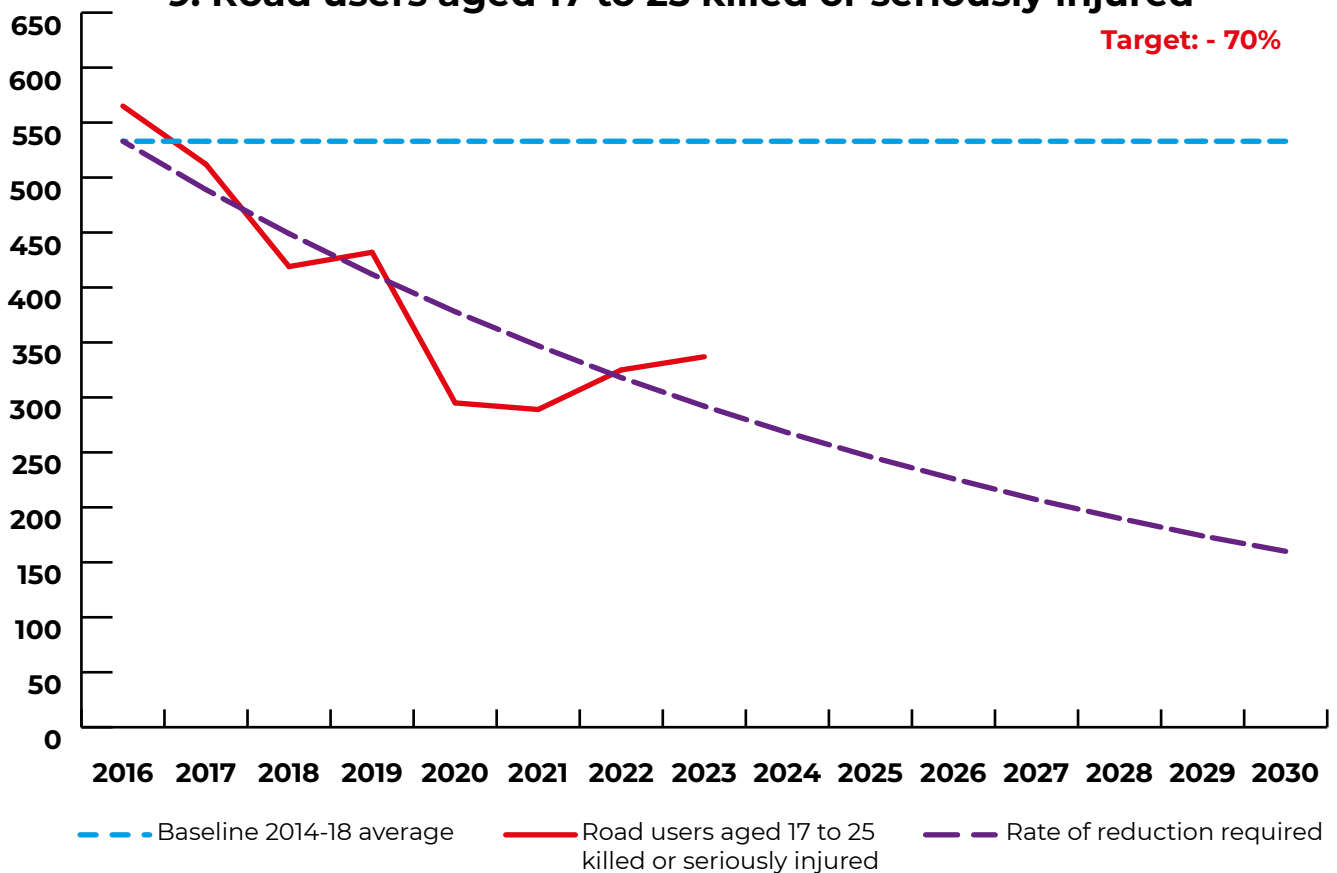
8. Road users aged 70+ killed or seriously injured

Target: - 20%



9. Road users aged 17 to 25 killed or seriously injured

Target: - 70%







Update on Deliverables over 2023/24



Strategic Actions

<p>Speed: 1</p> <p>We will deliver a range of speed management initiatives to support the Safe System.</p> 	<p>Climate: 2</p> <p>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.</p> 	<p>Funding and Resourcing: 3</p> <p>We will improve funding streams for national and local road safety delivery.</p> 
<p>Change in Attitudes and Behaviour: 4</p> <p>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.</p> 	<p>Technology: 5</p> <p>We will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.</p> 	<p>Active and Sustainable Travel: 6</p> <p>We will ensure road safety remains a key focus of active and sustainable travel in Scotland.</p> 
<p>Knowledge and Data Analysis: 7</p> <p>We will ensure our actions are evidence-led to support the delivery of the Safe System.</p> 	<p>Enforcement: 8</p> <p>We will optimise enforcement to encourage good road user behaviour to support the Safe System.</p> 	<p>Health: 9</p> <p>We will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.</p> 
<p>Education: 10</p> <p>We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.</p> 	<p>Engineering: 11</p> <p>We will improve road infrastructure and maintenance.</p> 	<p>Inequality: 12</p> <p>We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.</p> 



Deliverables

Over 2023/24, there was 55 deliverables undertaken by lead delivery partners. It focused on immediate actions to 2023/24 and builds the foundation for longer-term actions.

A progress report on the deliverables as of the end of the 2023/24 financial year, can be found below.

The use of 'we' in the 'What was achieved' section thereafter refers to the corresponding organisation.

Deliverables Key

	On track or complete	Long Term Deliverable - Continuing in 2024/25
	Delayed/Ongoing	Short Term Deliverable - Concluded by 31 March 2024
	Will not be delivered this reporting year	

1 - Speed




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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/01 We will undertake a National Speed Management Review.</p>	<ul style="list-style-type: none"> We have undertaken comprehensive analysis of all types of speed management policies (including HGV speed limits) and initiatives in Scotland. We have also undertaken a review of what has been introduced in other countries throughout the world. 	<p>Transport Scotland: Road Safety Policy</p>	<div style="background-color: white; padding: 5px; border: 1px solid black;">Long-term Deliverable</div>
<p>Ref No - 21/02 We will undertake the development of a National Speed Indicator.</p>	<ul style="list-style-type: none"> We are increasing the number of speed indicator devices on the local road network which will enhance the data we are already collecting whilst also evidencing the link between speed and road casualties in areas of deprivation and ways to reduce road safety inequality. During 2023/24, we worked with local authorities to install 80 speed indicator devices across a range of local roads with a speed limit of 20 and 30 mph. These devices were installed in the 10% most deprived areas with comparison sites installed in the 10% least deprived areas across Scotland. 	<p>Transport Scotland: Road Safety Policy</p>	<div style="background-color: white; padding: 5px; border: 1px solid black;">Short-term Deliverable</div>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/04 We will continue development of Road Traffic Diversionary Courses in Scotland.</p>	<ul style="list-style-type: none"> • Following the Lord Advocate's agreement in principle for the introduction of Road Traffic Diversionary Courses (RTDCs), including Speed Awareness Courses, 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. • Driver and Rider Improvement Scheme Diversionary Courses continue to be provided after a careless driving prosecution report is submitted to COPFS, who consider and refer the driver where appropriate. • Two pre-requisites to facilitate Speed Awareness Courses, the roll-out of the PentiP back-office system and COS Unifi national crime recording system, were completed in 2022/23 and 2023/24 respectively. • Police Scotland continues to experience significant resourcing and financial challenges that have resulted in projects being paused. This includes Speed Awareness. Police Scotland remains very much committed to this Criminal Justice project. 	<p>Police Scotland</p>	<p>Long-term Deliverable</p>


Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/01 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.</p>	<ul style="list-style-type: none"> • Speeding remains a strong focus and is included within our 2023/24 National Calendar of Road Safety Activity, developed in consultation with partners and reviewed & ratified at the Tactical Options Working Group (TOWG). 2023/24 tactical plans developed by Roads Policing Area Commanders include a speed enforcement focus within the key area of influencing driver and road user behaviour. • 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 TOWG. • In 2023/24 we undertook the following: <ul style="list-style-type: none"> • 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 delivered 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 worked closely with partners to consider new and innovative approaches to speed enforcement in order to improve driver behaviour and reduce casualties. • Safety camera deployments in accordance with the Scottish Safety Camera Programme policy and criteria. Safety Camera Unit continued 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. 	<p>Police Scotland</p>	<p>Short-term Deliverable</p>

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.			
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 23/02 We will continue to engage with the vulnerable locations group to safeguard the trunk road network against the impacts of climate change.	<ul style="list-style-type: none"> During the 2023/24 period, Transport Scotland's Vulnerable Locations Operational Group successfully achieved full spend of its £2M budget in developing and implementing schemes aimed at addressing live network issues at known sites, and in a manner which aligns to the requirement to address the challenges of Climate Change adaptation, not just mitigation. This follows the successfully delivery of the £2M budget in 2022/23 where the continuing ethos remains to explore and develop schemes for future years whilst delivering those which have been designed. Across 2022/23 and 2023/24, this has seen 6No and 17No of schemes completed at construction stages and includes measures to address flooding, drainage and landslide risk management. Collectively these works have helped to improve the resilience and safe operation of the trunk road network. The success of this workstream has seen similar budget levels confirmed for 2024/25 with programmes in place for the continued development of targeted schemes. Currently a total of 55 schemes are at either the investigation, design or construction stages for future years. 	Transport Scotland: Maintenance	Short-term Deliverable

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/03 We will continue the maintenance of Network Management Contract (NMC), Vulnerable Locations and Disruption Risk Management Plan Sites.</p>	<ul style="list-style-type: none"> • Some examples of the schemes undertaken between 2023/24 that will continue into 2024/25: <ul style="list-style-type: none"> • M80 River Carron to Bannockburn Northbound Drainage Improvement Investigation, Design and Construction. Continuation of works progressed over previous financial years, to improve resilience of M80 to flood through appropriate enhancement of existing drainage features. • M9 Newline Bridge to Chartershall Road Bridge (Northbound) Continuation of works progressed over previous year to allow evaluation works to proceed. Commencement of design development in 2024/25. • M8 at Newhouses Road Bridge Further investigations to supplement those already completed to provide clear understanding of the extent of the problem that results in the M8 flooding westbound in proximity to the local road overbridge. Design development and construction to follow such that discharge, and surface water issues, are alleviated. Undertaking of further site inspection and survey work 2024/25. • A9 Scrabster – Following a landslide on 27 December 2023, budget is being re-distributed to the A9 Scrabster scheme to facilitate investigation of the failure area and the development of suitable remediation proposals that will enable the removal of temporary traffic management from the A9 approach to Scrabster Harbour. The design and construction of wider improvements will now likely take place in 2024/25. 	<p>Transport Scotland: Maintenance</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/03 We will continue the maintenance of Network Management Contract (NMC), Vulnerable Locations and Disruption Risk Management Plan Sites.</p>	<ul style="list-style-type: none"> A84 Anie Straight – Investigation work progressed over the last quarter of 23/24, with options to increase road level relative to various flood return periods assessed. Given the nature of the topography and the potential complexities associated with improvement options, further investigative work is required to inform scheme development, resulting in design work being re-programmed for 2024/25. VMS Hardstandings and Traffic Management Boxes - Site Surveys and Investigatory works proposed to establish desirable locations for the stationing of equipment to complement known disruption risk sites and closure points associated with SIDRs. 	<p>Transport Scotland: Maintenance</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/04 We will consider the impacts of the designs for new Low Emission Zones signs.</p>	<ul style="list-style-type: none"> Presentations and consultations were held with local authorities and relevant contractors to discuss the impact and correct implementation of Low Emission Zone signs. This work will continue with the development of signage for Aberdeen, Dundee and Edinburgh's Low Emission Zones. 	<p>Transport Scotland: Environment & Sustainability</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/05 We will encourage and promote Electric Vehicle (EV) ownership in Scotland.</p>	<ul style="list-style-type: none"> In 2023/24 we continued to support the uptake of EVs by providing interest free loan funding. The focus of this scheme remained used EVs, this included alternative zero emission fuel options such as hydrogen. This approach is designed to support more people and households on lower incomes to make the switch to electric. This loan also supported the taxi industry and other high mileage businesses assisting with reducing emissions from sectors that significantly contribute to emission levels. We also focused on a more Just Transition and continued to support our Plugged in Communities (PiC) scheme, this scheme supports usership over ownership of EVs by providing grant funding to community transport organisations to procure zero emission community transport vehicles. This will support rural communities and areas of higher deprivation where there is an unmet transport requirement. EV infrastructure funding continued to support the installation of chargepoints in domestic rural, remote and island locations and for recipients of the used electric vehicle loan. This fund also supported 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 EVs. 	<p>Transport Scotland: Low Carbon Economy</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/06 We will promote smooth driving through various education methods.</p>	<ul style="list-style-type: none"> The backbone provided for promoting smooth driving to business through the Road Safety Hour series, Road Safety Podcast Series 3 and the regular ScORSA member newsletter has continued to reinforce key messages around topics that influence smooth driving through the lens of managing driving and riding for work, set within the Safe System approach. The evaluation undertaken by Research Scotland reflects the value placed by listeners and readers alike reflected in the 25% membership growth during 2023/24. 	<p>ScORSA</p>	<p>Short-term Deliverable</p>

3 - Funding and Resourcing 	We will improve funding streams for national and local road safety delivery.		
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/10 We will consider the development and implementation of a Road Safety Improvement Fund.	<ul style="list-style-type: none"> In 2023/24, the Road Safety Improvement Fund had a capital budget of £9.5m (£7.5m road safety and £2m contribution from active travel). 	Transport Scotland: Road Safety Policy	Short-term Deliverable
Ref No - 23/07 We will support road safety projects, grant-funded through the Road Safety Framework Fund.	<ul style="list-style-type: none"> A call for framework and evaluation initiatives went live in February 2023 and closed in April. The fund is resource only, and applications which supported the Safe System were welcomed. A total of 9 applications were received, with 5 being successful following OPG and SPB scrutiny. Grant offer letters were developed and issued for the successful projects and the team has continued to support project managers to establish their projects. 	Transport Scotland: Road Safety Policy	Short-term Deliverable

4 - Changes 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.

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/08 We will continue and maintain Scotland's Road Safety Framework online portal to share road safety information and changes.</p>	<ul style="list-style-type: none"> • New content and sharing of publications is continued, with news releases added to coincide with Police Scotland's campaign calendar. • The Info Hub and FAQs are kept up to date. • The website is also open to partners for a platform to promote their campaigns/ activity at both a local and national level. 	<p>Transport Scotland: Road Safety Policy</p>	<p>Short-term Deliverable</p>
<p>Ref No - 21/14 We will raise a national conversation on road safety across all of Scotland.</p>	<ul style="list-style-type: none"> • This work was subject to funding being available as this was not part of the original request when the budget was announced. Unfortunately, funding was not available to deliver this over 2023/24. However, both Road Safety Scotland and Transport Scotland are aware of the need to deliver on this action for everyone in Scotland, and will look to progress actions on this in 2024/25. 	<p>Road Safety Scotland</p>	<p>Long-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/09 We will deliver an annual Give Cycle Space campaign.</p>	<ul style="list-style-type: none"> • 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 campaign is supported by our partners highlighting the legal consequences to drivers of 'close-passing' of people cycling. • The campaign launched on 4th May 2023, using new creative and running across TV, on-demand, radio, digital and bus back advertising and supported by Police Scotland. Key evaluation results include: <ul style="list-style-type: none"> • Recall: 86% drivers who had seen/heard advertising recalled one element of the campaign • Understanding: the importance of giving space was represented as a key message (45% drivers), with almost one in three (31%) specifically mentioning giving 1.5m space. There was a high understanding of and engagement with key campaign statements, resulting in a 91% campaign performance score. • Impact on attitude and behaviour: limited increase from pre- to post-campaign in drivers giving 1.5m time (54% to 56%), however 89% drivers who had seen the campaign had or were planning to take action, including 43% who were now more likely to wait behind until safe to pass. • The campaign is estimated to have reached 97% of all adults in Scotland (more than 4 million) an average of 13 times. 	<p>Cycling Scotland</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/10 We will offer Practical Cycle Awareness Training.</p>	<p>Practical Cycle Awareness Training</p> <ul style="list-style-type: none"> • This training includes both theory and practical elements and is aimed at drivers of large goods vehicles or PSVs. • A number of training providers throughout Scotland were granted funding to deliver Practical Cycle Awareness Training for HGV/bus drivers in 2023/24. McGills buses, T French and Sons, and McPhersons Ltd continue to work in partnership with Cycling Scotland to embed training within their driver CPC programme. In addition, we worked with East Lothian Council to schedule this training for their employees who drive large goods vehicles. • 263 Large Goods Vehicle/Passenger Carrying Vehicle drivers have completed Joint Approvals Unit on Periodic Training (JAUPT) accredited Practical Cycle Awareness Training in the period as driver Certificate of Professional Competence. <p>Learner Driver Cycle Awareness Training</p> <ul style="list-style-type: none"> • In the first quarter of 2023, training providers delivered a pilot of this one-hour theory input in 27 secondary schools in 16 local authorities across Scotland. The target audience is pupils in S5/6 who are at the start of their driver journey. Feedback was positive and a further number of schools have expressed an interest in the training for delivery in the next school year. • Cycling Scotland launched an orientation workshop for road safety practitioners to cascade the training to secondary school pupils. Five sessions have been delivered to 31 practitioners and instructors, including Lanark division campus police officers, and Scottish Fire and Rescue Service community officers. 	<p>Cycling Scotland</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/11 We will work with organisations on 'driving for work' policies.</p>	<ul style="list-style-type: none"> In addition to the Road Safety Hour, Road Safety Podcast Series 3 and regular communication with the membership, two face to face events focusing on the role of business linked to older drivers, including driver health, driver behaviour and enforcement, have provided the opportunity for business to understand how they can contribute to meeting the targets set within RSF 2030. 	<p>ScORSA</p>	<p>Short-term Deliverable</p>

5 - Technology



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 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.</p>	<ul style="list-style-type: none"> This work had been put on hold due to a pause on road safety spend in the governments direct response to the cost of living crisis. Road safety colleagues have engaged with analytical colleagues, who will be carrying out the research, to identify the scope of this work. However, this research has yet to conclude. 	<p>Transport Scotland: Road Safety Policy</p>	<p>Long-term Deliverable</p>
<p>Ref No - 23/12 We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.</p>	<ul style="list-style-type: none"> Transport Scotland and consortium partners delivered Project CAV Forth – a demonstration of autonomous bus capability on Scotland's trunk road network – into operational service in May 2023. Given limitations on project funding, Transport Scotland's active role in the project only consisted of around 12 weeks of trial service. Thereafter the project continued to operate on the trunk road for which Transport Scotland is responsible but not as a project partner. Through ongoing engagement with project partners though we will seek to learn and disseminate information on the experience gained from operating such a service and whether it has benefits for road safety. As part of the delivery the CAV Roadmap we will seek opportunities to explore how we can develop and harness the benefits that the deployment of connected vehicles offers to the Traffic Scotland Service. This will include scoping of an in-vehicle communication pilot to support the service in taking the steps needed to support road safety. 	<p>Transport Scotland: Intelligent Transport Systems (ITS)</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/13 We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.</p>	<ul style="list-style-type: none"> • Ongoing delivery of service to inspect, maintain and develop systems and infrastructure to support safe operation of the network. • A review and improvements to the mandatory signalling on the Queensferry Crossing Corridor to enhance its safe operation. • Scoping of an in-vehicle communication pilot to support the service in taking the steps needed to support safety on areas of the network not covered by physical infrastructure. • Transport Scotland will also develop our Future Vision and Strategy for The Traffic Scotland Service, which will set out our priorities for how the service should be developed to best take advantage of technology change to support SG/TS priorities including around road safety. This future vision was established during 2023/24. • Contractors will progress with embedding innovation and development of the service within their delivery programmes in line with our Future Vision of the service to ensure that ongoing investment supports delivery priorities, including safety. 	<p>Transport Scotland: Intelligent Transport Systems (ITS)</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/14 We will research and develop safe infrastructure fit for automated vehicles.</p>	<ul style="list-style-type: none"> • Undertook operational monitoring of the live CAVForth trial to enhance our understanding of the safe deployment of CAV technologies. • Delivered a programme of engagement to ensure that our knowledge/learning of what it takes to bring CAV technologies to our network is shared and maximised. 	<p>Transport Scotland: Intelligent Transport Systems (ITS)</p>	<p>Short-term Deliverable</p>

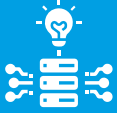
6 - Active and Sustainable Travel			
We will ensure road safety remains a key focus of active and sustainable travel in Scotland.			
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/22 We will develop a National Strategy for 20 mph Speed Limits and Zones and continue to encourage roll-out of such schemes in the most appropriate environment.</p>	<ul style="list-style-type: none"> • The Scottish Government made a commitment to implement 20 mph speed limits on those roads where it is appropriate to do so by 2025. • A 20 mph task group explored the most effective way of achieving that commitment in Scotland, and has agreed to support local authorities to expand 20 mph speed limits where appropriate as the optimum route to implement at their November 2023 meeting. As a result work is now underway to establish a delivery sub group. • A communication toolkit has been developed and circulated to road safety partners, to be used at the local level. The toolkit was launched alongside a news article and FAQ on the RSS and RSF2030 website. • Highland Council as early adopters of the strategy has been implementing 20 mph where appropriate. The new speed limits will be monitored, evaluated and refined if necessary. The lessons learned from their experience will assist in the future roll-out in other local authority areas. 	<p>Transport Scotland: Road Safety Policy</p>	<p>Long-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/15 We will deliver 20 mph speed limits on the trunk road network.</p>	<ul style="list-style-type: none"> • There are 1,034 trunk road locations where 30 mph limits are in place and 20 mph limits could be delivered over that period. • Evaluation to date indicates differing levels of appropriateness, meaning a staged approach, with potential for engineering (which may include reallocation of road space), education and/or enforcement investment may be needed in some cases to achieve practical 20 mph delivery. • As part of Highland Council's 'early adoption' of the National 20mph Strategy, 21 trunk road locations in the Highlands had temporary 20mph speed limits introduced during autumn 2023. These are now being evaluated. • Consultation is ongoing with other local authorities where sections of trunk road are being considered for the National 20mph Strategy. • Potential strong synergies with active travel and public transport outcomes, car km reduction, parking and emissions in addition to safety. 	<p>Transport Scotland: Trunk Road Casualty Reduction</p>	<p>Long-term Deliverable</p>
<p>Ref No - 23/16 We will fund and deliver cycling and walking infrastructure.</p>	<ul style="list-style-type: none"> • The Scottish Parliament approved a further increase to the Active Travel budget for 2023/24, at £189.2m. 	<p>Transport Scotland: Active Travel</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/17 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.</p>	<ul style="list-style-type: none"> • With a record Active Travel budget of £189.2m, Transport Scotland has continued to support its Places for Everyone, Cycle Walking & Safer Routes and National Cycling Network programmes, as well as the new Active Travel Transformation Fund to ensure delivery of high quality walking, wheeling and cycling infrastructure can continue at pace and scale, and meet the ambitions of local authorities across Scotland. • We have also distributed funding to: TS Road Safety as a contribution for the Road Safety Improvement Fund; TS Trunk Roads for their Trunk Road Casualty Reduction Schemes to support infrastructure delivery that improves safety for pedestrians and cyclists along the trunk road network and avoids severance of active travel routes where they meet the trunk road; and to TS Rail for the delivery of active travel infrastructure at the new station in Levenmouth. 	<p>Transport Scotland: Active Travel</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/18 We will establish Active Travel Road Safety Framework funding that would be managed by Transport Scotland Road Safety colleagues with a view to supporting active travel projects that deliver on the Road Safety Framework delivery plan objectives.</p>	<ul style="list-style-type: none"> • £2m was allocated to the Road Safety Policy team to contribute to the Road Safety Improvement Fund budget, increasing the fund by £2m, from £7.5m to £9.5m. This additional £2m contributed to active travel infrastructure schemes on the local road network. 	<p>Transport Scotland: Active Travel</p>	<p>Short-term Deliverable</p>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/19 We will commence implementation of the recommendations from the Active Travel Transformation Project. This includes delivery of projects through the Active Travel Transformation Fund, which will make funding for construction-ready infrastructure directly available to Local Authorities, Regional Transport Partnerships and National Park Authorities.</p>	<ul style="list-style-type: none"> Active Travel Transformation Programme Business Case has been developed and approved (December 2023). Tiered delivery model for Active Travel infrastructure was established and introduced. Projects were delivered through Active Travel Transformation Fund in 2023/24, with this fund open to applications from January 2024. Resource was secured to manage active travel delivery and progress the recommendations from the Programme Business Case. 	<p>Transport Scotland: Active Travel</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/20 We will evaluate the link between speed enforcement, using camera technology, emissions and uptake in active travel.</p>	<ul style="list-style-type: none"> The Safety Camera Programme undertook robust analysis to explore any link between safety camera deployments, associated improvements in speed limit compliance and the impact on emissions and/or increases in active travel. In the instances that were considered, there was insufficient evidence to support any connection. However, desk-based research is currently underway to explore international sources to support further investigations. 	<p>Scottish Safety Camera Programme</p>	<p>Short-term Deliverable</p>

7 - Knowledge and Data Analysis




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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/21 We will work with Police Scotland and provide funding to support fatality research to consider and develop new approaches to prevent road fatalities.</p>	<ul style="list-style-type: none"> • Officials collaborated with Police Scotland to scope and create a road traffic fatality database, with an analyst interrogating all road traffic fatalities on the Scottish road network for the years 2015/2020, with a report being created. • This is an operational report, co-authored by Police Scotland and Transport Scotland. It contains 73 recommendations and countermeasures which, should they have been applied, could avoid fatal collisions occurring or reduce the severity of the injuries, focusing partnership efforts in the right places, leading to a more proactive/preventative approach. • The report will assist to embed the “Safe Systems” key principle - people are fragile and make mistakes that can lead to collisions but it should not lead to death or serious injury and aligns to the strategic outcomes of the RSF2030 long-term goal where no one dies or is seriously injured by 2050. • The final report was published on 25 October 2023. • Transport Scotland has also committed to delivering this for the lifetime of the RSF2030. 	<p>Transport Scotland: Road Safety Policy</p>	<p>Short-term Deliverable</p>


Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/22 We will produce a range of policy and research documents as well as provide a range of road safety courses.</p>	<ul style="list-style-type: none"> • IAM RoadSmart ran UK wide campaigns this year to raise awareness of drug driving and motorcycling safety. • You can view the campaigns here; https://www.iamroadsmart.com/about-us/research-and-policy/drug-driving/ https://www.iamroadsmart.com/research-and-policy/motorcycle-safety-campaigning-for-change • Our local Groups in the North of Scotland will be providing observer and event support for the Police Scotland Rider Refinement North programme. We are also ready to assist Police Scotland as the programme is expanded across other areas of Scotland. • IAM RoadSmart will continue to provide expert input to the Road Safety Framework OPG and Road Safety Scotland as well as contributing to the Motorcycle Focus Group, Older Road User Group and the 20mph Task Group. • IAM RoadSmart Groups across Scotland will continue to deliver advanced driver and rider courses and work in partnership with local authorities and other organisations. 	IAM Roadsmart	<div style="background-color: #008000; color: white; padding: 5px; text-align: center;">Short-term Deliverable</div>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/30 We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.</p>	<ul style="list-style-type: none"> The originally proposed service design, whereby digital footage is submitted to Police Scotland ahead of consideration of circumstances, creates considerable storage overhead and generates demand for resource to review each submission within constrained timescales. The resource-intensive nature of this model cannot be supported by Police Scotland at this time due to the constraints and substantial budget challenges the organisation is facing. The technical architecture and service design that is being driven through our new Digital Evidence Sharing Capability Programme (DESC) will provide a modern, innovative and easy to use route for digital evidence submission into the organisation and Criminal Justice system as a whole. 	<p>Police Scotland</p>	<p>Long-term Deliverable</p>

8 - Enforcement			
		We will optimise enforcement to encourage good road user behaviour to support the Safe System.	
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 23/23 We will continue operation of the Scottish Safety Camera Programme.	<ul style="list-style-type: none"> • Deliver a range of new safety camera sites, including new fixed camera, mobile and redlight sites across the road network. • Ensured the site selection criteria is appropriately used to inform the annual site prioritisation processes; • Ensured the continued operation of the Scottish Safety Camera Programme; • Arranged for operational deployment of a range of ultra-low emission mobile camera vans; • Published Safety Camera Programme Annual Progress Report 2022/23 in winter 2023; and • Delivered a trial of distracted driver camera technology in winter 2023/24. 	Scottish Safety Camera Programme	Short-term Deliverable

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/24 We will deliver road policing operational/campaign activity.</p>	<ul style="list-style-type: none"> In 2023/24 we delivered the following road policing operational/campaign activity: <ul style="list-style-type: none"> Police Scotland delivered a National Calendar of Road Safety Activity covering April 2023-March 2024. Campaign activity focused on the Fatal Five (careless driving, drink/drug driving, mobile phones, seatbelts and speeding). Campaigns were national but locally delivered, supported by partners and with media support to ensure appropriate key messages are delivered. Other areas of focus to include vulnerable road user groups included cyclists, motorcyclists and pedestrians. These were run alongside partners where appropriate to maximise effectiveness and highlighted via social media. General road safety enforcement delivered on a daily basis by Police Scotland, including by Road Policing officers and the Safety Camera Unit, as part of their core roles, supported by Local Policing officers where appropriate. To improve driver attitudes and behaviours, deployment of resources were informed by intelligence and data analysis to identify routes where injury and fatal collisions occur and/or offending is prevalent. Enforcement activity was measured with data captured by Police Scotland's Analysis and Performance Unit (APU) throughout and published in quarterly performance reports. Police Scotland worked 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. 	<p>Police Scotland</p>	<p>Short-term Deliverable</p>

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.	
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref 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.	<ul style="list-style-type: none"> Nil update received. 	Scottish Ambulance Service	Long-term Deliverable
Ref No - 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.	<ul style="list-style-type: none"> Transport Scotland has strengthened our relation with health colleagues. Transport Scotland now sit on the Public Health and Sustainable Transport Partnership Group, and Public Health Scotland is now a member of the Road Safety Framework OPG. 	Transport Scotland: Road Safety Policy	Short-term Deliverable

10 - Education			
 We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.			
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 22/24 We will develop and trial a Safe System training course for all.	<ul style="list-style-type: none"> All stakeholders were asked to complete a survey to gauge the knowledge of road safety partners. Partners were also given the opportunity to attend workshops to explore the readiness of road safety organisations to deliver the Safe System, which ensures that Agilysis is using the right language for the training. A further workshop was held with partners in October which focused on data. The first two courses for the two day Safe System Training was held on 31 Oct-1 Nov and 22-23 Nov 2023 which was delivered to colleagues in Transport Scotland. We will look to deliver this to road safety partners in 2024. Workshops were held in early 2024 with international experts, with each workshop focusing on one of the five components of the Safe System. These sessions helped inform the manual, which will be rolled out to partners in 2024/25. 	Transport Scotland: Road Safety Policy	Long-term Deliverable

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/25 We will renew all road safety Learning Resources.</p>	<ul style="list-style-type: none"> • Work on Road Safety Scotland (RSS) Learning Resources continued: <ul style="list-style-type: none"> • Promotion of the early years resource at educational events and roadshows throughout the country • Development of new resource to replace Your Call and Crash Magnets • Development of new resource for children with complex additional support needs • Review of RSS resources for children with mild-to-moderate additional support needs • Review and incorporation of JRSO (Junior Road Safety Officer) website into main RSS site 	Road Safety Scotland	Short-term Deliverable
<p>Ref No - 23/26 We will deliver national road safety campaigns.</p>	<ul style="list-style-type: none"> • Campaigns were run targeting: <ul style="list-style-type: none"> • Foreign Divers (throughout the tourist season) • Drug-Driving (during the Festive Season) • Fitness to Drive (January 2024) 	Road Safety Scotland	Short-term Deliverable
<p>Ref No - 23/27 We will deliver advanced 2-day Child In-Car Safety Training Courses.</p>	<ul style="list-style-type: none"> • Advanced 2-day Child In-Car Safety Training Course: <ul style="list-style-type: none"> • 4 courses delivered in May, July, October & November 2023. A total of 46 delegates attended. 	Road Safety Scotland	Short-term Deliverable
<p>Ref No - 23/28 We will engage with the hauliers to strengthen the road safety performance within the industry.</p>	<ul style="list-style-type: none"> • National Coach week ran 12-19 May 2023 which seen Road Haulage Association engage with many coach operators and MPs discussing topics such as Costs & Regulations, Abroad Travel, Conditions, Highways, Environment & skills. • National Van Week ran 5-11 June 2023 • National Lorry Week ran 23-30 Oct 2023 	Road Haulage Association	Short-term Deliverable

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/29 We will host the Traffic Commissioner Seminar.</p>	<ul style="list-style-type: none"> Member seminar was held in October 2023 with Traffic Commissioner in attendance to discuss topics such as Operator compliance and safety on roads. 	<p>Road Haulage Association</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/30 We will undertake research to inform policy on cycling and safety.</p>	<p>National Monitoring Framework</p> <ul style="list-style-type: none"> In August 2023, Cycling Scotland released the Annual Cycling Monitoring Report 2023. Insight in the report spans just over a decade, with data from January 2012 to March 2023, and provides a national picture of cycling behaviour, road safety, access to bikes and attitudes to cycling as well as snapshots of cycling at a local authority level. <p>Road Safety Research</p> <ul style="list-style-type: none"> Findings from research into road safety data (road safety and cycling – what the evidence shows - Cycling Scotland) were published in July 2023. The research has since been updated to include 2022 Contributory Factor data in killed or serious injury collisions involving people cycling and was presented to the three Local Partnership Forums in November 2023. The findings remain consistent: <ul style="list-style-type: none"> In collisions between bikes and vehicles, the data indicates that the person driving the vehicle is more often at fault than the person riding the bike 73% of the top 5 contributory factors are assigned to the driver of the vehicle in collision with the person cycling 	<p>Cycling Scotland</p>	<p>Short-term Deliverable</p>



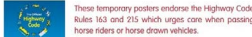

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/30 We will undertake research to inform policy on cycling and safety.</p>	<ul style="list-style-type: none"> • Failing to look properly is the most common cause of a collision. The person driving failed to look properly more than twice as many times as the person riding the bike • Loss of control features as the 2nd most common contributory factor allocated to pedal cycles in the Scottish data, while this sits 7th in the GB data • Wearing dark clothing at night, Disobey ATS or not displaying lights at night are not frequently recorded as the cause of a collision • Other data sources provide additional context and insight regarding road casualties involving people cycling, these include: <ul style="list-style-type: none"> • The MAST online road safety data system, which provides a breakdown of serious injuries to people cycling, in 2020 and 2021: <ul style="list-style-type: none"> • 452 serious injuries in 2 years (2020 & 2021) • 16% - Very serious, 17% - Moderately serious, 66% - Less serious • Police data shows that 23% involved some form of head injury while 52% involved a fracture 	<p>Cycling Scotland</p>	<p>Short-term Deliverable</p>


Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/30 We will undertake research to inform policy on cycling and safety.</p>	<ul style="list-style-type: none"> In addition, Public Health Scotland hospital admissions data provides additional insight into challenges around significant under-reporting of collisions: <ul style="list-style-type: none"> In 2022/23 emergency hospital admissions in All Road Traffic incidents numbered 2,558 (in contrast, Reported Road Casualties Scotland 2022 reported 1,776 serious casualties across all modes) In 2022/23 emergency hospital admissions in Pedal cyclist Road Traffic incidents numbered 435 (Reported Road Casualties Scotland 2022 reported 180 serious pedal cyclist casualties) Further work is required to understand the reasons for this gap in the data. <p>Road Safety Framework Fund</p> <ul style="list-style-type: none"> Cycling Scotland was awarded funding in 2023/24 to undertake research in relation to awareness of the changes to the Highway Code, particularly the Hierarchy of Road Users and rules designed to provide additional protection for vulnerable road users. This work was delivered in 2 parts. A public survey of drivers across Scotland to gauge understanding of the changes was completed. In addition, video survey work was undertaken at 4 junctions (in Glasgow and Edinburgh) with a view to analysing interactions and behaviours between people driving and people walking or cycling. 	<p>Cycling Scotland</p>	<p>Short-term Deliverable</p>


Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/30 We will undertake research to inform policy on cycling and safety.</p>	<ul style="list-style-type: none"> • Analysis of the data gathered revealed the following headline results: <ul style="list-style-type: none"> • 3 in 4 drivers say they know the Highway Code well, but only half are aware of changes introduced in 2022 • 40% of drivers have not looked at the Highway Code since passing their test – the majority of those surveyed passed their test 20 years ago • In questions relating to the Highway Code, drivers scored an average 63% (the pass rate for the theory test is 86%) • Younger drivers achieved a lower score than older drivers • Knowledge of the Highway Code for people walking and cycling is particularly weak, and only half of drivers could correctly prioritise road users in the hierarchy of responsibility • 36% of drivers also cycle, but more than 10% of drivers surveyed do not agree it is important to prioritise the safety of people cycling (equivalent to ~300,000 vehicle drivers nationally) • Data has been shared with Transport Scotland, and a summary report with links to other relevant road safety data prepared for wider publication. <p>Work-related Road Risk</p> <ul style="list-style-type: none"> • A presentation delivered at the Cycling Scotland conference in October highlighted research undertaken to understand the risks posed to vulnerable road users by goods vehicles. This research has informed a Road Safety Framework Fund application to undertake work to identify opportunities to incentivise relevant education and training to improve road safety in 2024/25. 	Cycling Scotland	<div style="background-color: #008000; color: white; padding: 5px; text-align: center;">Short-term Deliverable</div>

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/31 We will provide adult cycle training</p>	<ul style="list-style-type: none"> 1,301 adults have been recorded as completing training this year. 	Cycling Scotland	Short-term Deliverable
<p>Ref No - 23/32 We will deliver Bikeability Scotland.</p>	<ul style="list-style-type: none"> Bikeability Scotland, the national cycle training programme for school children, helps to increase road safety awareness in young people, equipping them with the skills and confidence to make everyday trips by bike more safely. The programme is free for pupils and is funded by Cycling Scotland through grant funding from Transport Scotland. Results from the 2022/23 academic year were extremely successful: <ul style="list-style-type: none"> 60% of schools delivered on-road, Level 2 cycle training (the historic performance measure) – up from 50% last year 67% of primary schools delivered at least one level of training – up from 59% last year 60,228 children have participated in Bikeability Scotland training – up from 52,604 last year Other notable results during 2022-23: <ul style="list-style-type: none"> 28,946 pupils participated in Level 1 training – a record rate 9 local authorities delivered Level 2 on-road training in all primary schools All participating local authorities, with the exception of Glasgow, increased or maintained their Level 2 delivery rates 	Cycling Scotland	Short-term Deliverable

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/32 We will deliver Bikeability Scotland.</p>	<ul style="list-style-type: none"> • With funding received from Transport Scotland, Cycling Scotland is working with local authorities to maintain record delivery rates at current levels. Full data for 2023/24 will be published in September 2024. • When Bikeability Scotland was introduced in 2010 only 31.5% of primary schools delivered on-road cycle training. Since then, the programme has grown significantly, with the last academic year seeing a 20% increase in participation from the previous year. 	Cycling Scotland	Short-term Deliverable
<p>Ref No - 23/33 We will continue to deliver RoSPAs road safety activities.</p>	<ul style="list-style-type: none"> • RoSPA has continued to support the work of the OPG, being a proactive participant, and provided a range of opportunities for partner messaging to be shared through the Road Safety Hour series, and also through the production of an e-book and short video series on priority road safety topics linked to the ScORSA project. 	ScORSA	Short-term Deliverable
<p>Ref No - 23/34 We will deliver Henry The Horse campaign, to educate school pupils on road safety and raise awareness of the increasing number of reported incidents involving horses and vehicles.</p>	<ul style="list-style-type: none"> • This course was delivered in Ayrshire and on the Shetland Isles. • We have educated children on road safety and raising awareness of the increasing number of reported incidents involving horses and vehicles, in Primary Schools. A member of the safety team at The British Horse Society would attend schools, once they sign up, to deliver the road safety awareness course to school pupils, which will include acting out scenes while using hobby horses, as all part of the fun while learning! https://www.bhs.org.uk/about-us/our-safety-work/henry-the-horse/ 	British Horse Society	Short-term Deliverable

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status		
<p>Ref No - 23/35 We will deliver Lose the Blinkers Action days.</p>	<ul style="list-style-type: none"> Lose the Blinkers Action days held in 2023 with the mounted branch doing close pass undercover. 	<p>British Horse Society</p>	<p>Short-term Deliverable</p>		
<p>Date</p>	<p>Location</p>	<p>Number of drivers stopped and educated</p>	<p>Number of Sec3 RTA1988 (careless driving)</p>	<p>Number of other RT offences</p>	<p>Commended on patience/manner</p>
<p>12 Apr</p>	<p>Larkhall</p>	<p>8</p>	<p>0</p>	<p>0</p>	<p>12</p>
<p>10-11 May 2023</p>	<p>Barry Road, Carnoustie</p>	<p>36</p>	<p>0</p>	<p>0</p>	<p>10</p>
<p>13 Jun</p>	<p>B912 near to Loch View Stables, Loch Fitty Road, Kingseat, Dunfermline</p>	<p>0</p>	<p>0</p>	<p>0</p>	<p>0</p>
<p>Ref No - 23/36 We will continue the appointment of equestrian safety advisors volunteers in the various parts of Scotland.</p>	<ul style="list-style-type: none"> As of 2023/24, we currently have 14 equestrian safety advisors across Scotland. We hope to grow this number. 	<p>British Horse Society</p>	<p>Short-term Deliverable</p>		
<p>Ref No - 23/37 We will communicate with 32 local authorities on the installation of temporary information posters on how to pass horses on the public highway.</p>	<ul style="list-style-type: none"> We liaised with all local authorities on the installation of temporary information posters on how to pass horses on the public highway.  <p>The British Horse Society (Scotland), SPARC and Police Scotland have been working together to gain permission to have temporary road signs put up in targeted 'hot spot' areas throughout Scotland. If you think there is a need for one in your area, that is what we need you to do.</p>  <p>The BHS looks at the data from the recorded incidents to start discussions with the Local Authorities to highlight localised concerns. To help us help you, please record any horse related incidents and near misses via the BHS Horse 1 app.</p>   <p>We understand recording evidence might not lead to a temporary poster being put up, but if incidents are not recorded somewhere then how do we know to try and help you?</p> <p>REMEMBER: Submit your details here: https://bhsat.com/the-british-horse-society Record horse related incidents on the Horse 1 app</p>	<p>British Horse Society</p>	<p>Short-term Deliverable</p>		

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 23/38 We will deliver a Dead Slow campaign to reduce incidents and fatalities involving horses and riders.</p>	<ul style="list-style-type: none"> • Our Dead Slow campaign was regularly promoted nationally on social media. We delivered: https://www.bhs.org.uk/support-us/our-campaigns/dead-slow/ • The BHS collates statistics each year to understand the rate of incidents involving horses and riders on UK roads. All statistics shown below are from 01.01.2023 – 31.12.2023. This includes our 'horse i' incident reporting app: https://www.bhs.org.uk/go-riding/record-an-incident/incident-report-form/ 	<p>British Horse Society</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/39 We will deliver Horse transportation education and driver training.</p>	<ul style="list-style-type: none"> • We worked with vehicle manufacturers and sales points and other partner like Vosa and Police Scotland, to raise awareness of good transportation including vehicle checks, maintenance, tyres, preparations to travel. • We worked with logistics companies to raise awareness of the needs of vulnerable road users among delivery drivers. • National event was held on 9 March 2024  <p>The poster for Trailer Safety Day features a central image of a horse trailer. Text on the poster includes: 'Trailer Safety Day: How safe are you and your horse?', 'Horses need to be transported from time to time and keeping you and your horse safe is vitally important. Come along to our Trailer Safety Day for workshops, talks and advice from the professionals.', a list of activities (Pre-safety checks, Legislation, Training, Hitching and unhitching, Crime Prevention, Road Policing, Vehicle checking information), the event date and location (Saturday 9 March 2024, 9am-2.30pm, Stirling Trailer Centre), and booking information. Logos for partners like BHS, SIC, and Overlander are at the bottom.</p>	<p>British Horse Society</p>	<p>Short-term Deliverable</p>
<p>Ref No - 23/40 We will deliver educational cycle safety package.</p>	<ul style="list-style-type: none"> • We deliver cycle safety information to relevant groups. 	<p>Scottish Fire & Rescue Service</p>	<p>Short-term Deliverable</p>

11 - Engineering			
 We will improve road infrastructure and maintenance.			
Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 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.	<ul style="list-style-type: none"> It was considered beneficial to delay the Strategic Road Safety Plan in order to incorporate the findings/outcomes of the National Speed Management Review and the In-Depth Road Traffic Fatalities Report for the years 2015-2020. The Trunk Road Casualty Reduction Programme continues to be delivered against the Strategic Actions set out in the RSF2030. 	Transport Scotland: Trunk Road Casualty Reduction	Long-term Deliverable
Ref No - 22/31 We will trial interventions for motorcyclists on the Trunk Road Network.	<ul style="list-style-type: none"> Publication of full findings of phase 1 of the project (2020/2022). Planning and commencement of phase 2 (2023/2025). Preparation of installation guidance for road authorities. 	Transport Scotland: Trunk Road Casualty Reduction	Short-term Deliverable
Ref No - 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.	<ul style="list-style-type: none"> The first version of the trunk road risk map was completed in 2022 and supplied to our Trunk Road operating companies to help inform their consideration of the annual road safety programme. This risk map will be updated going forward at appropriate intervals (TBC). Going forward, the risk map is expected to continue to inform casualty reduction investment, support our speed management outcomes and consequentially, the promotion of active travel and climate change outcomes. 	Transport Scotland: Trunk Road Casualty Reduction	Short-term Deliverable

12 - Inequality

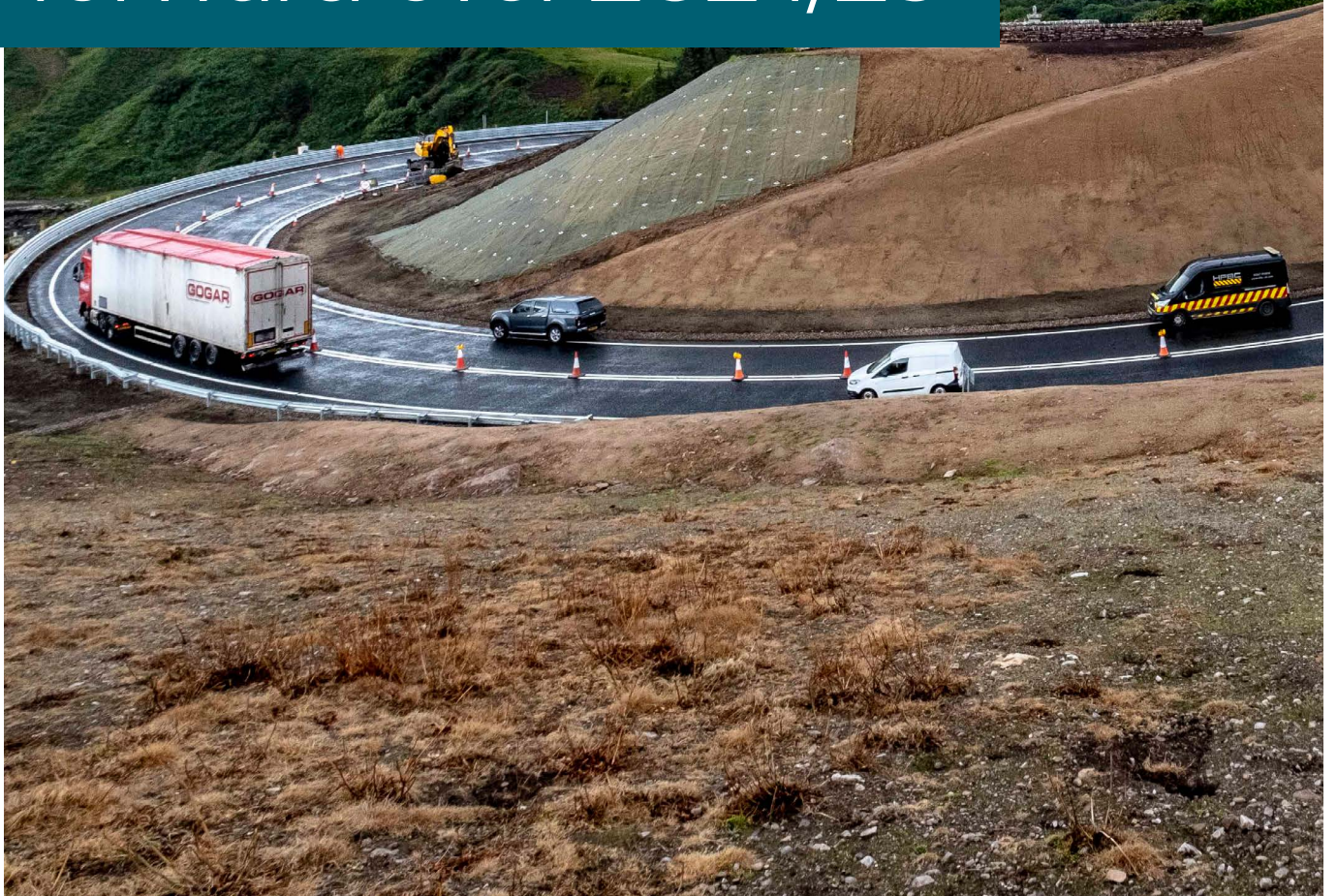


We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref 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.</p>	<ul style="list-style-type: none"> Transport Scotland will begin to monitor the data from these sites and report to the OPG. Transport Scotland has agreed the basis of speed reporting with partners. A database has been established where all data from speed indicator devices will be displayed and monitored. 	<p>Transport Scotland: Trunk Road Casualty Reduction</p>	<p>Long-term Deliverable</p>



Deliverables that Partners will take forward over 2024/25



There are 58 deliverables that lead delivery partners will undertake over 2024/25. Of which, 10 are longer term deliverables which have carried on from 2023/24, with some being from years prior. The deliverable numbering starts with the year it was created and first included in these publications. A total of 48 are new deliverables being taken forward in 2024/25; the numbering for these starts with 24. Please note: some new deliverables have been included in previous publications, but are renumbered on a yearly basis, with only specific actions for that reporting financial year being detailed.

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 actions, which are relevant to what will be delivered in this financial year.

Twelve Strategic Actions

1 - 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.

The process will include a stakeholder and public consultation in 2024/25 to consider views of whether any changes to speed limit policies and speed management measures should be introduced as part of our speed management plan.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

21/04 – We will continue development of Road Traffic Diversionary Courses (RTDC) in Scotland.

In 2024/25, against a backdrop of significant resourcing and financial issues, Police Scotland will continue to seek to progress the implementation of the RTDC courses in Scotland as a legitimate tool to educate drivers in relation to the dangers of driving at excessive speeds. The necessary IT functions have now been implemented and this groundwork will assist the development and roll-out of the Speed Awareness Courses when this project progresses.

Lead Partner: Police Scotland

Delivery timescale: Immediate 2024-2025 – No

Delivery timescale: Longer-Term 2025-2026 – 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.

24/01 – We will continue the maintenance of Network Management Contract (NMC), Vulnerable Locations and Disruption Risk Management Plan Sites.

In addition to the 55 schemes that are at either the investigation, design or construction stages for future years; a network wide review continues to be progressed to identify Vulnerable Locations that would benefit from early intervention. This work is considering SEPA flood map information in conjunction with record information held by the Operating Companies, including that held within the Disruption Risk Management Register. This information and that gathered from inspections and surveys will help to shape future year programmes, with interventions targeted year-on-year relative to funding availability.

Other Works:

- Landscaping Resilience – Beyond maintenance landscaping interventions at pre-identified locations across network. Review and implementation of beyond maintenance landscape interventions to enhance resilience of trunk road network. Key locations to be identified from network surveys and annual landscape deliverables.
- Vulnerable Location Surveys – Targeted surveys at pre-identified locations. Further asset surveys proposed to assist in identification of future vulnerable location sites.
- Vulnerable Locations Geotechnical Assets – Inspection, Review and Investigation.
- Vulnerable Culvert Assets – To be determined on a site-by-site basis.
- Targeted interventions at pre-identified locations – Review of comprehensive inspection outputs for small capacity culverts and implementation of replacement programme, prioritising most vulnerable locations to enhance resilience of trunk road network.
- Priority Rock Slope – Provision made for rock slope interventions.

Lead Partner: Transport Scotland – Network Maintenance

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/02 – We will encourage and promote Electric Vehicle (EV) ownership in Scotland.

The budget has not been signed off for the proposed consumer incentives that are noted below for 2024/25.

In 2024/25 we intend to continue to support the uptake of EVs by providing interest-free loan funding. The focus of this scheme will remain on the nascent used EV market; this includes alternative zero emission fuel options such as hydrogen. The limit per vehicle will reduce from £30k to £25k. This approach will ensure the available budget can support more individuals and businesses and is designed to support more people and households on lower incomes make the switch to electric. This loan will also support the taxi sector in Scotland assisting with reducing emissions

from a sector that significantly contributes to emission levels. We will also focus on a more Just Transition and continued to support our Plugged in Communities (PiC) scheme, this scheme supports usership over ownership of EVs by providing grant funding to community transport organisations to procure zero emission community transport vehicles as well as associated charging infrastructure, this will support rural communities and areas of higher deprivation where there is an unmet transport requirement. EV infrastructure funding continued to support the installation of charge points in domestic rural, remote and island locations and for recipients of the used electric vehicle loan, and will provide funding to factored/flatted developments where not having access to a driveway to install a charge point is often seen as a barrier for people making the change to EVs. (These schemes are funded annually as we cannot say if they will continue into 25/26).

Lead Partner: Transport Scotland – Low Carbon Economy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/03 – We will consider the impacts of the designs for new Low Emission Zones (LEZ) signs.

Implementation of advance LEZ warning signage on the trunk road network around Dundee LEZ.

Installation is expected prior to enforcement beginning 30 May 2024.

Lead Partner: Transport Scotland – Environment & Sustainability

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/04 – We will promote smooth driving through various education methods.

Our conversation with the Driving and Riding for Work community will continue to focus on the three elements of the Safe System our programme is designed to encompass. Safe road use, safe vehicles and safe speeds linked to the data insights provided at Scotland's Road Safety Summit March 2024.

Achieved through monthly campaigning on topics that encourage ownership at a personal, organisational and societal level.

We will educate the Driving and Riding for Work community and stakeholders about vehicle safety standards and emission standards, advising them of the benefits. This will cover areas such as Public Procurement of vehicles.

We will consider the impact of a lower drink drive limit on road traffic collisions in Scotland, identifying those driving for work. We will consider if people at work are more likely to be involved in collisions where drink and drugs is a contributory factor. We will learn from businesses that manage the risk and share best practice across the industry.

Lead Partner: ScORSA

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

3 - Funding and Resourcing

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

24/05 – We will support road safety projects, grant-funded through the Road Safety Framework Fund.

Transport Scotland will continue to support road safety projects through the Road Safety Framework Fund, to assist in the delivery of the RSF2030. We will share evaluations and findings with the wider road safety community.

In 2024/25 we will:

- Review the framework fund criteria to ensure that this is still fit for purpose.
- Undertake a call for funding under the Road Safety Framework Fund.
- Grant fund successful applications.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/06 – We will consider the development and implementation of a Road Safety Improvement Fund.

In 2024/25, we will deliver and implement a Road Safety Improvement Fund.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – 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.

24/07 – We will continue to maintain Scotland's Road Safety Framework online portal to share road safety information and changes.

Transport Scotland 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:

- Continue to promote the use of the online platform to partners to share messaging.
- Regularly update with new and relevant information.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/08 – We will work with organisations on 'driving for work' policies.

The Road Safety Hour series will continue during this period, in addition to a series of face to face meetings established within each area of the Local Partnership Forum (LPF) network, this will enable 'local' conversations to be had about data and encourage sharing of driving for work policy information within and across LPF boundaries.

A survey of local authority driving for work policies and their implementation will be undertaken to create best practice models that have the potential to be cascaded through supply chains and the wider ScORSA membership.

Lead Partner: ScORSA

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

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

This work is subject to funding being available in 2024/25 as this was not part of the original request when the budget was announced. However, we will look to deliver this in 2024/25, utilising existing campaigns, education and resources.

Lead Partner: Road Safety Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

5 - Technology

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

22/10 – We will research the impacts of technology on road safety.

We will undertake a review of what research has been undertaken in other countries and outline if there is a need to commence Scottish specific research. We will thereafter decide what interventions should come out of it.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/09 – We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.

As the use of Intelligent Transport Systems helps to deliver our 24/7/365 Traffic Scotland Service we will continue to inspect, maintain and develop these to support the safe operation of the network.

Within the upcoming period 2024/25 we will progress our in-vehicle pilot to a closed-user group trial of the platform. We will also build upon our future vision by publishing it and empowering our contractors to deliver on it.

Work is being undertaken to harness connected vehicle 'harsh braking' data to highlight near-miss hotspots across the trunk road network. Data will be overlaid with multiple sources and reported upon to allow on-street interventions to be considered.

Work is being undertaken to look at the feasibility of harnessing eCall data to enhance current incident information within our Traffic Scotland National Control Centre. The eCall data has the potential to become a trusted source of incident information should it be available to us in an appropriate & usable format. It is likely to be most beneficial for confirming incidents in rural areas/locations of the Trunk Road Network where we have minimal CCTV or timely intervention from our Operational Partners.

Lead Partner: Transport Scotland – Intelligent Transport Systems (ITS)

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/10 – We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.

We will continue to seek opportunities to develop and harness the benefits that CAV offer the Traffic Scotland Service.

Lead Partner: Transport Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No



6 - Active and Sustainable Travel

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

21/22 – The Scottish Government made a commitment to implement 20 mph speed limits on those roads where it is appropriate to do so by 2025.

Establish a delivery sub group to oversee the implementation of widespread 20 mph speed limits where appropriate by 2025. Furthermore, we will:

- Create and monitor a programme for delivery
- Develop implementation and evaluation guidance to ensure a level of consistency is applied across Scotland in its delivery of 20 mph speed limits
- Support 33 road authorities in their delivery (funding/issues/questions).

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – No

Delivery timescale: Longer-Term 2025-2026 – Yes

23/15 – We will deliver 20 mph speed limits on the trunk road network.

Consultation is ongoing with other local authorities where sections of trunk road are being considered for the National 20mph Strategy.

Monitoring and evaluation of the 20mph speed limits that have been implemented will continue to identify any potential locations that may require engineering (which may include reallocation of road space), education and/or enforcement investment to support speed compliance and achieve practical 20mph delivery.

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction

Delivery timescale: Immediate 2024-2025 – No

Delivery timescale: Longer-Term 2025-2026 – Yes

24/11 – We will deliver a People and Place Programme.

Introduce a transformed model of delivery for behaviour change and access to bikes, based on direct funding to Regional Transport Partnerships.

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/12 – We will implement an Active Travel Infrastructure Fund.

Through a new tiered delivery model for Active Travel infrastructure, construction-ready projects will be delivered through a new Active Travel Infrastructure Fund.

The fund will facilitate the implementation of various infrastructure enhancements, including the establishment of new permanent segregated cycleways, junction treatments, permanent footways, shared-use facilities catering to walking, wheeling, and cycling, installation of physical protections to enhance safety along existing cycle or footway routes, area-wide traffic management initiatives, minor enhancements to existing walking, wheeling, and cycling routes for improved safety and convenience, as well as the creation of safer streets around schools and targeted schemes for speed reduction.

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No



7 - Knowledge and Data Analysis

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

24/13 – IAM RoadSmart will continue to engage with partners in Scotland.

The new IAM RoadSmart will continue to work to deliver its new Strategy to support an increasingly diverse community of road safety experts across the United Kingdom including Scotland. You can view our strategy here: https://iamwebsite.blob.core.windows.net/media/docs/default-source/default-document-library/iam-strategy-doc-june-2023-final.pdf?sfvrsn=668e935c_2

Lead Partner: IAM RoadSmart

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/14 – We will introduce three new Key Priority Groups on Age, Vulnerable Road Users and Driver Behaviour & Enforcement.

In 2024/25, we will introduce three new Key Priority Groups into the Road Safety Framework's governance structure. The current motorcycle priority group will continue to meet.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/15 – We will contribute to the delivery of the Road Safety Framework to 2030 by coordinating and chairing the Key Priority Working Group on Vulnerable Road Users.

We will coordinate and chair the meetings of the agreed Priority Working Group on Vulnerable Road Users, when these groups are established.

Lead Partner: Cycling Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/16 – Transport Scotland will identify what guidance documents need to be created or updated, to assist in Safe System implementation.

Transport Scotland and SCOTS will work in partnership to identify what policy and guidance documents require to be created or updated to assist local authorities in implementing the Safe System on their networks.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No



8 – Enforcement

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

24/17 – We will continue operation of the Scottish Safety Camera Programme.

- Ensure the continued operation of the Scottish Safety Camera Programme.
- Deliver a range of new safety camera sites, including new fixed, mobile and redlight camera sites across the road network.
- Ensure the safety camera site selection criteria is appropriately used to inform the annual site prioritisation process.
- Consider the use of new technology and/or innovative deployment strategies.
- Publish the Safety Camera Programme Annual Progress Report 2023/24 by winter 2024.
- Undertake a safety camera specific communications campaign to enhance the public understanding of why cameras are deployed in Scotland and the benefit they bring.

Lead Partner: Scottish Safety Camera Programme/Police Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/18 – Enforcement of parking prohibitions contained in the Transport (Scotland) Act 2019.

We will continue to work with all local authorities over the coming year as they look to commence enforcement of the parking prohibitions.

Lead Partner: Transport Scotland – Roads Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/19 – 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.

Speeding remains a strong focus and is included within our 2024/25 National Calendar of Road Safety Activity, developed in consultation with partners and reviewed & ratified at the Tactical Options Working Group (TOWG). 2024/25 tactical plans developed by Roads Policing Area Commanders include a speed enforcement focus within the key area of influencing driver and road user behaviour.

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 TOWG.

In 2024/25 we will undertake the following:

- 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.
- 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.

Lead Partner: Police Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/20 – We will deliver road policing operational/campaign activity.

In 2024/25 we will deliver the following road policing operational/campaign activity:

- Police Scotland will deliver a National Calendar of Road Safety Activity covering April 2024–March 2025. Campaign activity will focus on the Fatal Five (careless driving, drink/drug driving, mobile phones, seatbelts and speeding). Campaigns will be national but locally delivered, supported by partners and with media support to ensure appropriate key messages are delivered.
- Other areas of focus to include vulnerable road user groups including cyclists, motorcyclists and pedestrians. These will be run alongside partners where appropriate to maximise effectiveness and highlighted via social media.
- General road safety enforcement delivered on a daily basis by Police Scotland, including by Road Policing officers and the Safety Camera Unit, as part of their core roles, supported by Local Policing officers where appropriate. To improve driver attitudes and behaviours, deployment of resources will be informed by intelligence and data analysis to identify routes where injury and fatal collisions occur and/or offending is prevalent.
- 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 timescale: Immediate 2024-2025 - Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/21 – We will make it easier to submit digital evidence in respect of poor or unlawful road user behaviour. (This has replaced the previous deliverable: 21/30 - We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.)

In 2024-25, we will continue to progress the Digital Evidence Sharing Capability (DESC) towards the implementation into daily policing, allowing greater interaction with the public in respect of many areas, including enhancing road safety. DESC as a programme will allow the storage, sharing and presentation of evidence which exists in a digital format (e.g. digital CCTV, body-worn camera footage, material recorded on a DVD, digital documents, emails, or the contents of a mobile phone) as well as evidence which contains data in a non-digital format (e.g. paper records and forms, video tape, non-digital photographs).

Lead Partner: Police Scotland

Delivery timescale: Immediate 2024-2025 – No

Delivery timescale: Longer-Term 2025-2026 – 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.

24/22 – We will publish new transport pages on the Scottish Public Health Observatory (ScotPHO) site.

We will work with partners to update the transport and health part of Scottish Public Health Observatory, which provides information on health and transport for use of rang.

Lead Partner: Public Health Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/23 – We will share evidence on road traffic collision injury prevention with strategic partners.

We will share with partners evidence on what works to prevent road injury.

Lead Partner: Public Health Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/24 – We will publish a report on unintentional injuries that includes information on road traffic injury hospital admission and deaths.

We will report on road transport injuries in the annual Public Health Scotland report on unintentional injury in Scotland.

Lead Partner: Public Health Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/25 – We will publish new transport pages on the Scottish Public Health Observatory (ScotPHO) site.

In 2024-25, we will publish a new section on Transport on the ScotPHO website, which will include road injuries.

Lead Partner: Public Health Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/26 – We will continue to support the Scottish Trauma Audit Group (STAG) in auditing trauma care.

We will audit the care of people who have been significantly injured, including those injured from a road traffic collision, to improve the quality of care, overall experience and long-term outcome of patients with significant injuries, through measuring compliance against standards of care, and we will publish an annual report on the 2023/24 audit.

Lead Partner: Public Health Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

22/19 – We will review the clinical model to prioritise response to road collisions.

Nil update received.

Lead Partner: Scottish Ambulance Service

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – 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.

24/27 – We will continue to promote and refine Road Safety Scotland learning resources.

- We will continue the promotion of learning resources using as many platforms as possible.
- Completion of work on resourced development/renewal.
- We will continue consolidation of our website.

Lead Partner: Road Safety Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/28 – We will deliver national road safety campaigns.

In keeping with RSF 2030 priorities and with particular reference to the In-Depth Fatalities Report, we will develop national campaigns including:

- Motorbikes
- Drive on the Left
- Speeding
- Drink and Drug Driving
- Seatbelts
- Older Drivers - Fitness to Drive
- Vulnerable Road Users

- Young Drivers
- Road Safety Information Tracking Study (RITS)

The Drink and Drug Driving campaign will tackle drivers aged 18-35. As outlined in the Road Safety Framework there is a need to ensure drivers do not drive while impaired through alcohol or drugs. Drug driving limits and roadside drug testing were introduced in Scotland in October 2019. Since then, more than 19,000 tests have been carried out with almost half of those resulting in a positive test (49%). However, a relatively low awareness of roadside testing remains, so RSS will continue to address this through campaign activity.

We will evaluate all above mentioned campaigns.

Lead Partner: Road Safety Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/29 – We will promote road safety and highlight our learning resources, by attending various events across Scotland.

Participate in key events across Scotland to highlight learning resources and/or engage with key target audiences. These include: Scottish Motorcycle Show; Children in Scotland Conference; Scottish Learning Festival; NHS Scotland event; and Scottish Festival of Motoring.

Lead Partner: Road Safety Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/30 – We will provide accredited training and provide safety checks on In-Car Child Safety.

Provide accredited training on child restraints to enhance expert advice and support throughout Scotland and organise child car seat safety checks for the general public across the country.

Lead Partner: Road Safety Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/31 – We will deliver National Coach/Lorry & Van week, and host Spring/Autumn Seminars, to continue to engage with membership on road safety & compliance.

The campaigns will run: Coach Week (April 2024), Van week (June 2024) and Lorry Week (October 2024). The seminars are booked for April 2024 & October 2024.

Lead Partner: Road Haulage Association

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/32 – IAM RoadSmart will support a further national roll out of the Rider Refinement programme.

Ongoing meetings are being held with Police Scotland to support further roll out of Rider Refinement. Future progress subject to confirmation from Police Scotland.

Lead Partner: IAM RoadSmart

Delivery timescale: Immediate 2024-2025 – No

Delivery timescale: Longer-Term 2025-2026 – Yes

24/33 – We will undertake research to inform policy on cycling and safety.

In 2024/25, subject to approval of funding support from the Road Safety Framework Fund, Cycling Scotland will work in partnership with Transport Scotland to identify opportunities to reduce the risks posed by work-related journeys, especially large vehicles, and incentivise relevant education and training to improve road safety.

Lead Partner: Cycling Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/34 – We will deliver an annual Give Cycle Space campaign.

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 campaign is supported by our partners highlighting the legal consequences to drivers of 'close-passing' of people cycling.

Plans are underway for development of the 2024 campaign. Long-term, the aim of this activity is to work with regional and local partners and 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 2024/2025, a pre- and post-evaluation of the campaign will be carried out, measuring changes in awareness and claimed behaviour.

Lead Partner: Cycling Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/35 – We will offer Practical Cycle Awareness Training.

Subject to Transport Scotland funding decisions, in 2024/25 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.

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

Lead Partner: Cycling Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/36 – We will provide adult cycle training.

In 2024/25 we will support a network of delivery partners to increase opportunities and uptake of cycle training for adults and families. This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.

Lead Partner: Cycling Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/37 – We will deliver Bikeability Scotland.

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 2024/25 we will support local authorities to ensure school children have access to on-road cycle training through delivery of Bikeability Scotland levels 1-3 in schools. Level of delivery is subject to further Transport Scotland funding decisions in 2024/25.

Lead Partner: Cycling Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/38 – We will continue deliver RoSPAs road safety activities.

RoSPA will continue to be a proactive partner in the work of the Operational Partnership Group and identify new routes for sharing partner messaging within Scotland, UK and wider world, given the universal application of a Safe Systems approach within a road safety context. We will enhance our visibility within and connection to the Local Partnership Forum network to ensure that the benefits of managing driving and riding for work are understood at a local authority level within a road safety context.

Lead Partner: ScORSA

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/39 – We will deliver educational cycle safety package for schools.

We will deliver cycle safety information to schools.

Lead Partner: Scottish Fire & Rescue Service

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/40 – We will deliver road safety education to secondary schools.

We will deliver road safety education utilising Virtual Reality package.

Lead Partner: Scottish Fire & Rescue Service

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/41 – We will deliver road safety education to older drivers.

We will deliver road safety educational packages to elderly drivers.

Lead Partner: Scottish Fire & Rescue Service

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/42 – We will deliver Henry The Horse campaign, to educate school pupils on road safety and raise awareness of the increasing number of reported incidents involving horses and vehicles.

This project is about educating children on road safety and raising awareness of the increasing number of reported incidents involving horses and vehicles, in Primary Schools. A member of the safety team at The British Horse Society would attend your school, once you sign up, to deliver the road safety awareness course to school pupils, which will include acting out scenes while using hobby horses, as all part of the fun while learning! [Henry the Horse | The British Horse Society \(bhs.org.uk\)](https://www.bhs.org.uk)

Lead Partner: British Horse Society

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/43 – We will deliver a Dead Slow campaign to reduce incidents and fatalities involving horses and riders.

As the number of vehicles continues to increase resulting in busier roads, this means these routes are becoming much more dangerous to use, especially for vulnerable road users like horse riders and carriage drivers. Our aim is to reduce the number of incidents and fatalities involving horses and riders on the road by educating all road users and campaigning to make drivers aware of what to do if they encounter a horse on the road. [Dead Slow | The British Horse Society \(bhs.org.uk\)](https://www.bhs.org.uk)

The BHS collates statistics each year to understand the rate of incidents involving horses and riders on UK roads. All statistics shown below are from 01.01.2023 – 31.12.2023. This includes our 'Horse i' incident reporting app: [Incident report form | The British Horse Society \(bhs.org.uk\)](https://www.bhs.org.uk)

Lead Partner: British Horse Society

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/44 – We will deliver Horse transportation education and driver training.

Working with vehicle manufacturers and sales points and other partner like Vosa and Police Scotland to raise awareness of good transportation including vehicle checks, maintenance, tyres, preparations to travel.

Working with logistics companies to raise awareness of the needs of vulnerable road users among delivery drivers.

Lead Partner: British Horse Society

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

22/24 – We will develop and trial a Safe System training course for all.

The framework-funded project will conclude in June where we will receive the final independent evaluation. An e-learning primer, cultural maturity playbook and a data audit have been completed. The wire-frame for the Safe System Manual will also be completed, and should the project be positively evaluated, we will commence phase 2 to finalise the manual. Longer term, we will aim to deliver the training courses to 500 road safety partners across Scotland, by the end of financial year 2024/25.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No



11 – Engineering

We will improve road infrastructure and maintenance.

24/45 – We will trial interventions for motorcyclists on the Trunk Road Network.

We will continue with Phase 2 of the trial which includes right-hand bends. Installation guidance will be finalised.

Lead Partner: Transport Scotland

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/46 – We will implement road safety measures to reduce motorcycle casualties and severities on the Scottish road network.

We will undertake analysis to understand known collision locations and outline and implement a range of measures to reduce casualties and severities. This will include the roll out of PRIME markings at known collision locations.

Lead Partner: Transport Scotland and local authorities

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

22/33 – We will publish a new Strategic Road Safety Plan for the Trunk Road.

A new Strategic Road Safety Plan will be developed.

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/47 – We will deliver widespread road safety engineering initiatives and risk reduction measures on the local and trunk road network.

We will deliver road safety measures through available local and trunk road casualty reduction budgets ensuring that they align with the principles of the Safe System.

Lead Partner: Transport Scotland & local authorities

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No



12 – Inequality

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

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.

Datasets will be presented to the OPG meetings in 2024/25 where members will analyse the data, and take appropriate action.

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No

24/48 – We will identify and deliver Safe System wide initiatives to reduce casualties in the most deprived Scottish Index of Multiple Deprivation (SIMD) areas.

We will identify and deliver focused road safety initiatives in areas of deprivation to reduce casualties and risk to all road users, with the aim of reducing child inequalities. These area wide initiatives will include, engineering, education, enforcement, potential reallocation of road space and new technologies.

Lead Partner: Transport Scotland and local authorities

Delivery timescale: Immediate 2024-2025 – Yes

Delivery timescale: Longer-Term 2025-2026 – No



Conclusion



Although we have seen a decrease in fatalities, 2023 has undoubtedly been a challenging time for road safety in Scotland, with serious and overall casualties increasing. Transport Scotland and partners have a huge challenge ahead of us to ensure that we meet our ambitious casualty reduction targets by 2030.

Embedding the Safe System approach, which is regarded as international best practice in road safety delivery, will be fundamental to meeting our targets, and delivering our Safe System training to road safety practitioners in Scotland will support this.

Transport Scotland has committed to publish an Annual Progress Report & Delivery Plan throughout the lifetime of the framework. An update will be published on deliverables for the retrospective year, and deliverables forecasted to be delivered for the year ahead.

Transport Scotland will continue to work in collaboration with road safety partners, and the framework will continue to be delivered collaboratively with partners through a three-tier governance structure, to achieve our ambitious targets and fully deliver the RSF2030.



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