

ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Wednesday 27 September 2017, 10:00-13:00
Conference Room 2, Victoria Quay, Edinburgh

Minute of meeting

Attendees

Members

Roy Brannen, Chair (RB)	Transport Scotland
Jeanne Breen OBE (JB)	Independent
Dr Graham Foster (GF)	NHS Scotland
Claire Smith (CS)	Transport Scotland

In attendance

Humza Yousaf MSP (HY)	Minister for Transport and the Islands
Supt Louise Blakelock (LB)	Police Scotland
Cameron Ferguson (CF)	Transport Scotland
Stewart Leggett (SL)	Transport Scotland
Michelle Little (ML)	Transport Scotland
Michael McDonnell (MM)	Road Safety Scotland and OPG Chair
Richard Morrison (RM)	Transport Scotland Analytical Services Division

Secretariat

Donna Turnbull (DT)	Transport Scotland
Dario Dalla Costa (DDC)	Transport Scotland

Apologies

Donald Carmichael (DC)	Transport Scotland
Derek Crichton (DCr)	SOLACE Scotland
Steven Feeney (SF)	Transport Scotland
Hugh Gillies (HG)	Transport Scotland
ACC Bernard Higgins (BH)	Police Scotland

Absent

ACO David McGown (DM)	Scottish Fire and Rescue Service
Robert Nicol (RN)	COSLA

Welcome and introductions

1. The Chair welcomed Strategic Partnership Board (SPB) Members, extending a particularly warm welcome to the Minister for Transport and the Islands who would be attending for the first half hour and presenting a Ministerial address.
2. Apologies were received from DC, DCr, SF (with CF standing in for SF), HG (with SL standing in for HG) and BH (with LB standing in for BH). No formal notes of apology were received from SFRS and COSLA.
3. Members noted that MM, who was attending in his capacity as Operational Partnership Group (OPG) Chair, would present the OPG Report, and CF would present the Scottish Safety Camera Programme (SCP) Report. Also attending was RM, a Technical Analyst from Transport Scotland Analytical Services Division, who would support the SPB on the 2016 casualty figures and the outcomes and indicators papers.

Framework Outcomes

4. RM provided a summary of the statistics contained within the Key Reported Road Casualties Scotland 2016, released in June 2017. RM reminded members the figures are provisional, and the final statistics will be published on 11 October 2017.
5. RM noted that the UK Government figures are still to be compiled and should be published by the end of September. An update on the figures would be provided with the minutes to this meeting, including a comparison between the UK and the Scottish figures.
6. RM stressed the importance of considering the statistical analysis alongside the operational element: casualty numbers increased in 2016 but, statistically, long-term results are positive. Nevertheless, 200 deaths are still a public health issue which must be addressed.
7. The Minister requested that he be provided with a map displaying the geographical split of fatalities in Scotland.
8. The Chair inquired if the variance in casualty figures could be explained statistically. RM stated that it is difficult to interpret the yearly changes due to the challenge of determining which years are the outliers. GF highlighted that the erratic pattern shown by the road casualty figures mirrors similar statistical measurements in other areas. The closer figures approach zero the more the graph will plateau, with spikes and dips seeming more pronounced.
9. JB stated that the post 2007 overall downward trend should be caveated with the direct correlation between the reduction in casualties and the economic downturn: as the economy recovers, casualties are predicted to increase. Although this general causal effect has been established by the OECD/ITF study, the causal link with possible factors (for example, in car ownership, freight volumes, drinking and driving, and youth unemployment) affecting the amount of driving has not been proven. If equivalent action is not taken to counter this increase, the overall long-term trend could also rise. Therefore, JB recommended that consideration should be given to the possible factors to determine whether a stronger causal link exists. This could lead to new methods of measuring the casualty statistics and, potentially, helping to explain any negative impact of the economic upturn, as well as any positive effect of any economic downturn. She noted that PACTS was hoping to start new work to explore this further.
10. The SPB agreed that it would be important to maintain public confidence even though the casualty numbers have increased.
11. The SPB then reflected on the emerging picture from the indicative statistics provided by LB. Whilst the figures are promising, the SPB would not become complacent and continue to monitor the data and activity closely as this year's picture begins to emerge.

Agreement points	Action
Provide an update with the minutes of this meeting on the DfT statistics once published.	RM and Secretary
Create a map for the Minister covering the geographical split of fatalities.	RM
Carry out a detailed look into trends such as car ownership, drink drive offences, for the period of time during recession to establish any links. To also look into the EU research (OECD report) on the link between casualty reduction and recession.	RM

Operational Partnership Group report (Part 1)

12. MM, in his capacity as the OPG Chair, stated that the OPG continues to focus on the three priority areas – speed, age and vulnerable road users. With the governance structure now in place, the OPG can now actively implement further positive changes to road safety.

13. CS stressed that more should be done to investigate how improving road safety can act as a catalyst to advance other Government priorities; getting road safety right could simultaneously progress strategic priorities in Health, Justice, Economic Development and Education to name a few.

Ministerial address

14. The Minister commended the SPB's positive progress in overall casualty reduction, stressing the importance of preventing an immediate reaction to the 2016 figures. The SPB must maintain progress by reflecting on what is already being done well; for example, the positive impact of the SCP on the A9, which will hopefully be replicated on the A90. Nevertheless, the Minister emphasised the importance of never becoming complacent, and recognising the human element behind the statistics. We must continue to be ambitious and tackle those areas which have proven difficult to influence – for instance, motorcyclists and age –and remember that one life lost is one too many.

15. It was agreed the Minister would be invited to attend all future SPB meetings.

16. The Minister requested that bi-lateral meetings be set up between himself and various SPB members, including one with JB to discuss international comparisons in road safety.

17. At this point the Minister departed from the SPB meeting.

Agreement points	Action
Invite Minister to every SPB meeting going forward.	Secretary
Organise bilateral meetings between the Minister and members of the SPB.	Secretary
Organise a meeting between the Minister and JB to discuss international comparisons in road safety.	Secretary

Minutes of previous meeting

18. These were taken as read as they had been approved as an accurate record within the agreed seven-day period and circulated and published on the Transport Scotland website on 7 April 2017.

19. Members noted that all actions from the previous SPB meeting had either been completed or subsumed within this meeting.

Operational Partnership Group report (Part 2)

20. MM provided a verbal report on the main outputs of the OPG meeting held on 27 July 2017, emphasising the following:

- The OPG has a number of new representatives due to staff changes within partner organisations.
- Andrew Fraser (Falkirk Council) presented of a paper on Intelligent Speed Assistance (ISA) for Scotland.

- Reports on road accidents involving pedestrians under the influence of alcohol, and road safety and disadvantaged and Minority Ethnic Groups were examined.
- The funding process for the Road Safety Framework funding bids is well underway.

21. An open discussion on ISA followed, with members being informed that, although GPS is the tool that will help introduce ISA, the digital speed map currently lacks the accuracy to provide mandatory ISA. Nevertheless, voluntary ISA has shown some positive results, particularly from European studies. The SPB agreed that it should consider whether voluntary ISA could potentially be fast-tracked in Scotland by raising its profile to generate demand and encourage car owner installation as a matter of course.

22. The SPB was eager for research in ISA to progress to determine what, if any, future action should be taken. The OPG has been requested to monitor work being carried out on ISA within the EU and review any current developments. The SPB requested a paper be presented at the next OPG meeting covering the following aspects of ISA:

- Benefits;
- Challenges;
- Legislative barriers;
- Availability; and
- Involvement (for example, manufacturers, insurance companies and governments).

23. The SPB noted that Brake will be focusing on ISA as part of Road Safety Week.

24. Turning to the road safety reports, MM highlighted that further research would be required on disadvantaged and Minority Ethnic Group areas to gain a fuller picture of the situation. JB requested a copy of the research report presented to the OPG.

25. Finally, the SPB was reminded that, of the seven bids received by Transport Scotland for the 2017/18 Road Safety Framework Funding, three have been accepted: School Community Speed Watch (Police Scotland), Virtual Reality project (Safety Cameras Scotland) and Drivewise (Police Scotland / Scottish Borders Council). Draft Grant Offer Letters (GOL) have been issued to the first two bids and discussions are underway with the project developers. No GOL is required for Drivewise as it is a continuation and an expansion of the project funded in 2016/17.

Agreement points	Action
Prepare a paper on ISA for the next OPG meeting.	OPG Secretary
Provide JB with a copy of the research report on road safety in disadvantaged and Minority Ethnic Group areas.	OPG Secretary

Speed awareness courses

26. LB provided an update on the progress made on introducing Speed Awareness Courses (SAC) in Scotland.

27. Police Scotland is awaiting the initial findings of the DfT report on SAC, which should be published in Autumn 2017. Police Scotland will use these findings to provide the Lord Advocate with an evidence based appraisal of SAC alongside their recommendations in order that he may decide on how to proceed.

28. To further inform Police Scotland’s report to the Lord Advocate, JB recommended that international SAC best practice also be examined, together with any evidence on the effectiveness of current speeding enforcement practices. In addition, if the Lord Advocate elects to pursue SAC, a monitoring plan would be essential to determine its effectiveness and the public’s reaction. LB advised Police Scotland would ascertain current speed thresholds in England and Wales and would consider any European and International evidence on SAC as part of the research and recommendation. However, the decision regarding any SAC and the prosecution thresholds would ultimately rest with the Lord Advocate.

29. SL highlighted that SAC would be raised at the next CEDR Road Safety Working Group meeting in March 2018, where SL will be running a seminar on Managing Speed within the Safe System. The meeting will have a mix of speakers from Europe’s best performing nations alongside Transport Scotland representing a Scottish perspective. Any outcomes reported back to the SPB at the next meeting.

Agreement points	Action
Include in the next update paper to the SPB the European and International evidence on SAC.	BH and LB
Provide a written update on SAC discussions held at the CEDR Road Safety Working Group meeting.	HG and SL

Framework Risk Register

30. The Secretary discussed the proposals which followed from the previous SPB meeting and presented an updated OPG Risk Register (RR) and proposed updated SPB RR. The SPB praised the clarity of the new version of the RR and agreed that any gaps in risk ownership should be amended electronically prior to the next meeting. Members are asked to consider where ownership for each risk best sits.

31. At the previous SPB meeting, Members decided that a more systematic approach for dealing with Risk 1.1 – failure to maintain downward trends in casualty reduction targets – was required. Consequently, Members agreed that the Partner High Level Activity Plan 2016/17 published after the mid-term review would be updated to run through to the completion of this Framework. This would allow the system as a whole – and the partners – to monitor risk 1.1 and the activity underway in a more focused manner.

32. The SPB also agreed that the Scottish Government should consider how to better prioritise road safety within every partner organisation. It was agreed that this would be best considered under Risk 2.1. The Scottish Government can, as an organisation, remain committed to its outcomes. It was agreed that the Secretary would contact partners to receive suggestions on what actions could be added to Risk 2.1 for each of their respective organisations. It would also be useful for partners to examine the resource allocation processes within their organisations to determine if monitoring is taking place over a long enough period. Areas of risk and long term investment should also be considered.

33. Regarding RR amendments, the SPB agreed the following:

- Risks 1.2 and 3.1 would be deleted.
- The requested addition from the OPG on capacity and resources will be considered under risk 4.1
- A risk regarding the loss of public support would be added to the Political section.

Agreement points	Action
Members to consider where ownership for each risk best sits.	All members
Consider the Action Plan and suggest amendments electronically.	SPB Members
Provide suggestions on what action plans can be added for each organisation under risk 2.1.	SPB Members
Remove Risks 1.2 and 3.1 from the RR.	Secretary
Add a revised text within risk 4.1 (Organisational) for capacity and resources to address the request made to the OPG	Secretary
Add a risk under the Political section on losing public support and confidence.	Secretary

Safety Camera Programme (Part 1)

34. CF presented a paper updating the SPB on the implementation of the SCP Review recommendations. CF set out the key findings and next steps associated with work undertaken to assess the average speeds by both vehicle and road type at a range of speed traffic counter locations across Scotland.

35. CF stressed that the data had been gathered from existing sources, with a gap on local roads information due difficulties in acquiring raw data. The SPB agreed that any new Local Authority contracts should contain guidelines on the standards of information required, potentially resulting in more detailed data being provided in the appropriate format.

36. CF stated that although the sample size was relatively small – 11 million vehicles were monitored – the main finding was that HGVs/large vans showed the least compliance, making this an enforcement issue. LB stated that speed limit ignorance from individuals obtaining vans from hire companies might be partly responsible for the lack of compliance and highlighted that they are working with hire companies to better educate drivers when hiring vehicles on the different speed limits.

37. The SPB requested research be carried out to determine whether the available raw data could be analysed solely by road type, with the vehicle category remaining unknown. Although focus should remain on the risks, and not the location, evidence gathered could be used to examine the highest risk sections on the trunk network. To this end, the SPB requested to see the data on locations for those killed and seriously injured on the trunk roads.

38. JB suggested that other useful data could include the number of offences carried out, compared to the number of prosecutions. The SPB queried what information could be made available under the compliance standard, and if data on prosecutions across the different vehicle categories could be layered over the statistics already gathered.

39. The SPB requested that the OPG examine the work already carried out on the Speed Indicator and explore what additional data can be gathered and what, if any, future action should be undertaken.

40. CS stressed the importance of exploring the reasons behind an accident –already carried out by Police Scotland – and not only what has taken place. The SPB agreed that consideration should be given to research into establishing trends and factors concerned with the reasons behind accidents.

41. GF stressed that, once all the data has been gathered, it will be important to use it to create positive messages to inspire individuals to be safer on the road, as this has shown to be more effective than using negative/punitive messages.

Agreement point	Action
Produce guidelines on the standards of information which is to be gathered such that they may be included in any new Local Authority contracts.	SCP
Explore the possibility of analysing the current raw data by road type even if vehicle type is unknown.	SCP
Provide the KSI data map for the Trunk Road Network.	SL and HG
Explore if data on prosecutions across the different vehicle types could be layered over the statistics already gathered.	RM, LB and BH
Prepare a paper for the next SPB meeting on what further action can be taken on the Speed Indicator	SCP, RM, Police Scotland and OPG
Consider whether trends and factors behind why accidents take place can be established.	RM

Horizon Scanning

2020 and beyond – proposed next steps

42. CS presented a report on Horizon scanning. Central to Claire’s argument was that having safe Scottish roads offers both an economic and moral argument. CS suggested that greater connections should be made with other Scottish Government strategic priorities (for example, health, equality, economic development, justice and rural) and suggested that we explore whether the economic benefits could be articulated, measured and evaluated, and targets set across several ministerial portfolios within any future 2030 framework. It was agreed that CS and TS analytical colleagues should explore the economic linkage and benefits for the future framework and offer propositions, aligning to European and UK priorities at a future meeting. It was acknowledged that whilst we should consider the economic impact, our first and foremost issue is always safety.

43. The SPB noted that other factors to be included for consideration in a future framework include vision zero, the safe system approach, scrappage schemes for unsafe cars, inequality and deprivation, and a fuller analysis of fatal accidents.

44. CS will liaise with the National Transport Strategy team to ensure links are made and any opportunities presented become part of the work involved in creating the new framework.

45. The SPB also noted that fatality numbers are now at a level where it should be possible to examine and analyse fatal accidents in greater detail to determine the impact of each external factor involved. RM will discuss with JB, CS and the Secretary how best to research and analyse which contributory factors are having the greatest impact. Initial scoping work will be completed for the next meeting.

46. The OPG has considered the RITS data and mandated what action should be taken. The SPB approved the direction taken by the OPG.

47. Members carried out considerable discussion on what steps should be taken to gather an evidence base and baselines for moving forward. Members agreed with the proposed literature review; however, it was stressed that there are a number of factors and themes known to be focus areas for the future framework, and consideration should be given on how work can begin on these areas. JB suggested gathering baseline data for:

- % of compliance with speed limits on different road types
- % of trunk road network with latest Euro RAP 4* (for heavy volume roads)
- % of high risk and medium high KSI risk road sections treated on network
- % of new vehicle fleet with latest Euro NCAP 5* rating
- % of new motorcycle fleet equipped with anti-lock braking systems
- % of seat belt use in front and rear seats
- % of compliance with in-car telephone use rules
- % of crash helmet use for moped users and cyclists
- % of compliance with excess alcohol rules (as measured by % of over-the-limit driver/rider deaths)
- % of emergency response times (from notification to scene) complying with targets

48. RM/DT agreed to consider how best to take forward these suggestions alongside the proposed literature review to establish what areas will be picked up through this exercise and establish whether there will be any gaps and how best to pick these up in other research. The Secretary will liaise virtually with members to gather comments on a proposed workplan and timeline for the suggested research. An update on progress will be provided at the next meeting.

49. It was agreed that any future framework have a robust communications plan which would focus on both the positive messages and the negative impacts. Going forward, members and the secretariat will consider this as the future framework develops.

Agreement points	Action
To note the additional factors to be included in the considerations for the future framework.	Secretary
Explore the economic linkages and benefits for the framework and offer propositions on what the economic benefits could be, across several ministerial portfolios, at a future meeting.	CS and TS analytical colleagues
Liaise with the National Transport Strategy team when producing the next Framework to use lessons learned from NTS colleagues on both communications and stakeholder engagement and ensure relevant links are made and duplication of efforts is avoided.	CS
Discussion to take place between JB, LB, CS, RM and the Secretary to look at how best to research and analyse contributory factors of each fatality.	Secretary
Consider the possible options for examining and analysing the factors which led to each fatal accident.	RM and Secretary
Consider how best to take forward JB's suggestions alongside the proposed literature review to establish how any gaps can be picked up in other research.	RM and DT
Liaise virtually with members with a proposed workplan and timeline for all the suggested research to gather comments.	Secretary
Provide a progress update at the next meeting.	Secretary

DfT road safety management capacity review

50. JB provided a verbal update on the DfT's road safety management capacity review. JB outlined how the review aims to carry out a qualitative review to support institutional development. The review aims to benchmark road safety interventions by identifying their strengths and weaknesses and establish how agencies can work better together to achieve their goals. JB stressed the importance of the review being conducted externally.

51. The SPB agreed that the Secretary would engage with the DfT to garner information on the UK Government's capacity review and provide advice on how to proceed.

Agreement points	Action
Liaise with the DfT to gather information on its capacity review.	Secretary

Safety Camera Programme (Part 2)

52. CF presented the 2016/17 Road SCP Annual Progress Report highlighting the following:

- There has been a good acceptance of average speed cameras.
- It has been vital to get the right equipment in the right place at the right time.
- The SCP unit has remained open and transparent about the benefits (and the placements) of the safety cameras resulting in positive public education.
- Whilst the 2016/17 site prioritisation process yielded a number of successes it did highlight some regional variation that may require consideration of the Handbook criteria in the foreseeable future

53. The SPB approved the 2016/17 SCP Annual Progress Report.

AOB & date of next meeting

54. Members recorded their official appreciation for the work carried out by JB on behalf of the SPB.

55. The next meeting of the SPB will be held on Wednesday 21 March 2018 at 13:00 hours in Buchanan House, Glasgow.

Road Safety Framework Strategic Partnership Board Secretariat October 2017