

ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Wednesday 28 March 2018, 13:00-16:00
Rooms 9W01 & 9W02 Buchanan House Glasgow

Minute of meeting

Members	Roy Brannen, Chair (RB)	Transport Scotland (TS)
	Hugh Gillies (HG)	TS
	Claire Smith (CS)	TS
In attendance	Anthony Christie (AC)	TS Analytical Services Division
	Bertrand Deiss (BD)	TS
	Steven Feeney (SF)	TS
	Amy Lawson (AL)	TS
	Inspector Brian Poole (BP)	Police Scotland
	Richard Morrison (RM)	TS Analytical Services Division
Secretariat	Donna Turnbull, Secretary (DT)	TS
	Dario Dalla Costa (DDC)	TS
Apologies	Donald Carmichael (DC)	TS
	Derek Crichton (DCr)	SOLACE Scotland
	Michael McDonnell (MM)	Road Safety Scotland and OPG Chair
	ACC Mark Williams (MW)	Police Scotland
Absent	Dr Graham Foster (GF)	NHS Scotland
	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 new members/attendees AC, BD, AL and BP.
2. Apologies were received from DC, DCr, MM and MW (with BP standing in for MW). No formal notes of apology were received from COSLA, NHS Scotland and the Scottish Fire and Rescue Service.
3. Members noted that DT would present the Operational Partnership Group (OPG) report in place of MM, OPG Chair, who had sent his apologies.
4. Members were informed that Mark Williams now has responsibility for Road Safety and will replace ACC Bernard Higgins as the Police Scotland member on the SPB. Members recorded their official appreciation for the work carried out by ACC Higgins on behalf of the SPB.

Minutes of previous meeting

5. The minutes had previously been approved as an accurate record within the agreed seven-day period and circulated and published on the Transport Scotland website on 20 November 2017.
6. The SPB noted that an update on the actions had been emailed to Members prior to the meeting and those that remained had been subsumed within this meeting.

Operational Partnership Group report

7. DT provided an update on the last OPG meeting held on 25 January 2018, focusing on four areas of discussion.

OPG Guest speakers

8. Joanne Boyle, Head of Sustainable and Active Transport Team, presented a paper on Active and Sustainable Travel (AST). AST aims to increase the proportion of people walking and cycling, while ensuring that safety (both actual and perceived) remains a top priority. The OPG was informed that from April 2018 AST's funding will be doubled from around £39.2 million per annum to £80 million, with a key commitment being to "make our towns and cities friendlier and safer spaces for pedestrians and cyclists".

9. Mairi Blair, Road Safety Scotland (RSS) Assistant Director, presented a paper on the independent evaluation commissioned by RSS on its four road safety learning resources: core primary school programmes *JRSO* and *Streetsense2*, and core secondary school programmes *Your Call* and *Crash Magnets*. The evaluation judged the resources to be of excellent quality with a good curriculum; however, two issues were highlighted:

- There are areas of Scotland where these resources are not known.
- Very little responsibility is assumed by schools and local authorities on their implementation, regardless of road safety education being perceived as a positive.

10. RSS will be setting up a cross party group to move forward recommendations. The SPB requested that the OPG remain aware of any developments.

Intelligent Speed Assistance

11. A literature review is being prepared on Intelligent Speed Assistance (ISA) for the OPG, whose views will be fed back to the SPB via email or as a formal readout.

Speed Indicator

12. The Safety Camera Programme has been gathering unit data on the average speeds by vehicle and road type at a range of speed traffic counter locations across Scotland. SF will circulate key findings with the OPG once these have been finalised. Preliminary findings have determined that, in general, most vehicle types are travelling at or below speed limits on motorways and 30mph routes. Conversely, the majority of drivers of rigid HGVs/large vans are driving significantly in excess of the speed limit on national speed limit dual carriageways.

13. A detailed paper on the findings will be discussed at the next Scottish Freight and Logistics Advisory Group (SCOTFLAG) meeting on 29 March 2018, with actions agreed with various freight industries. SF will update the OPG on the outcomes of the SCOTFLAG meeting.

Funding 2018/2019

14. Three funding bids were recommended for SPB approval:

- Rider Refinement North is designed to tackle the high number of motorcycle casualties in the north and north east of Scotland and cover three outcomes: Speed, Motorcycles and Drivers aged 17 – 25.
- Older Driver Assessments and Events aims to produce a series of awareness-raising events for older drivers and their families.

- Scottish Occupational Road Safety Alliance (ScORSA) would provide a unique facility in Scotland for small to medium sized enterprises to implement, manage and assess occupational road risk within their organisation with particular focus on young and older drivers. The key commitment areas include Speed, Drivers 17-25 and Older Drivers.

15. The SPB stressed the importance for every project to demonstrate a clear cause, effect and result, together with a potential for future expansion throughout Scotland, from application stage. DT confirmed that the OPG place a strong emphasis on both evaluation and sustainability.

16. DT stated that further bids might be requested towards the end of 2018.

17. The SPB previously approved the funding virtually for all three bids, and noted that grant offer letters were in the process of being issued.

Agreement points	Action
The OPG is to remain aware of developments in active travel and the RSS learning resources.	OPG Secretary
Provide an email or a formal readout of the OPG's views on the ISA literature review.	OPG Secretary

Speed awareness courses (SAC)

18. BP re-emphasised that Police Scotland (PS) is still supportive of SAC; however, the Lord Advocate will not be making a decision until after the Department for Transport (DfT) has published its report on SAC.

19. BP highlighted that PS was continuing to carry out relevant preparatory work to identify any sensitivities and challenges, and to provide the Lord Advocate with as much information as possible on how SAC could potentially be implemented in Scotland.

20. The SPB stated that it was looking forward to the Lord Advocate's decision and would be willing to provide the Crown Office any support deemed appropriate should SAC be approved.

Framework Outcomes

Reported Road Casualties Statistics 2016 and RITTS data

21. RM provided a summary of the statistics contained within the Reported Road Casualties (RRC) Scotland 2016, released in October 2017. RM stressed that there is an overall downward trend; however, there is no room for complacency as any decrease may have resulted from our constant interventions in road safety.

22. At the previous Board meeting, the Minister requested that he be provided with a map displaying the geographical split of fatalities in Scotland. This map was included in this meeting's agenda papers, and Members recommended producing a further map to monitor accident data on the North Coast 500 tourist route.

23. The SPB recommended that, although the statistical information provided by the Scottish Government is widely available, it should be consider whether there are other presentation options which should be considered. Openness and transparency is vital, and making any material more accessible to the public would also improve information sharing.

24. The SPB agreed that it is an opportune time to add further layers to the published road safety data. Specifically, the SPB accepted RM's recommendation that fatal casualty road maps be considered for inclusion in future RRC publications, and for RM and CS to explore how other EU countries present their killed and seriously injured (KSI) data to the public.

Police Scotland Information Management data for 2017

25. The SPB noted that PS is currently reviewing its road traffic accident data collection systems, with CRASH as one possible contender. Whichever system is adopted, PS will consider if information compiled could be shared with the SPB for consideration and released for possible general public usage.

Link between casualty reduction and recession

26. Transport Scotland Analytic Services (TSAS) Division carried out a small-scale literature review to determine the potential link between economic performance and road safety in Scotland. In most *Organisation for Economic Co-operation and Development* countries, falls in economic growth have been accompanied by improvements in road safety Casualty figures. Mechanisms responsible could include vehicles being driven for shorter distances and a lower proportion of young drivers. Conversely economic growth shows a negative impact on road safety. Mechanisms such as fewer new cars bought and less money spent on road safety engineering could be responsible for these findings.

27. On the basis of the Scottish evidence reviewed, TSAS could find no direct causal relationship between economic growth and road safety. Moderate correlations were ascertained; however, the lack of a credible causal mechanism prevents TSAS from determining if a relationship exists, or whether these are two trends coincidentally moving in opposite directions.

28. Due to insufficient information available, it would prove difficult to examine which mechanism drives the relationship – if one exists – between economic growth and road safety; therefore, it is difficult to use this information to inform policy interventions.

29. Possible future avenues of exploration could include determining whether a decrease in economic growth could be linked to, for example, the following:

- Riskier driving behaviour.
- A reduction in the number of vehicle kilometres driven safely.
- Car ownership levels.

30. Although a tentative relationship between economic growth and road safety has been well-established in the literature, it seems unlikely that examining this relationship in further detail will yield results that could be used to improve road safety in Scotland. Nevertheless, we must remain cautious and prevent complacency by remaining aware of the negative link to road safety established when coming out of a recession.

31. SPB noted that due diligence has now been carried out in this area.

Agreement points	Action
Produce an accident data map of the North Coast 500.	RM
Add further layers to the published road safety data to make it more accessible to the public. One addition being fatal casualty road maps.	RM
Provide an update on PS review of data collection systems and whether there would be a possibility of being able to can be export information for the SPB's consideration and possible public consumption.	PS
Explore how other EU countries present their KSI data to the public.	RM & CS

Framework Risk Register

32. The SPB noted that the format for the Framework Risk Register (RR) has been condensed and simplified. Nonetheless, it was deemed that the RR is becoming stagnant, with activities not evolving, due to a lack of input from Members. For example, “Inadequate Capacity and resources to be able to carry out the Framework” was added to the RR; however, on the whole, members have not answered calls from the Secretariat to contribute to this new section.

33. The SPB questioned whether the RR goes far enough, is appropriately strategic, inspires partners to better engage, and encourages new individuals/organisations to become involved.

34. Members wanted to emphasise the importance of continuing to be actively involved and engaged in the Governance of the Framework as a whole. Especially as we approach the end of the Framework to 2020 and are beginning to develop the next Strategy. We want to ensure that any new Framework continues to strive to achieve, and be as ambitious as the Framework to 2020.

35. The Chair requested a meeting be arranged with SPB Members before the end of summer 2018. The Chair recommended the Minister be invited to this meeting and that Members be written to directly, inviting them to attend. The Chair stressed the importance of this meeting and asked all members to make every effort to attend.

36. The SPB agreed with the Chair’s proposal and stressed the workshop should accomplish the following:

- Renew each member’s, and respective organisation’s, commitment to road safety.
- Determine the high level activities for each organisation.
- Outline action plans.
- Complete the RR.
- Consider and commit to road safety beyond 2020.

Agreement point	Action
Arrange a workshop to with SPB Members	Secretary

Beyond 2020

37. AC presented the results from a review on existing and emerging road safety frameworks from other nations to compare their approaches with ours. Research looked at a range of countries which were considered to share broadly similar driving attitudes, standards and relatively comparable downward trends in road casualties, since the 1970s.

38. The aims of the review were to:

- Identify any gaps between our current frameworks and others.
- Look at strategies which are focused beyond 2020 and what they are identifying as priorities.
- Look at the potential gains should we look to bring the new Road Safety Framework in line with targets/ambitions set by other strategies.

39. The following are a list of key gaps which other countries have highlighted in their strategies:

- Transparency around how strategic co-ordination is achieved and how improvements can be made (New Zealand/Sweden).

- Focus on improving infrastructure/placing onus on system design improvements (Australia/Sweden).
- Safety of the fleet (Australia).
- Moving focus away from behaviour interventions and dedicating resource to the systems approach (key tenant of Sweden's Vision Zero philosophy).

40. TC outlined that the United Nations have set a range of global targets primarily focussed on 2030, which broadly speaking intuitively follow on from the existing SG framework.

41. Some targets focus on technical standards of roads, which is a reserved matter. Road safety strategy colleagues have informed they are unlikely to adopt the EuroRAP safety rating system following discussion with Highways England.

42. Mobile phone legislation and the time interval between road traffic crash and provision of first professional emergency care are aspects not explicitly mentioned in Scotland's existing framework or the mid-term review.

43. AC explained the potential gains of bringing the new RSF in line with targets/ambitions set by other strategies. These can be summarised as:

- Increased transparency around interagency cooperation, which would in turn lend itself to increased responsibility between system designers and related agencies (and potentially road users).
- Moving away from behavioural interventions and towards a more integrated physical interventionist approach concerning infrastructure, transport planners and vehicle manufacturers, necessitating higher interrelation between agencies.
- For example, achieving the UN target of decreasing the time interval between road traffic crash and the provision of first professional emergency care may prompt a greater focus on the network to ensure increased access to major trauma centres (MTCs).
- It would also be prudent to incorporate use of developing technologies into the framework – both for monitoring and car safety – as our understandings of these develop.

44. It was advised that, while taking the above into consideration, it will be vital to develop an evidence base and strategies which focus beyond 2020 to identify future priorities. It would be useful to bear in mind that, while it is likely that the road situation in 2020 will be similar to what exists now, the situation as we approach 2030 could be quite different with matters such as the move to a more autonomous low carbon economy.

45. The SPB agreed with the proposal from the Secretary that broader discussions take place ahead of the next meeting to garner input from a greater number of relevant partners and organisations.

46. Members agreed that an exploration on how environmental, economic and technological factors impact road safety should also form part of the discussions at the workshop being organised for the RR.

Economic linkages and benefits for the future framework

47. CS discussed economics and road safety, stating that we should carry out work to establish how much is spent on road safety across all organisations and areas in Scotland per year. CS recommended that having a clearer understanding on how the economy links to road safety will allow us to set targets across several Ministerial portfolios within any future Framework.

Analysis on external factors which could cause accidents

48. RM noted that there was an action from the last meeting to consider the possible options for examining and analysing the factors which lead to each fatal accident. RM highlighted work being carried out by Highways England to analyse Police accident investigation reports. RM stated that, although systems such as CRASH could provide numerous mechanisms which could determine causation factors, wider evidence is required to achieve more definitive answers. Whilst anecdotal evidence exists – one example of areas for action highlighted by the study conducted by Highways England was that motorcycle fatalities could decline if fewer riders lost their helmets during an accident – this is information only available through detailed accident examination and is not picked up statistically.

49. Ultimately, a more “joined-up” approach would provide more useful data – such as the approach being carried out by Highways England – and the SPB questioned whether this should be applied to Scotland and if so, how it could be done. It was recommended that Kathrine Wilson-Ellis from Highways England be invited to attend one of the Workshops to engage on this issue and discuss any emerging findings.

50. Members agreed that HG, DT, CS, RM and Police Scotland would consider possible options on how to better analyse external factors. It was decided to use the work carried out by Highways England as a starting point, and a report presented at the next SPB meeting.

Agreement points	Action
Continue the beyond 2020 discussion at the next meeting as it requires input from all the partners.	SPB
Include an exploration of how environmental, economic and technological factors could impact on road safety at workshop being organised for the RR.	Secretary
Following the RR workshop with SPB members arrange further workshop sessions with OPG, SPB and any other key partners and organisations	Secretary
Invite Kathrine Wilson-Ellis from Highways England to attend the one of the workshops to engage on Highway England’s approach to road safety and discuss the various findings.	Secretary
Consider possible options on how to better analyse external factors impacting on accidents using work already carried out by Highways England as a base.	HG, DT, CS, RM and Police Scotland

Safety Camera Programme

51. SF outlined the headline developments for the Safety Camera Programme (SCP).

52. The A90 average speed cameras (ASC) were deployed on the 50 mile stretch between Dundee and Stonehaven in October 2017. There has been a positive transformation in driver behaviour, with 99-out-of-100 drivers now complying with the speed limit compared to 3-in-5 exceeding the limit pre ASC introduction. In addition, pre ASC 1-in-5 vehicles were reported to be speeding excessively. This figure is now 1-in-5000. SF highlighted that, compared with the negative reaction to the A9 SCP, support from local communities, businesses and community councils on the A90 have been extremely positive, and understanding the reasons for their introduction.

53. Site prioritisation: in total, 4 new sites were approved by the Programme Office for enforcement. SF advised that these were all across the West Safety Camera Unit, and work is underway with the expectation these new sites will shortly become operational.

54. SF advised the Board of the difficulties in identifying new camera sites across the country. The board noted this was largely due to cluster sites being identified and targeted action undertaken. SF further advised that the number of new camera sites had reduced year-on-year, with advice from the three regional units indicating that this might reduce further in the 2018/19 site prioritisation exercise.

55. In response, the Board advised that the criteria is a critical aspect of the programmes activity. Furthermore, the Board noted that casualty reduction is the focus of the programme and any alternate criteria considered should retain casualty reduction as its primary aim.

56. Based on those points, the Board were content that a scoping exercise be undertaken to explore alternate criteria options with emerging findings presented to the Board.

57. SF outlined that the SCP was facing an increasing tightening of budget due to increases in staff costs and maintenance liabilities. It was recommended that the SCP consider whether other grants would be available for them to bid for from areas such as the UK Government Business Strategy.

Agreement points	Action
Undertake a scoping exercise, present a paper at the next meeting for Members to discuss and approve recommended course of action.	SF
Explore whether there are any other grants which would be available for them to bid for from areas such as the UK Government Business Strategy as possible sources of funding for the SCP.	SF

AOB & date of next meeting

National Transport Strategy Review

58. The Safe and Resilient Transport working group has now met on three occasions, and will meet at least once more before a workshop in May to finalise policy proposals coming from the group to be considered as part of the draft National Transport Strategy 2 (NTS2). The group has received presentations to help inform their deliberations on topics such as Critical National Infrastructure Resilience, Asset Management and the current Road Safety Framework by CS.

59. Responses to the NTS2 Review “Call for Evidence on Safe and Resilient Transport” highlighted themes of particular importance for the Board; specifically, HGV involvement in local collisions; poor perceptions of personal safety hindering active travel; and the safety of workers carrying out repairs on the network.

60. Overall, there were surprisingly few submissions relating specifically to casualties, collisions and/or fatalities on the transport network.

61. Regarding safety, there was uncertainty raised by the submissions over the degree to which freight mode shift from road to rail would result in improved road safety, and to what extent different patterns in maintenance spend between authorities would result in actual differences in the safety profile of the network.

62. Some pertinent gaps in evidence identified include the safety implications of different passenger and freight mode shift scenarios, and safety records during disruptions – little evidence was received quantifying how critical or routine disruption affects safety. The working group is considering how best to address these gaps as the process of policy production moves forward.

63. The draft Strategic Framework for NTS2 contains a national outcome that our transport system “is safe and secure for all” under the Strategic Objective “Improves our Health and Wellbeing”. The framework was finalised in early March based on feedback received from stakeholders in early 2018.

Independent advisor

64. Members agreed that having an independent advisor (IA) as a member of the SPB was valuable and that there should continue to be an IA on the SPB going forward. However, it will be necessary to determine a focused job profile for the role, which should include the following:

- Be a road safety expert.
- As with Jeanne Breen, the IA should have the ability to challenge the SPB constructively with independent thought in order to start conversations which go beyond public sector thinking.
- Be current on the latest emerging research and activity across the globe on road safety.

65. It was agreed to continue this discussion electronically to discuss the exact specifications of the IA role. In addition, other areas within the SG will be contacted to obtain examples of responsibilities carried out by IAs in other boards/groups.

OPG rotating chair

66. The SPB was informed that the OPG has elected to rotate their Chairperson on a yearly basis. Given that a number of members were not at the meeting it was agreed that this will be communicated and discussed via email.

Annual Report

67. The SPB was advised that the Annual Report is being finalised, and will be sent to the SPB and OPG for approval in due course.

68. The next meeting of the SPB will be held on Wednesday 26 September 2018 at 09:30 hours at Victoria Quay in Edinburgh.

Agreement point	Action
Email members and contact other groups to discuss the role of an independent advisor.	Secretary
Issue Annual report to OPG and SPB for approval when completed	Secretary
Email SPB members to discuss the OPG rotating chair	Secretary

**Road Safety Framework Strategic Partnership Board Secretariat
May 2018**