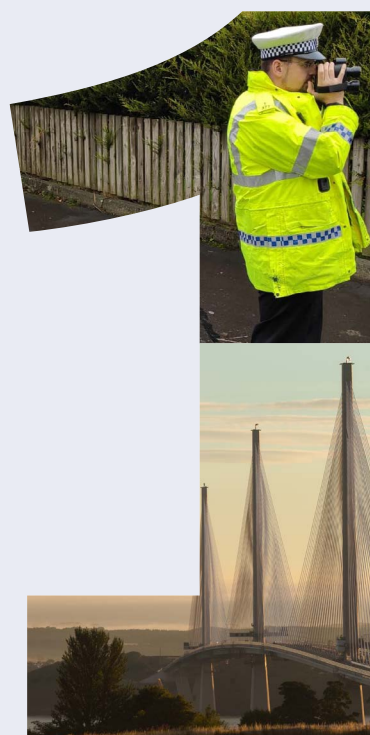


Road safety FRAMEWORK



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA



Annual Report





Foreword
04



Overview
06



Road Casualty
Reduction Figures
13



High Level
Activity
16



Local Authority
Activity
47



Priority Focus Areas:
Framework Funding
52



Priority Focus Areas:
Indicators
56



Framework to 2030
61

Due to the outbreak of Covid-19 this edition of the annual report publication has been delayed.

Foreword



This is the 11th annual report for Scotland's Road Safety Framework to 2020 since the Framework was published in 2009.



Drawing closer to the end of the current framework, 2019 saw a concerted push to meet our 2020 targets. Partnerships are at the very core of everything we do and is key to transform safety on our roads, cutting across the central pillars of encouragement, education, enforcement and engineering.

Equally important in achieving our ambitions is that we continue to rely on evidence. Whether it's how we best deliver road safety messages, undertake road improvements or our approach on enforcement, evidence is key in ensuring we secure behavioural change and achieve our ambition of 'Vision Zero', where no-one is killed on Scotland's roads.

The Annual Report provides background information on the review and the governance structure of the Road Safety Framework. This year, due to Covid-19, the Reported Road Casualties Scotland 2019 (published on 28 October 2020) are also contained with casualty figures being the lowest since records began in 1950. Nevertheless one death on our roads is one too many and unacceptable. Beyond that individual, remains family, friends and communities who are left devastated for years.

This report highlights the specific actions taken directly by the Scottish Government, the Framework's governing bodies, partner organisations and local authorities undertaking activities/projects supported by the Road Safety Framework Fund in 2019. All activity is evidence-based and, in the case of that funded by the Framework, externally evaluated to determine the extent of its impact on road safety.

The Annual Report concludes with a look at the future of road safety in Scotland and that of the draft Framework to 2030, that closed for public consultation in December 2020.

The statistics show we are heading in the right direction, but it is clear to me that there is still much to do.

Finally, I would like to offer my personal thanks to all our road safety partners striving to keep our road travel safe. I very much look forward to continuing to work with you all as we move forward on our road safety and into the next framework. We must all continue to play our part – whether at national or local levels or as individual road users – to take responsibility for our own safety and that of others.

Michael Matheson MSP
Cabinet Secretary for Transport,
Infrastructure and Connectivity

Overview



Road Safety Framework to 2020

[Scotland's Road Safety Framework to 2020](#) (the Framework), published in 2009, sets out Scotland's road safety vision, outlining a set of targets and commitments (97 in total) for reducing road deaths and serious injuries to 2020.

The Framework set deliberately challenging road safety targets, with road deaths separated from serious injuries to achieve significant casualty reductions in four distinct areas:

Figure 1: Scottish Reported Road Safety Casualties

2020 Target (adjusted* 2004-08 baseline)	Progress towards targets in 2019**
175 = 40% reduction in people killed (292)	165 = 43% reduction
2,385 = 55% reduction in people seriously injured (5,296)	2,611 = 51% reduction
8 = 50% reduction in children killed (15)	3 = 83% reduction
239 = 65% reduction in children seriously injured (684)	260 = 62% reduction
23.41 = 10% reduction in slight casualty rate (26.02 casualties per 100 million vehicle kilometres)	9.87 = 62% reduction

This year, Police Scotland has started to use a new accident recording system. The introduction of this new system has changed the way casualty severity is recorded and, as a result, comparisons of the number of serious and slight casualties to earlier years should be made with caution.

To meet these targets, the Framework set out numerous priority areas, each with their own commitments, established via the five road safety Es: Engineering, Enforcement, Education/training, Encouragement/leadership and Evaluation/research. This ensured the commitments would be both measurable and achievable, with their attainment indicating the extent of Framework delivery.

Governing bodies

A Strategic Partnership Board (SPB) was appointed to make all collective decisions on strategic matters, such as identifying and resolving high level issues. Board members are responsible for monitoring the progress made towards delivery of the identified overarching outcomes, making key decisions on behalf of their respective organisations and ensuring that these are followed through.

The Board is supported by the Operational Partnership Group (OPG), which monitors and distils information on progress made by the various road safety partners against agreed indicators. Both groups ensure the Framework follows an evidence-based, collaborative approach, with Transport Scotland (TS) working alongside local authorities (LAs), emergency services and third sector organisations. Both the SPB and OPG meet twice a year, with the [Minutes](#) available on the TS website.

USEFUL LINK

<https://www.transport.gov.scot/transport-network/roads/road-safety/>



Snapshot of SPB and OPG activities

The OPG and the SPB have worked on various pieces of work throughout 2019, encouraging a push towards the end of the current framework as well as thinking ahead and working collectively to embrace the new challenges the next framework may bring.

Established a road safety evaluation fund which went live in June 2019.

Evaluations undertaken for road safety interventions are sparse. The reasons for this are wide ranging but, the most common factor is lack of resources to evaluate interventions to a standard that is deemed appropriate. Unsurprisingly focus is generally on 'doing' rather than 'evaluating', even if this means they cannot be sure if the intervention is having a positive (or negative) effect.

By creating an evaluation fund, open to all road safety projects, it gives us the opportunity to gain invaluable information and evidence on the impact an intervention has had on road safety. This would help us build up a knowledge base of what works well and what doesn't and would enable us to share best practice, striving for a consistent approach throughout Scotland.

Regardless of the outcome measure, robust evaluation is a necessary component of establishing the effectiveness of an intervention and ensuring that it does not in fact do harm.

The groups also produced a literature review on the effects of light glare on driving performance and on road user distraction.

Scrutinised road safety framework funding for 16 initiatives of which 6 were successful.

1. Evaluation - Police Scotland, New Driver Scheme
2. Evaluation - Motorcycle Safety in the North East of Scotland
3. Evaluation - Eddleston A703 Traffic Calming Project
4. Evaluation – Cycling Scotland, Bikeability Scotland Broader Road Safety Perceptions of 10+ Age Range
5. Framework Initiative – RoSPA - Encouraging uptake of further rider training through motorcyclist communications
6. Framework Initiative – ScORSA - Raise Awareness of MORR in SME's

Road Safety Partner Highlights

The Road Safety Framework to 2020 brought forward a strong partnership approach to the delivery of many road safety strategies and initiatives. Transport Scotland's Road Safety Policy Team has worked closely alongside partners to push to meet our 2020 targets as we draw closer to the end of the Road Safety Framework to 2020. Working with key stakeholder such as Police Scotland, Cycling Scotland and local authorities to ensure the downward trend of casualties on Scotland's roads. Regular meetings with Police Scotland has allowed us to be aware of any emerging trends in accidents and casualties as well as Police Scotland's approach to enforcement.

USEFUL LINK

<https://www.transport.gov.scot/media/1416/ts-road-safety-framework-mid-term-review-march-2016.pdf>



The Road Safety Policy team have also been meeting with local authorities and local road safety partnerships throughout the country as part of 'Team Scotland'. The main aim is to ensure better connections between national and local activity and provide an evidence base for road safety delivery. It is also about delivering a wider understanding of the challenges we all face, and working more closely to devise and implement solutions for those challenges. We need to fully understand the processes in place, ensure different demographics are represented, the impact they have on road safety and the role they play in casualty reduction, highlighting that we can adapt and respond. This is a way of working locally to build an evidence base of what is being delivered and so to be able to share good practice and identify any gaps in interventions. This has been key in delivering on the 2020 targets and developing a world leading Road Safety Framework to 2030.

Scotland's Road Safety Framework to 2030 which has been developed in partnership with the road safety community and our key stakeholders, using the Improvement Approach as an innovative methodology to address our road safety future challenges. Four workshops were attended by a broad range of stakeholders between December and June to cover speed, Vulnerable Road Users, Age and Occupational Road Risk. We are also looking at having ambitious targets to 2030, to strengthen Scotland's position amongst the world-leading countries. The framework looks to fully embed the Safe System. A Safe System involves those who manage and design the roads as well as those who use them; each is responsible for, and must contribute to, eradicating fatal and serious injuries.

To help achieve the reduction in casualties education, engineering and enforcement have been key. Road Safety Scotland have developed a suite of campaigns to improve driver behaviour and reduce risk on Scotland's roads. Two of these campaigns are Breathtaking Roads, aimed at motorcyclists to focus on skills required to remain in control of a motorbike, particularly at bends, junctions and during overtaking, and the Drive Like Grans in the Car, targeting 20-29 year-old males tackling such issues such as speed, distraction, and drink/drug driving. Both of these campaigns were nominated and won the Prince Michael International Road Safety Awards.

Transport Scotland Trunk Road Casualty Reduction Team have introduced new motorcycle PRIME markings that are at the leading edge of good practice for road safety engineering to help enable safer motorcycle use. These schemes are being deployed in trial locations over 2020 and 2021 and monitored to establish their effectiveness in the period thereafter.

To support this Police Scotland have taken evidence led enforcement strategies to influence better driver behaviour. Through Rider Refinement North, a series of one-day courses led by qualified police motorcyclists, with the aim of building awareness and capability in relation to risk factors, handling skills, overtaking and cornering safely, observation, anticipation and planning.

National Conversation

As part of the development of the next framework the SPB and OPG are considering initiatives such as the following;

- Raise the profile of road safety through celebrity input/online influencers
- Road safety week with planned events around the country
- Online knowledge portal to promote road safety messages and best practice
- Social media highlighting priority areas
- Competition for kids and parents/carers

The aim of these is to raise the profile of road safety and ensure that we all have clear and concise messaging.

Scotland's Speed Indicator

At its meeting in September 2018 the SPB recommended the OPG consider creating a speed indicator for post 2020 road safety framework and consider what it should look like.

The board agreed that the work should be scaled up into a national assessment, including data from the local road network. By gathering data from more locations across various speed limits the research would be more robust and capable of scrutiny. This would allow a more detailed analysis to be carried out, including an investigation on why speeding is more prevalent in certain areas.

Scotland's National Speed Indicator would measure and evidence the speeds travelled in Scotland across a variety of roads, initially establishing a baseline for speed and then to monitor going forward, providing information such as:

- Does Scotland have a speeding problem.
- Which vehicle types are speeding
- Are vehicles travelling at excessive speeds.
- Does speeding occur on a particular type of road across Scotland or only in a particular geographical area.
- Is there a particular time of night /day people speed.
- Measure the amount of vehicles travelling our roads (are there fewer vehicles from the baseline).

To gain a true indication of speed across Scotland the speed surveys would not influence a driver's speed they would be installed in free flowing conditions as stated in the site criteria. If a speeding problem is identified on a surveyed road, we would not modify the road but tackle the wider issue identified .i.e. a speeding campaign focused on particular roads, investigate engineering solutions for similar road types and targeted vehicle initiatives to name only a few. It would be possible to measure the impact of any initiative implemented with the continued monitoring of the specific issue.

The site selected for survey would continue to act solely as a monitor of speed on our roads and would not be used as a speed reduction measure. Therefore roads which have a known speeding issue and potentially, in the future will have speed reducing measures put in place should not be considered for this purpose.

This work is ongoing and will continue into the next framework.

Strategic Delivery Plan

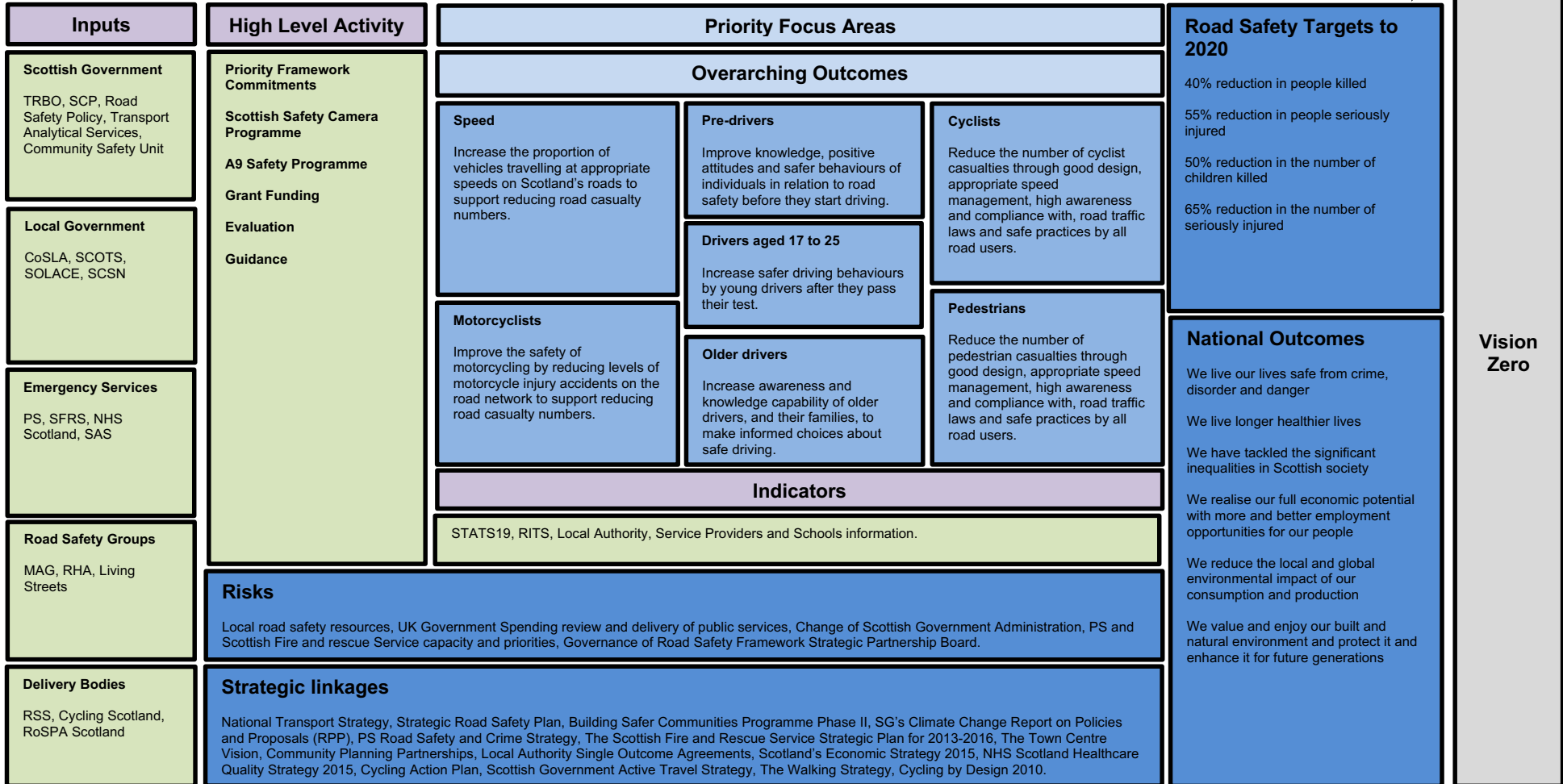
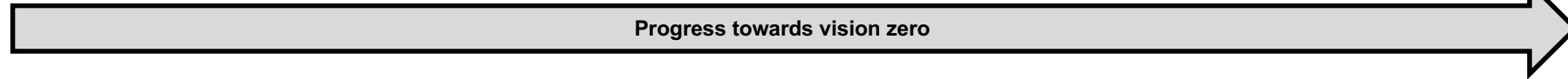
The Strategic Delivery Plan (SDP), outlined on [page 10](#), was designed to align all road safety activity to the casualty reduction targets and Vision Zero.

In utilising the SDP, delivery partners align their own respective strategic plans to high level Framework Activity by identifying which PFA, and which overarching road safety outcome(s), they will deliver. Activity is developed and delivered using strategic linkages, and gauged through the agreed outcome indicators.

Strategic Delivery Plan

Overarching Assumption: The Safe System

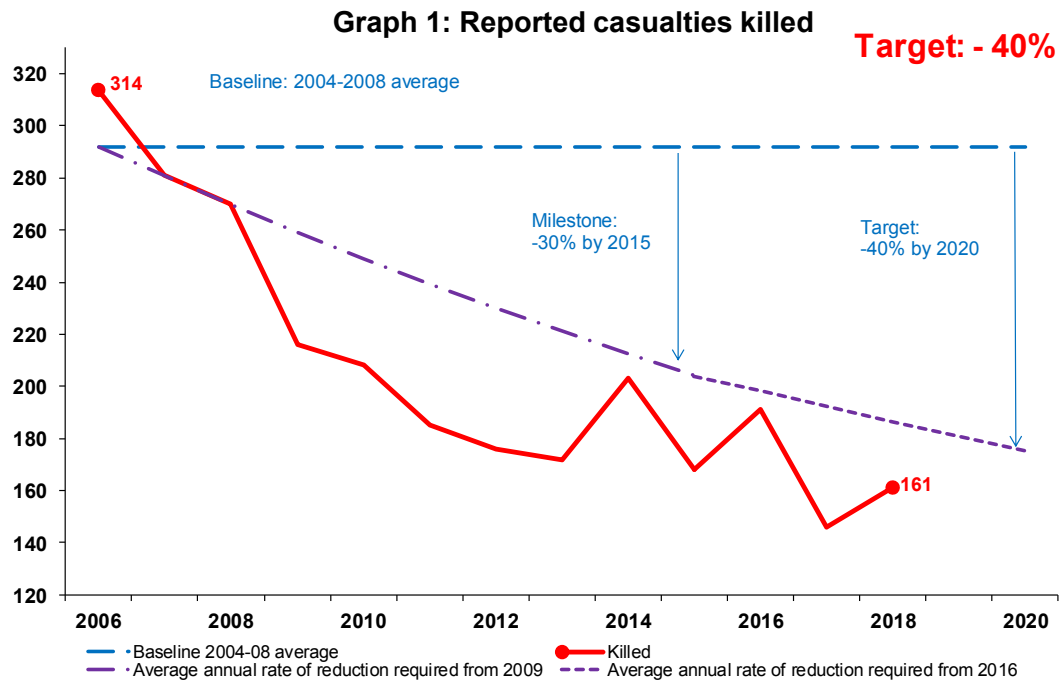
The Safe System approach recognises that humans as road users are fallible and will make mistakes. There are also limits to the kinetic energy exchange which humans can tolerate (for example, during the rapid deceleration associated with a crash) before serious injury or death occurs. A key part of the Safe System approach requires that the road system be designed to take account of these errors and vulnerabilities so that road users are able to avoid serious injury or death on the road and that interim road safety targets are set to move systematically towards vision zero.



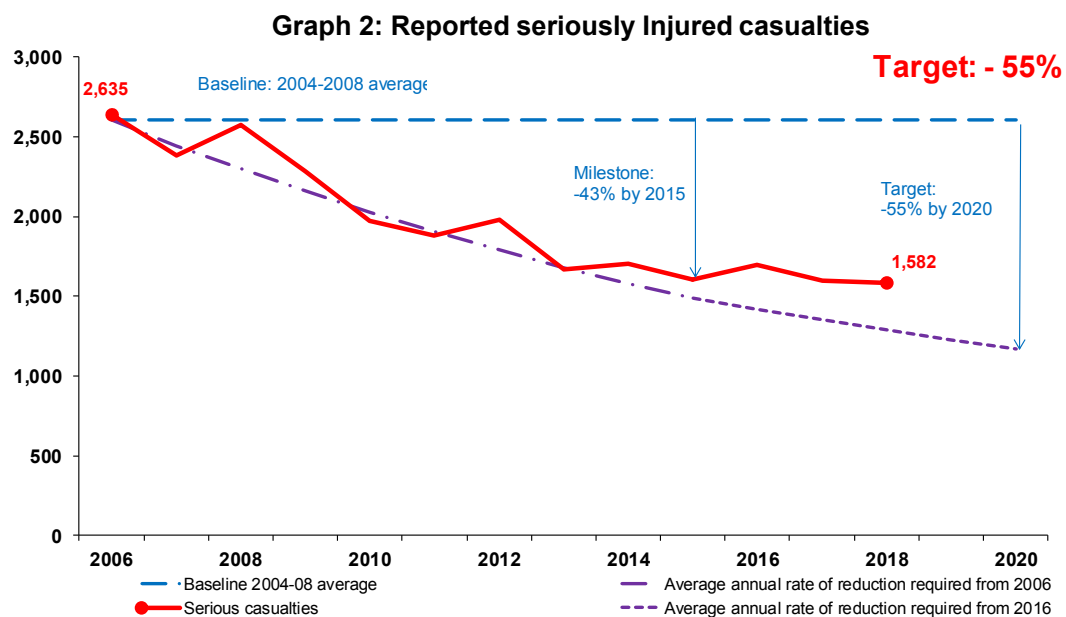
Road Casualty Reduction Figures



[Reported Road Casualties Scotland 2018](#), the latest year for which official statistics are available, continue to track the long-term downward trend towards the Framework Targets. The charts show an “indicative line” representing a constant annual percentage decrease that would result in meeting the 2020 targets. This is an accepted way to represent progress towards a target; however, it should not be assumed that the trend will match these lines exactly.

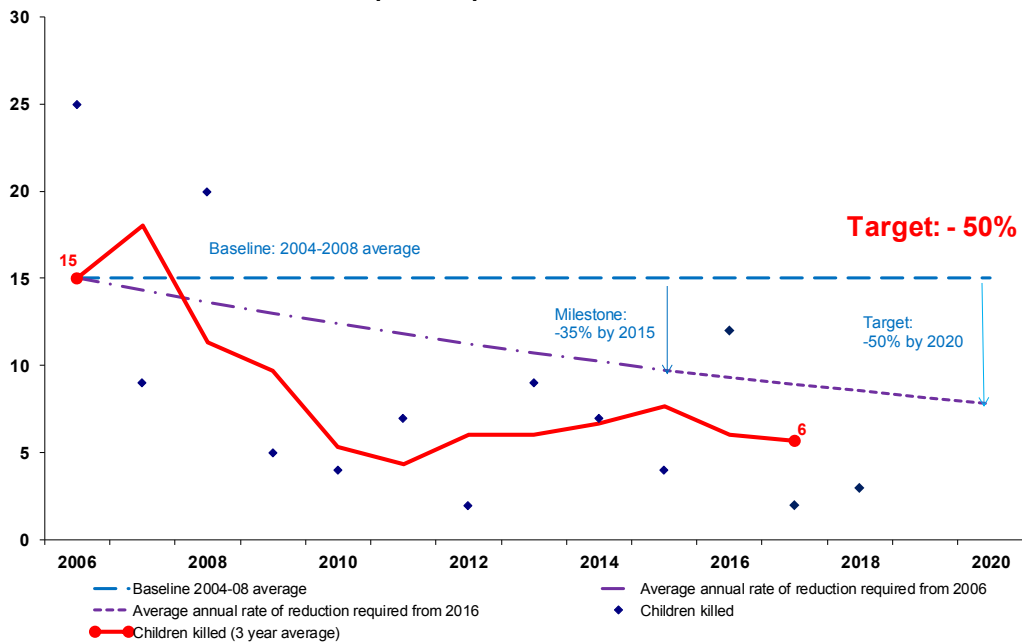


In 2018, there were 161 (45%) fewer road deaths than the 2004-2008 average of 292; the reduction rate indicates Scotland is on track to meet the 2020 target.



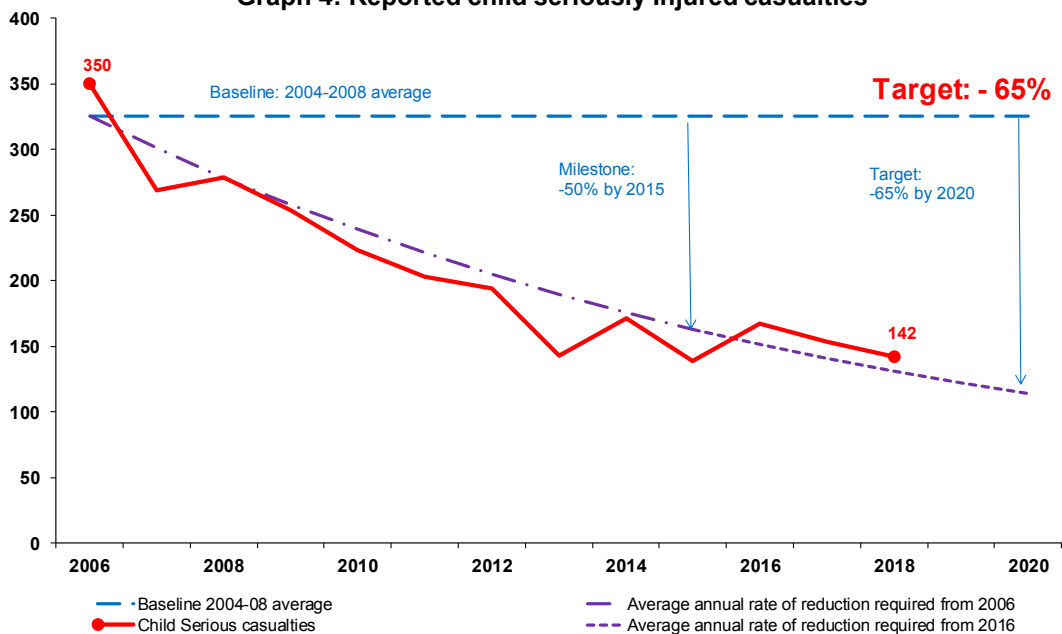
In 2018, there were 1,582 (39%) fewer seriously injured casualties than the 2004-2008 average of 2,605. The number of people seriously injured falls short of the 2020 target but continues a general downward trend.

Graph 3: Reported children killed



Three children were reported as killed in 2018, an average of six a year in the 2016-2018 period. There were nine (63%) fewer deaths compared to **the 2004-2008 average** of 15. The level of reduction exceeds the 2015 milestone.

Graph 4: Reported child seriously Injured casualties



In 2018, there were 142 (56%) fewer child seriously injured casualties than the 2004-2008 average of 325. The number of children seriously injured exceeded the 2015 milestone and continues a general downward trend.

High Level Activity



2019 saw Scotland's road safety partners continue to make considerable progress in delivering the commitments set out in the Framework.

The vast majority of the 97 commitments have been delivered or are underway, and are bolstered by ongoing activity which contributes towards Scotland's long-term road safety casualty reduction targets. A snapshot of activities undertaken in 2019 across partner organisations to meet the commitments is shown below, together with each partner's strategic plan.

Scottish Government



Road Safety Policy

Key focus

Transport Scotland's Road Safety Policy (TSRSP) team has this year continued to provide secretariat support to both the SPB and OPG and conveyed the consistent message that all partners need to do more if all 2020 targets are to be met. TSRSP have also continued administering grant funding for the Road Safety Framework and for the first time the Road Safety Evaluation Fund. This fund focuses on a retrospective evaluation and the wider impact interventions are having on road safety.

Following the 20mph Restricted Roads (20mph Speed Limits)(Scotland) Bill, which fell at Stage 1 of the Scottish Parliamentary legislative process on 13 June 2019, TSRSP team have continued to work with COSLA to help identify more straightforward, efficient and effective procedures for local authorities who wish to introduce more 20mph speed limits in the right environment. Scottish Government approach has always been about empowering local authorities with the flexible tools to respond to local and specific transport challenges. TSRSP are working with COSLA and local authority transportation departments to build on our understanding of the current and future roll out of 20mph speed limits including criteria and barriers.

TSRSP, in partnership with the road safety community and our key stakeholders have also been working to develop and shape the next Road Safety Framework to 2030; three workshops and two Stakeholder Working Groups were organised to assist us in this development (more detail later).

Following the Lord Advocate decision in principle in January 2019, TSRSP have attended a Police Scotland-led steering to devise the infrastructure and guidance required for the introduction Road Traffic Diversionary courses, including Speed Awareness Courses, along with identification of potential course providers.

TSRSP have also engaged at the EU level when attending the EC High Level Group on road safety and through membership to the European Transport Safety Council.

TSRSP have investigated and identified suitable roads across the trunk road network and in partnership with the local authorities have identified suitable local roads to be included in establishing a national speed indicator across Scotland.

Initiatives	<p>The TSRSP team have supported several Framework Projects through the Road Safety Framework Fund, these included:</p> <ul style="list-style-type: none"> ■ Soteria Film – Led by Police Scotland ■ Driver Engagement North – Led by Police Scotland ■ Raise awareness of MORR – ScORSA ■ Communicating Effectively with Older Drivers – RoSPA <p>(More detail on each of these projects can be found on page 52)</p>
Successes	<p>The TSRSP team held a series of successful workshops covering vulnerable road users, age and driving for work aiming to identify the key issues moving forward into the next framework, these workshops brought together over 100 representatives from across a wide range of road safety organisations and businesses to share ideas and knowledge on how we can help shape the next framework.</p> <p>It was agreed that we are likely to continue to have some of the same challenges as we did in 2009 when the current framework was created and the priority areas identified in the Mid-Term review are likely to remain.</p> <p>Transport Scotland became member of the Driving for Better Business scheme in late 2019 with a view to become Strategic Partner early 2020.</p>
Priorities for next framework	<p>The TSRSP team are developing ways to work more closely alongside our local delivery partners to ensure there are connections between what happens nationally and locally, to gain an understanding about the challenges faced and to work closer to establish and deliver solutions to those challenges. We also want to have a wider understanding of how road safety is prioritised in each area. This has been branded Team Scotland.</p> <p>Furthermore, we are aiming to raise the profile of road safety as a whole by developing a website to not only host a wealth of road safety knowledge but to showcase the great work being carried out by TSRSP and our road safety partners. In addition, we are working on a National Conversation about changing the perceived culture that it is acceptable for road deaths and injuries to be considered “normal or expected” when people use the roads.</p> <p>TSRSP, in partnership with the road safety community and our key stakeholders have been working to develop and shape the next Road Safety Framework to 2030. As part of this development we are establishing a national speed indicator for Scotland aiming to provide credible, robust data on the speed travelled by vehicle type across our network, which will also provide us with the evidence of where we need to focus our efforts.</p> <p>Moving forward into the Next Framework we know it is key to have a joined up approach and share best practice from across the country.</p>



Sustainable and Active Travel

Key focus

Our main contribution to road safety has been through our Safer Routes to School programme as part of our Places for Everyone infrastructure fund.

There is a tranche of funding dealing with road safety at junctions – where our research on cycling collision hotspots identified the areas of most frequent cycle collisions.

Priorities for next framework

Continued promotion of our programmes that make it easier and safer for people to walk and cycle in urban environments.

Highlights

Key contribution regarding road safety was to produce an analysis of collisions involving children travelling on foot or by bike and doing a spatial mapping of this against the Scottish Index of Multiple Deprivation. It found that children in the most deprived quintile were three times as likely to be injured, seriously injured or killed when walking or cycling as children in the least deprived quintile.

The analysis was published and promoted in the media. It was presented at the Poverty Alliance in Glasgow, Scottish Transport Applications Research Conference in Glasgow, Velocity in Dublin, and POLIS in Brussels.



Road Safety Scotland

Key focus

Road Safety Scotland (RSS) continued to develop and support its suite of learning resources and undertook marketing and campaign activity to promote road user awareness among specific target audiences.

Initiatives

Focus within the Early Learning Sector saw the distribution of the seven Ziggy Story Books designed for use in home, in early learning centres and Primary 1.

The various Road Safety Scotland websites were migrated to one portal – www.roadsafety.scot. This now provides a one-stop-shop for all RSS learning and publicity/marketing resources was redeveloped. Initial work began on addressing the resources which were out-of-date.

The Road Safety within Curriculum for Excellence booklet was refreshed and distributed to all educational establishments across the country.

The Theatre in Education evaluation was completed and work began on implementing the recommendations of the report.

RSS also took part in a number of events throughout the year including: The Scottish Motorcycle Show; Scottish Car Show; Scottish Learning Festival; and the Children in Scotland Conference.

RSS ran its own Seminar at Murrayfield in October which attracted over 150 delegates.

Campaigns

To highlight specific stories at appropriate times of the year, various early learning centres and schools across the country were visited for photocalls, and PR and social media was used to draw attention to the resource.

A new partnership with local authorities was also introduced, wherein the resource was being promoted within local libraries.

We continued to promote and enhance the Live Fast Die Old campaign and the Breathtaking Roads series of films

We launched a new strategic approach to Young Drivers, tackling: speed; distraction (mates and mobiles); vulnerable road users and drink and drug driving.

In partnership with Police Scotland and a number of car rental agencies, we developed and launched a Drive on the Left campaign for visitors to Scotland. Work also began developing a similar resource for visiting motorcyclists for the 2020 biking season.



Successes

The RSS Vulnerable Road Users 3600 Virtual Reality campaign won a Prince Michael International Road Safety Award.

Within a very short time of the initiative starting, the work undertaken to promote the Ziggy resource has resulted in an increase in uptake of the little story books for home of over 10%.

Priorities

Continue to promote and support the learning resources to encourage uptake.

Exploring new and innovative ways to engage target audiences – parents, carers, and other educators, including faculties of education – by being in their space, rather than hoping they will visit ours.

To continue to address those behaviours which lead to casualties through education, publicity, social marketing, and direct engagement with target audiences.



Scottish Road Safety Camera Programme

Key focus

The Scottish Safety Camera Programme has continued to focus on reducing the number of casualties on Scotland's roads by encouraging improved driver behaviour.

Targeted safety cameras deployments take place through the Programme primarily where they have the greatest potential to reduce injury collisions, and where there is evidence of both collisions and speeding. This is in accordance with criteria contained in the [Scottish Safety Camera Handbook](#) and ensures the right technology is in the right place at the right time.

Initiatives

[Scottish Safety Camera Programme](#)

Throughout 2019/20 to encourage good driver behaviour and speed limit compliance the Scottish Safety Camera has managed, maintained and operated over:

- 150 fixed camera sites;
- 28 mobile cameras;
- 29 red light cameras; and
- 6 permanent average speed camera systems.



Infrastructure and design changes

Throughout 2019/20, revised criteria has been used to inform the annual safety camera site selection exercise. This has resulted in over 30 new safety camera sites being identified. These sites will be taken forward for delivery in 2020/21.

In addition, a number of new safety camera enforcement sites have been delivered in 2019/20. This has included:

- 5x mobile safety camera sites across the A82 (Luss to Tarbert), A73 (Thankerton) and B7030 (Cliftonhall Road, Whitemoss, Bonnington), Murrayburn Road, Edinburgh and The Wisp (Dalkeith); and
- 2x fixed camera sites in Renfrew Road (Paisley) and Cumberland Road (Greenock).

Successes

There have been a range of example of where safety cameras have encouraged improving driver behaviour and speed limit compliance which has helped lead to a reduction in casualties.

This includes:

The **A9 ASC system between Dunblane and Inverness** which has helped deliver a significant improvement in road safety. Findings flowing from a full three year performance report show there has been a 31% in fatal and serious casualties. These improvements have been achieved against a 13% increase in traffic, improved journey time reliability and a reduction in disruptive closures resulting from accidents or incidents. This scheme complements two other ASC systems on the trunk road network. One being the **A90 between Dundee-Stonehaven** which became operational in October 2017. Emerging evidence shows a 40% reduction in fatal and serious casualties alongside an encouraging improvement in driver behaviour, demonstrated by high levels (99%) of speed limit compliance.

Another permanent trunk road ASC system is the **A77 between Girvan-Symington**. The most recent data shows there has been a 56% reduction in fatal and serious casualties compared with the original baseline published in 2005.

Priorities

The revised safety camera site selection criteria has identified a significant increase in new safety camera sites. Work will be taken forward through 2020 and beyond to deliver these sites and ensure safety cameras play a key role in enhancing road safety across Scotland and supporting the delivery of the broad road safety vision and associated targets to 2020 and beyond.



Strategic Road Safety – Trunk Road Network

Key focus

Key to our work has been the pursuit of our 2020 casualty reduction targets and work to support the development and delivery of targets to 2030.

We have continued to focus on evidence-led casualty reduction, whilst seeking to develop better links to active travel and proactive risk management. This has seen us take steps towards improving our risk mapping capabilities and augment casualty reduction spend with other budgets that support Scottish Government priorities.

Initiatives

We have commenced a number of innovative work streams, including new motorcycle safety markings which are being developed for trial in 2020 and 2021, the use of new road studs to better define junctions and carriageway delineation and the continued use of appropriate lines, signs, surfaces and barrier restraints to support casualty reduction in given locations.

Infrastructure/ design changes

The new motorcycle PRIME markings are likely to be at the leading edge of good practise for road safety engineering. These are being designed and developed now. They will include any necessary approvals and authorisations for non-prescribed signs. They will be deployed in trial locations over 2020 and 2021 and monitored to establish their effectiveness in the period thereafter.

We continue to monitor and evaluate the speed responsive traffic signals in Springholm, with the aim of promoting these for enforcement when the evidence allows this to happen.

We have delivered new capacity and safety infrastructure at the A1/A720 junction at Old Craighall. This included the provision of wider lanes, improved off slips, traffic signals and intelligent road studs, which offer a combination of improved capacity and safety.

We have installed and continue to monitor solar road studs, which have been used to deliver junctions and carriageway edges in a number of locations.

Successes

Trunk Road Casualties continue to be at a generally low level, and we remain on track to meet the majority of 2020 casualty reduction targets.

We have progressed the development of a new accident manager system, which will support the improved responding of accidents and allow, in time, a clearer overlap between various datasets including roadside strike hazards, accidents and road condition.

We continue to engage with communities across Scotland and to link our activities to those of colleagues working in active travel, place making and climate change mitigation.

Priorities

Being better set to use our emerging tools to undertake route scoring, then to map and manage the network to support delivery of a safe system.

Having knowledge and application of safe system principles more widely embedded across the organisation, our operating companies and suppliers.

Having a better understanding of underpinning causations of accidents to improve our ability to push casualty numbers down using evidence to inform our decision-making.

National Agencies**Crown Office and Procurator Fiscal Service****Strategic plan**

Crown Office and Procurator Fiscal Service Strategic Plan 2015-18.

Summary

[Crown Office Procurator Fiscal Service](#) (COPFS) is happy to consider any proposed road traffic diversion schemes if they are shown to improve road traffic safety.

Specific activity for 2018/19

COPFS will work with partner agencies to assess the suitability of proposed road traffic diversion schemes.



National Health Services Scotland

Strategic plan	National Health Services Scotland 2020 vision.
Summary	<p>National Health Service Scotland (NHS Scotland) is committed to delivering the SG's 2020 Vision. This will ensure more people can live longer, healthier lives, with services delivered at home or closer to home in local communities. Protecting and improving children's health as well as avoiding accidents and injury for all are key elements of this strategy.</p>
Specific activity for 2018/19	<p>NHS Scotland will continue to work closely with Community Planning Partnerships, Integration Boards and all their partner Agencies, including the third sector, to protect and improve population health and wellbeing. This will align closely with the overarching outcomes identified in the Road Safety framework Review and contribute to their delivery. In so doing, the NHS 2020 Vision will contribute towards the Framework's Vision Zero.</p>



Police Scotland

Key focus	<p>Police Scotland's Road Safety/Road Crime Strategy has been refreshed for 2019/20, but our overall strategic intention remains:</p> <p>"To influence road user behaviour and make Scotland's roads safer"</p> <p>Once the Scottish Government's Road Safety Strategy for the next ten years has been established, our own strategy will be revised again to reflect it.</p> <p>Reducing road casualties, and in particular tackling the threat of drink and drug driving, are specific policing priorities contained within the 19/20 Annual Police Plan.</p>
------------------	---

Initiatives

Police Scotland chair the Tactical Options Working Group, a multi-agency partnership that seeks to improve road safety and reduce road casualties in Scotland. Portfolios are aligned to the focus priorities identified during the Scottish Government's mid-term review of the road safety framework, namely speed,



motorcyclists, cyclists, pedestrians and age (pre-drivers, drivers aged 17-25 and older drivers). Road policing Inspectors maintain ownership of each portfolio and are responsible for developing and delivering local and national initiatives in support of that particular area of business.

Driver Engagement North – Of note, Police Officers in North Command secured framework funding to purchase a driving simulator designed to allow older drivers to test and assess their own driving abilities. The workshops, delivered by police officers focus on mental skills for better driving; awareness, observation, anticipation. Following evaluation, a condition of the funding, this initiative may well be rolled out across the country.

Rider Refinement North is a series of one-day training courses led by qualified police motorcyclists, with the aim of building awareness and capability in relation to risk factors, handling skills, overtaking and cornering safely, observation, anticipation and planning. Courses take place annually on various dates across May to October in the Highland, North East and Tayside areas. The programme of courses is part-funded by Transport Scotland's Road Safety Framework Fund. A favourable independent evaluation of activity in 2018 and 19 has recently been published.

Operation Close Pass – Originally piloted in Edinburgh in 2016, this cycle safety initiative has since been rolled out nationally and is a staple of road policing activity throughout the summer months. A plain clothed police officer, equipped with cameras, cycles along routes with identified casualty profiles detected motorists that pass too closely. A stopper crew ahead offers an educational input as an alternative to prosecution, although this year several drivers have been reported to the courts for careless/dangerous driving.

New Driver Early Intervention Scheme – This seeks to address the skills gap that can develop between the point at which a young driver passes their test and the point at which they can afford to buy, insure or otherwise run a car. Interactive presentations are delivered by police officers to drivers, primarily in the 17-25 age group, to develop their understanding of their responsibilities to themselves and other road users in terms of road safety. The presentations incorporate GoPro footage of a fatal collision involving one of five vehicles, travelling in convoy to a car cruise event.

**Infrastructure/
design changes**

Police Scotland has implemented changes to its in-car technology, particularly in relation to its ANPR and Speed Detection equipment. Regulation 109 of the Road Vehicle Construction and Use Regulations restricts the types of moving images that can be viewed by a driver while their vehicle is in motion. While a legal exemption exists for policing purposes, Police Scotland, in the interests of road safety, has elected not to exercise it. All moving images will now disappear from a driver's view once the vehicle is travelling about 6mph.

Police Scotland has recently purchased 20 electric vehicles, and installed the necessary charging infrastructure to support them. A further 49 are due for delivery in the coming year, along with further enhancements to charging infrastructure. This will improve public safety by reducing the health risks associated with harmful emissions.

Police Scotland has also introduced roadside drug screening devices which will be described further in the answer to question 6.

Successes

The most significant success of 2019/20 has been the implementation of Section 5A of the Road Traffic Act 1988 and the Drug Driving (Specified Limits) (Scotland Regulations) 2019. Over 750 operational officers were trained and equipped with roadside screening devices which are used to detect the presence of Cannabis or Cocaine where there are no obvious signs of impairment.

Police Scotland worked in close partnership with the Scottish Government, COPFS and the SPA to deliver policies, procedures, communications plans, marketing campaigns and forensic capacity to support this new legislation. The enthusiasm with which police officers have embraced the change has been remarkable, and in the four months since introduction over 1,400 tests have been administered and over 500 arrests made. A by-product of this new legislation has been an uplift in the number of persons reported for driving while unfit through drink or drugs.

Further work and financial investment is required to ensure forensic capacity can service the demand for blood analysis which has exceeded previous forecasts.

<p>Priorities</p>	<p>The growing number of injury collisions involving older road users is cause for concern, and as our population continues to age there is no doubt this problem will grow if left unchecked. We are committed to working with partners to ensure older drivers and road users, recognise the impact the aging process has on their cognitive and physical abilities, and to minimise the risk they might pose to themselves and others while using the roads.</p> <p>Scotland's roads and scenery are huge draws for foreign tourists and motorcyclists who continue to be disproportionately represented in casualty statistics. We will endeavour to promote the road safety message among this section of the motoring public, and enforce road traffic legislation where appropriate, to reduce the number of motorcyclists and foreign drivers killed or injured on our roads.</p>
--------------------------	---



Scottish Ambulance Service

<p>Strategic plan</p>	<p>The Scottish Ambulance Service Towards 2020: Taking Care to the Patient.</p>
<p>Summary</p>	<p>The Scottish Ambulance Service (SAS) Strategic plan makes reference to working alongside partners in the reduction of road traffic collisions within high risk groups, extending the work with partners and local communities towards building stronger safer communities.</p>
<p>Specific activity for 2018/19</p>	<p>SAS has pledged its continued support to engage with a broad range of local and national groups with initiatives to support a reduction in accident numbers, particularly within high risk groups. These include front line staff being engaged to reduce the number of road traffic collisions with various educational initiatives across the country; such as Drivewise, BikeAware and Safe Drive, Stay Alive which targets areas such as Pre-drivers, Older drivers and Motorcyclists.</p>



Scottish Fire and Rescue Services

Key focus

We have continued to maintain a strategic commitment to the Road Safety Framework through the National Fire and Rescue Framework, the SFRS Strategic Plan, and where appropriate, within Local Fire Plans. This continued strategic commitment has ensured a focused and maintained approach to improving road safety through the delivery of national prevention campaigns, supported by local early intervention activities and initiatives, many of which are designed and delivered collaboratively with partners agencies.

We work with a broad range of partner agencies including Police Scotland, Scottish Ambulance Service and local councils to deliver road safety education and advice to help people reduce their risk of being involved in a Road Traffic Collision.

The Scottish Fire and Rescue Service attend a large number of road traffic collisions (RTCs) every year. One of SFRS's primary functions is 'Rescue' and when we respond to road traffic collisions our highly trained crews have the skills to free people who have become trapped within their vehicles, using specialist cutting equipment. Our firefighters are also trained to provide potentially life-saving first aid at the scene of road traffic collisions.

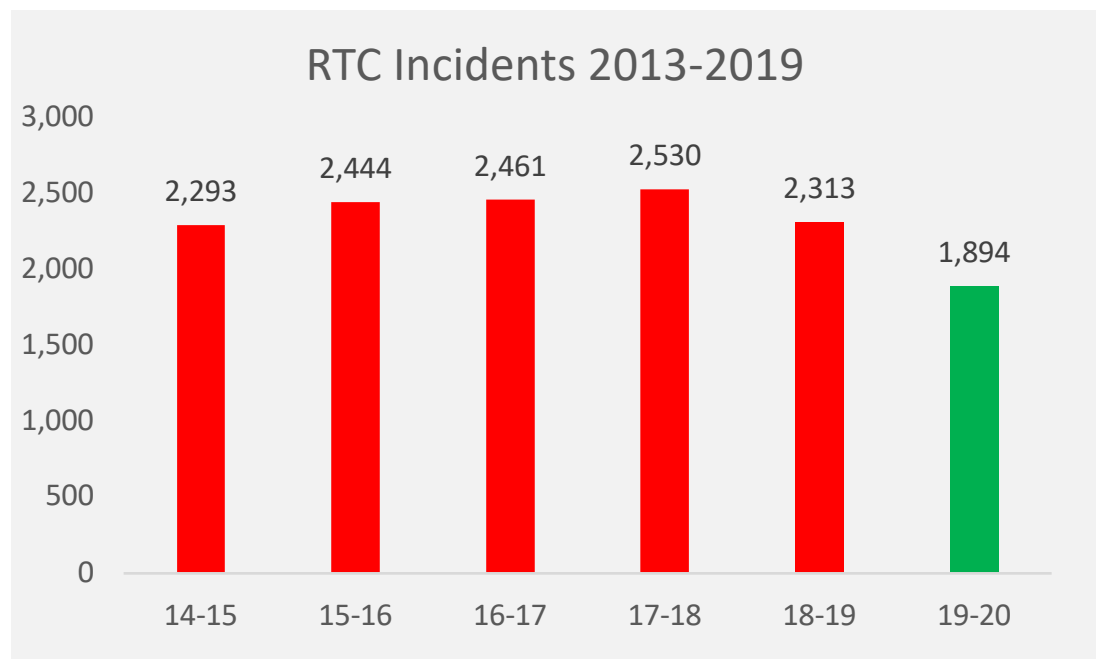
The Scottish Fire & Rescue Service continues to educate the communities of Scotland and continues with the training of Scotland's Driving community and the Young Children who can be educated in Safe Driving and to raise awareness of the coming dangers to which this age group will be exposed during the next few years, towards achieving a promising reduction in the number of Road Traffic Incidents so eventually we reach our commitment in working towards:

No-one is killed on Scotland's roads, and the injury rate is much reduced.

Initiatives	<ul style="list-style-type: none"> ■ Safe Drive Stay Alive ■ West Drive ■ Drive Wise ■ Edinburgh community engagement young drivers' events ■ Edinburgh City Young drivers – 5th & 6th year students ■ Fire Skills – Polmont ■ City of Edinburgh FireSkills Employability Award (FSEA) – 12-week programme ran in conjunction with other agencies/partners ■ Crash Live/Safe Drive Events Aberdeenshire and Moray and Aberdeen City ■ Safe Drive and Drive Wise run by Dunfermline Safer Communities Team ■ Argyle and Bute Road Safety Partner the CAT Team and local crews across the area, delivered to S5 & S6 pupils the 'Drive to Arrive' presentation based on the old 'Cut it out' presentation. The presentation is usually followed up with a Multi-Agency Real Time Crash Scenario for the schools and the local community ■ Biker Down Scotland ■ Bicycle input run by local development communities learning and development teams Dundee and Angus ■ Virtual Reality Headsets used at Educating Drivers Events.
Campaigns	<p>Road Safety campaigns we have supported during 19/20 include:</p> <ul style="list-style-type: none"> ■ Project EDWARD European Day Without a Road Death September 19 – supported via social media ■ Road Safety Scotland – Drink Drive November 18 – January 19 – supported via social media ■ Road Safety Scotland – Country Roads, 25 February 2019 – 24 March 2019 – supported via social media ■ Road Safety Scotland – Motorbikes, April 19 – September 19 – supported via social media ■ Road Safety Scotland – Young Drivers, 29 April 2019 onwards – supported via social media ■ Road Safety Scotland – Drink Drive November 19 – January 20 – supported via social media
Infrastructure/ design changes	<p>Every Scottish Fire & Rescue Fire Station has a Workplace Traffic Management Plan.</p> <p>This Traffic Management Plan outlines the current control measures adopted by the Scottish Fire and Rescue Service to ensure the safe and efficient movement of both traffic and pedestrians within SFRS Community Fire and Rescue Stations. Traffic Management Plans are necessary to prevent accidents, injury to people and damage to equipment, property and vehicles and promote good standards of health and safety.</p> <p>All personnel are aware of these plans contents and a copy is up on station notice boards.</p>

Successes

The continued dedicated and hard work by all SFRS employees and its partners in all areas has been mirrored by this year's reduction in the figures. As a service we will continue to educate the communities of Scotland and continue with the training of Scotland's Driving Community and the Young Children who can be educated in Safe Driving and to raise awareness of the coming dangers to which this age group will be exposed during the next few years. This will work towards achieving a promising reduction in the number of Road Traffic Incidents so eventually we reach our commitment in working towards ZERO.

**Priorities**

SFRS will continue to engage and support a wide range of local and national groups with initiatives to support a reduction in accident numbers. Front line staff will engage with communities to reduce the number of road traffic collisions with several Educational Initiatives across the country, working in collaboration with other organisations to reach the vision of Zero.

Highlights

We have recently received a £50,000 investment to purchase new Virtual Reality Equipment for all our LSO areas. This will enhance and update our delivery methods to suit today's needs within our communities. This involves 16 boxes which have 8 VR goggles within each and three 360-degree cameras, so we can film new scenarios to suit local needs. This also involves three training sessions from the VR Company, one for each SDA and one Operating Licence for all Scotland instead of 16 separate ones.

At present we have five teams delivering the SFRS-led Biker Down multi-agency events throughout the country. Three new areas have seen the success of these events and have asked to set it up within their own areas. Talks are arranged to set these new Initiatives up within 2020.

Local Government



The Convention of Scottish Local Authorities

Strategic plan	Scotland's Road Safety Framework to 2020.
Summary	The Convention of Scottish Local Authorities (COSLA) continues to support the aims of the Framework through its work on transport and wider policy.
Specific activity for 2018/19	COSLA is involved in the development of the National Transport Strategy and supported the work of the Road Maintenance Strategic Action Group. More specifically, COSLA supported the Seat Belts on School Transport (Scotland) Bill in its passage through Parliament.



The Society of Chief Officers of Transportation in Scotland

Strategic plan	Society of Chief Officers of Transportation in Scotland Business Plan 2017/18.
Summary	The Society of Chief Officers of Transportation in Scotland (SCOTS) continues to support the three PFA as crucial to achieving maximum impact on overall casualty reduction towards the 2020 targets and will continue to work closely with road safety partners and key stakeholders in this regard.
Specific activity for 2018/19	<ul style="list-style-type: none"> ■ Contribute to the consultation and development of new legislation for new legislation for parking standards in Scotland. ■ Contribute to the consultation and development of new legislation for the 20mph default speed limit on restricted roads, members bill. ■ Work with TS on research into speed management techniques used on urban roads throughout Scotland. ■ Work with Sustrans and other key stakeholders to contribute to the development of safer walking and cycling. ■ Work with TS and DfT on the review and consolidation of the Traffic Signs Regulations & General Directions and Primary Direction Routes standards for improvement. ■ Work with TS and other key stakeholders on the protocols and accuracy for the collection, dissemination and reporting of crash and casualty data. ■ Work with Police Scotland and the Road Safety Camera Partnership on the ongoing policy and criteria review. ■ Contribute to the consultation and development of the Transport Scotland Bill.



Society of Local Authority Chief Executives

Key focus

Dumfries and Galloway Road Safety Partnership

Tactical Objectives: Education

- Participate in the provision of road safety education to school children.
- Provide support to the Safe Drive Stay Alive initiative.
- Support partners in relation to the fitment of child seats/safety restraints.
- Increase public awareness of fitness to drive through elderly forums and other relevant groups.
- Investigate other training opportunities across all road user groups following analysis of needs.

Initiatives

Dumfries and Galloway Road Safety Partnership (Tactical Group):

- Safe Drive Stay Alive initiative
- Mature Drivers initiative
- Motorcycle Safety initiative
- Street Feet project (nurseries and primary schools)
- British Horse Society – ‘Dead Slow Campaign’

Local initiatives/improvement works have been progressing
(Transport Scotland/Dumfries and Galloway Council):

- Ongoing work at A75 Springholm/Crocketford for speed reduction
- A701 – Safety work ongoing with road markings and distance warning traffic signs
- Programme of sign renewal ongoing throughout the region
- Accident Investigation and Prevention schemes
- Many roads identified as popular with motorcyclists. Unofficial touring routes/circuits have been formed including A76 – A75 – A77 – A701

Campaigns	<p>Dumfries and Galloway Road Safety Partnership:</p> <ol style="list-style-type: none"> 1. Prepare for the unexpected – Experience the drama of a 360 country drive... but remember to stay focused on the road. 2. Think! Road Safety: Horses – Car drivers and horse riders both have a right to use the road. By considering each others' needs and following some basic advice, drivers and riders can help avoid accidents involving horses on the road. 3. VR Road Safety Scotland – Best viewed on a mobile, preferably using Google Cardboard or an alternative VR headset 4. Think! Drug Drive: More reason to be paranoid – Our THINK! Drug Drive advert warns people who drive under the influence of drugs that they're now more likely to be caught and convicted. 5. Think! Country Roads: Helpful Hazards 20 sec edit – Brake before the bend, not on it. 6. Think! Don't Drink Drive 50th Anniversary Advert – our new THINK! advert marks the 50th anniversary of anti-drink drive campaigning. Although road deaths caused by drink drivers have fallen significantly from 1,640 in 1967 to 230 deaths in 2012, this film reminds viewers that one death on our roads is still one too many.
Infrastructure/ design changes	<p>Dumfries and Galloway Council – Local Roads Authority:</p> <ul style="list-style-type: none"> ■ Road maintenance/improvement schemes including surfacing works, drainage, traffic signs and road markings, verge clearance which all contribute to the road safety effort. ■ Increase in length of local roads subject to 20mph speed limit in 2019 (Heathhall, Cargenbridge and Gatehouse of Fleet Primary School). ■ Speed limit reviews/traffic data surveys at specific locations following reports/requests from Police Scotland/local communities. ■ Undertake an annual Accident Investigation and Prevention (AIP) programme to identify road safety improvement schemes at known collision hot-spots.
Successes	<p>Dumfries and Galloway Council – Local Roads Authority:</p> <p>Accident stats not yet available for 2019, therefore difficult to quantify any injury reduction successes.</p> <p>Working with local communities in funding, procuring and installing new Vehicle Activated Signs (VAS).</p> <p>Continuation with Safer Routes to School 20mph Speed Limit programme, taking a holistic approach to consider wider community and roads in the vicinity of the school.</p> <p>Road Safety improvement schemes across region, targeting areas with history of accidents/collisions.</p>

Priorities for next framework	<p>Dumfries and Galloway Road Safety Partnership:</p> <p>To continue to contribute to the road safety effort and to the Scottish Governments 'Road Safety Targets to 2020':</p> <ul style="list-style-type: none"> ■ 40% reduction in fatalities; ■ 55% reduction in serious injuries; ■ 50% reduction in fatal child casualties; ■ 65% reduction in children seriously injured; and a ■ 10% reduction in the slight casualty rate. <p>To continue with initiatives and campaigns suitable for the Dumfries and Galloway region.</p> <p>Elderly Drivers Motorcyclists – 'Biker Down' Other target areas</p> <p>Representatives from RSP attending Events for 2020:</p> <ul style="list-style-type: none"> ■ Youthbeatz ■ Agricultural Show ■ Motor Show
Highlights	<p>The D&G Road Safety Partnership takes guidance and direction from the Scottish Government and aligns itself to 'Go Safe', Scotland's Road Safety Framework to 2020.</p> <p>The D&G Road Safety Partnership is building a dedicated, experienced and resilient team of individuals who represent national, regional and local organisations who are committed to road safety and injury accident reduction.</p>

Road User Groups

	<h3>Motorcycle action Group Scotland</h3>
Key focus	<p>The Motorcycle Action Group Scotland (MAG Scotland) will work with the SG, LAs and other partners to ensure that proper consideration of the needs and vulnerabilities of riders is given, to fully integrate motorcycles and scooters into the transport mix helping to reduce casualty rates and realise the benefits that this mode can provide.</p>
Priorities for next framework	<p>MAG Scotland will look to promote its Pathways to Progress presentation to LAs and will endeavour to assist in the updating of "Motorcycling in Scotland" Guidance for ROAD Authorities in Scotland published by the then Scottish Executive in July 2007.</p>




Road Haulage Association Scotland

Key focus	<p>There has not been one single area of focus this year but rather, along with our own initiatives such as National Lorry Week, we have aligned ourselves with other road safety initiatives.</p>
Initiatives	<p>We continue to provide information to the wider industry in safe driving in adverse weather conditions and produce guidance documents for the wider industry in driving in high winds and adverse weather conditions. For this we liaise with Met Office, Transport Scotland, SEPA and the Scottish Government. The RHA was instrumental in getting the Road Haulage Resilience Group set up through the offices of Transport Scotland. This brings several of the biggest road users to the table for discussion and information sharing at times of weather events.</p> <p>The biggest annual event we run as an organisation is National Lorry Week. Although not specifically about road safety, there is no doubt that the majority of events have at least an element of safety inbuilt. This is where we provide the tools for haulage and logistics companies to open their doors or host events in order to promote the industry and also educate the public on haulage matters including safety. The vast majority of events centre around taking trucks to venues such as schools and colleges to show people how to pass safely, avoid undertaking and show where the truck's blind spots are. This week of events grows every year and 2019 saw 64 events across the UK with the hashtag #nationallorryweek trending during that time.</p>
Campaigns	<p>This year (as with every other year) we will be supporting Project EDWARD, a pan European scheme operated by TISPOL. Each September, Project EDWARD or European Day Without A Road Death campaigns for a fatality-free day on Europe's roads, with the goal of raising awareness of road safety. Project EDWARD's key message is: if each road user makes small changes to reduce their own risk and their risk to other road users, then together we can make big improvements. The ultimate objective is to eliminate the number of people killed every day on Europe's roads – not only on the Project EDWARD day of action.</p> <p>The campaign took place this year on Thursday 26 September and was organised by the European Traffic Police Network (TISPOL), with support from the European Commission. The 2020 Project EDWARD day of action will take place on Wednesday 16 September.</p> <p>National Lorry Week will take place from the 14-20 September 2020.</p>
Infrastructure/ design	<p>We have a technical department that produces the safety documentation and road safety is covered in all our training courses from CPC (D & TM) to managing your operators license, all of which have sections on safety and vulnerable road users.</p>

Successes	<p>National Lorry Week in 2019 had incredible reach. Some of the key stats are:</p> <ul style="list-style-type: none"> ■ 3,833 tweets using the hashtag ■ 7,105,928 potential impacts using the hashtag ■ 1,539,008 unique users of the hashtag ■ 2,006 average followers of people who used the hashtag
Priorities for next framework	<p>Continue to promote road safety and look for new collaborative opportunities. Plans include closer working with “Break” in 2020 at a UK level.</p>

Third Sector

	<h3>Cycling Scotland</h3>
Key focus	<p>Making it safer for more people of all ages and abilities to cycle.</p>
Initiatives	<p>Bikeability Scotland delivers an essential life skill: the ability to ride a bike easily, safely and confidently. Cycling Scotland’s ultimate ambition is for every child in Scotland to have the opportunity to learn to cycle safely and confidently on-road. In 2019, over 43,000 children have taken part with the biggest ever annual increase in the proportion of schools delivering on-road training to 47%. 100% of primary schools in four local authorities (East Renfrewshire, Shetland, Clackmannanshire and Western Isles) are delivering on-road training.</p> <p>The Adult Cycle Training programme will increase the availability and uptake of cycle training, educational resources and led rides for adults getting back on their bike and at key life transition stages. Over 2,000 accessed the training during the year.</p> <p>Practical Cycle Awareness Training for Drivers of HGV and buses increases understanding of cycling behaviour for professional drivers. Cycling Scotland expanded their JAUPPT (Joint Approvals Unit for Periodic Training) – accredited work with more companies, fleets and LAs and directly delivered training to 250 professional drivers.</p> <p>Practical Cycle Awareness Training for Learner Drivers supports people with a provisional driving licence to develop safer practices towards vulnerable road users, including people cycling. In 2019-20, over 250 pre and young drivers will participate in the training, with 20 advanced driving instructors also taught to cascade learning.</p> <p>The course has also been adapted for staff claiming business mileage within Cycle Friendly Employers.</p>

<p>Campaigns</p>	<p>Give Cycle Space campaign</p> <p>Cycling Scotland runs an annual campaign to educate drivers about giving more space to people cycling. This year we took a new approach: using research to explore what would have the biggest impact on behaviour and working in partnership with Police Scotland, we developed a new, national, behaviour change campaign. A key point was a YouGov poll of more than 1,000 people in Scotland which identified that 73% of people don't know you can receive three points on your licence and a £100 fixed penalty notice for passing a cyclist too closely when driving.</p> <p>We created a 30 second TV ad, using helmet-camera style footage to show close passes from the perspective of the cyclist. This resonated well in research: 92% of interviewees agreed it showed what it felt like to be close passed. We used the ad in TV and social media advertising and used our research findings to launch the campaign to the media.</p> <p>We also worked with the police to create a short film of a live Operation Close Pass to help explain it for drivers, as well as journalists and social media influencers.</p>
<p>Infrastructure/ design changes</p>	<p>We have supported the implementation of Places for Everyone funding, Cycling Walking, Safer Streets funds and other funds that will increase dedicated cycling infrastructure to improve road safety for all.</p> <p>We highlighted the significance of road maintenance for cycling safety in the Scottish Parliament Rural Economy and Connectivity Committee Pre-Budget Scrutiny on roads maintenance.</p>

Successes	<p>The Give Cycle Space Campaign achieved great results</p> <p>Awareness-raising</p> <ul style="list-style-type: none"> ■ The campaign achieved more than 1.9 billion opportunities to see through broadcast, online and print media coverage alone. BBC Reporting Scotland covered it on breakfast, lunch and evening news including interviews and broadcasting our TV advert. ■ Spontaneous recall: in the pre wave research, 17% of respondents reported they had seen advertising/publicity about giving people cycling space: this doubled in the post wave to 34%. ■ Prompted recall: 50% of those interviewed recognised the campaign when shown. <p>Engagement with message</p> <ul style="list-style-type: none"> ■ When asked what the main message of the advertising was, more than two thirds of respondents mentioned giving people cycling enough space or not to drive too close. ■ Awareness of consequences: post campaign, recognition of getting 3 points on your licence increased from 7% to 23%. Awareness of Operation Close Pass improved from 15% to 36% ■ 94% of those interviewed believed the message in the campaign to be true and 90% agreed it encouraged them to give plenty of space to people on bikes. <p>Impact on attitude and behaviour</p> <p>The proportion of people who claim they always give 1.5 metres of space to a person cycling increased from 26% pre campaign to 36% post campaign.</p> <ul style="list-style-type: none"> ■ Respondents motivated to give at least 1.5 metres space when passing people cycling increased from 32% pre to 42% post campaign.
Priorities	<ul style="list-style-type: none"> ■ To increase the number of people cycling while reducing the exposure rate for serious injuries and fatalities. ■ To increase the availability of dedicated cycling networks, separated from vehicle traffic, allowing people of all ages and abilities to travel by bike. ■ To increase the availability of cycle training across the population. Every child in every school to have the opportunity to receive Bikeability Scotland on-road cycle training. ■ To undertake research into attitudes and behaviours around road safety for people cycling and to tackle misconceptions. ■ To continue to work in partnership with Police Scotland on Operation Close Pass and the inclusion of cycling in third party reporting. ■ To develop our Give Cycle Space campaign. ■ To reduce risks and perception of risks to people cycling through supporting changes in the speed, type and volume of traffic in towns and cities.
Highlights	<p>During 2019, we have supported the Transport (Scotland) Bill parking provisions which should help tackle dropped kerb and double parking which can increase hazards for people cycling. We will continue to support effective implementation of this legislation.</p>



IAM RoadSmart

<p>Key focus</p>	<p>IAM RoadSmart continue to deliver post-test training courses for drivers and motorcyclists across Scotland through our network of local groups.</p> <p>We have also been developing a series of free online modules to refresh knowledge and one hour on-road modules to refresh skills in specific areas of driving and riding.</p> <p>Our courses are all available online at www.iamroadsmart.com</p>
<p>Initiatives</p>	<p>In addition to the activities of our policy and research department which supports Road Safety Scotland through chairing the Publicity Advisory Group we have published our annual Safety Culture Report on motorist safety opinions.</p> <p>Several of our Scottish IAM RoadSmart Groups are involved in local initiatives with Police Scotland including “Rider Refinement North” “Safer Wheels 50” and “Drivewise”. IAM RoadSmart also take part in smaller ad hoc collaborations on older drivers with local councils and Police Scotland in Inverness and Fife.</p> <p>We have also taken part in Motorcycle Shows in Glasgow.</p>
<p>Campaigns</p>	<p>Our campaigns are mainly marketing led and use social media to highlight our courses for specific groups. In 2019//20, we have targeted older and younger drivers and fleet safety at different times throughout the year</p> <p>Our older driver campaign can be viewed here https://www.iamroadsmart.com/olderdrivers</p> <p>These activities are backed up by materials and information shared with our Groups across Scotland.</p>
<p>Successes</p>	<p>Our Scottish Groups continue to show innovation and enthusiasm for partnership working in projects such as Rider Refinement North.</p>
<p>Priorities</p>	<p>To be the first choice partner for Transport Scotland, local Councils and Police Scotland in any initiatives involving post-test training of drivers or motorcyclists.</p> <p>To support Road Safety Scotland by sharing our research expertise.</p>



Living Streets Scotland

Key focus	<p>Living Streets Scotland continues to work in schools promoting the benefits of walking. This includes collaborating with junior road safety officers to promote our programme WOW. We have also explored issues around school gate congestion working with a group of schools in Glasgow. Finally, we have offered support to a number of schools street closures.</p>
Initiatives	<p>We provided training and advice on 20mph implementation for local authorities. Living Streets supported the Restricted Roads (20mph Speed Limit) (Scotland) Bill in the form of advice and evidence.</p>
Infrastructure/ design changes	<p>We continue to support communities to identify small scale improvements via our street audits. This includes measures such as the scope to improve junctions and put in place improvements such as better crossings, drop kerbs and tactile paving.</p>
Successes	<p>At least 20mph scheme has progressed to the consultation stage, following on from our lower speed communities project in 18/19</p>
Priorities	<p>A continued focus on road safety around schools 'safe routes'.</p> <p>Facilitating Community-led identification of local road safety improvements, particularly through work with older, disabled and young people.</p> <p>The strategic roll out of 20mph on all residential and shopping streets.</p> <p>Increased enforcement of road traffic laws, particularly speed, aligned to public education campaigns.</p>



Royal Society for the Prevention of Accidents Scotland

Key focus

RoSPA's road safety team in Scotland has focused on two key themes in 2019/20:

1. Older drivers, particularly the use of communications in helping them to drive safely for as long as possible.
2. The management of occupational road risk (MORR), promoting the need for Scottish employers to have a policy on MORR and providing free resources to enable them to achieve this.

Initiatives

On the themes outlined on previous page, RoSPA is running two road safety projects in Scotland during 2019/20:

1. Communicating effectively with older drivers

This innovation project supports the following Road Safety Framework commitments:

RSF 83: Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices about safe driving.

RSF 95: Investigate and support ways to promote and facilitate initiatives relating to further accredited or certified training for older drivers including incentivisation to do this.

Through primary and secondary research, the project is aiming to establish innovative and effective means by which road safety professionals can communicate with drivers aged over 65 to increase their awareness and understanding of their ability on the road, the medical conditions that can affect this, and their responsibilities to other road users, as well as the families of older drivers who have concerns about road safety. Having identified relevant communications platforms and messages, a pilot project (running in February 2020) will evaluate their effectiveness in practice.

2. The Scottish Occupational Road Safety Alliance (ScORSA)

This project supports the following Road Safety Framework commitment:

RSF 30: Encourage and support the Royal Society for the Prevention of Accidents (RoSPA) (Scotland) with the formation of the Scottish Occupational Road Safety Alliance (ScORSA) in order to raise employers' awareness of the need to have a policy on the Management of Occupational Road Risk (MORR).

ScORSA is the only body currently delivering researched and relevant MORR-related information across Scotland. With a specific focus on delivery within SMEs who may otherwise not have the capacity to address relevant issues, ScORSA provides an opportunity for members to access relevant information and resources. ScORSA is unique in its field in providing all resources, advice, guidance and workshops/seminars free of charge to members, which currently number more than 400 across Scotland.

For ScORSA in 2019/20, RoSPA is developing information hubs relevant to SME needs and delivering workshops/seminars to encourage self-development among SMEs on the topic of work-related road risk. A communications strategy is also being developed to engage directly with SMEs throughout Scotland. Of particular note from ScORSA's work plan for the year is the production of a safety factsheet aimed at drivers and riders working within the gig economy.

Successes

Both projects are still ongoing but there have been pleasing results so far.

On the older drivers project, the initial research phase has generated some useful learning that is being used to shape February's pilot communications project, and that will also be useful more widely in the road safety community. This includes:

- Drivers aged 65 and over already self-regulate their driving behaviour – for example, sticking to shorter distances, not driving at night – and this is seen as a natural part of getting older. They take personal responsibility for their driving, and messages that emphasised this in the focus groups were best received.
- Participants in the research also liked information that gave practical advice. A practical way to help with self-regulation is through experienced driver assessments, but there is a lack of knowledge of the existence of these.
- Understanding of risks associated with ageing is good, particularly with regards to eyesight. Focus group members could all point to concrete examples of the effects of ageing on themselves or people they knew.
- Families of older drivers are generally reluctant to have conversations about the safety of their relative's driving, but they would point them to practical advice and information.
- There is a significant lack of awareness of the age when you have to renew your driving licence.
- Those aged 65 and over do not like to be referred to as "older drivers".
- People fear losing their independence from having to stop driving.

We have also been testing potential messages on Facebook, and have found that engagement levels were highest when messages focused on health conditions associated with ageing.

On ScORSA, highlights of the year to date have included the annual St Andrew's Seminar, which in 2019 was attended by 80 delegates from the public, private and third sectors. Member numbers have continued to grow, with 21 new members joining on a single day at the IOSH Scotland Conference. Also, the ScORSA website has been redeveloped to give it a more modern feel and improve navigation.

Priorities

RoSPA is committed to supporting a continuing focus on the most vulnerable road users, such as young drivers, older drivers, cyclists and pedestrians, drawing on our 103-year experience of research, policy formation, campaigning and project delivery on these important topics.

We will also continue to champion the management of occupational road risk, seeking to further develop the reach and impact of ScORSA. Up to a third of road accidents involve someone who is driving for work and we are committed to helping SMEs to take action to reduce the risk to their workers, other road users and their business.



Scottish Community Safety Network

Key focus

Supporting the work of the OPG, knowledge exchange between community safety partnerships in Scotland and what's going on in road safety. Sharing road safety developments and campaigns etc. with community safety professionals through our social media and newsletter.

Contributing to the road safety framework fund and evaluation fund decision-making processes and contributing to the development of the RSF2030.

Supported national campaigns through media/comms sharing.

Connecting road safety partners to an academic researching road safety and to the public health researcher network who subsequently provided a session at the Road Safety Seminar in late 2019.

Priorities

Continuing to contribute to the work of the OPG and better connecting road safety policy to wider safer communities policy and partnerships. Help to improve the links between community level road safety to local partnerships to national policy in terms of insight and influence.

Help road safety think more broadly about measurement, evaluation and learning.

Highlights

Very glad to have another year working with colleagues from across all sectors to support road safety in Scotland.

Local Authority Activity



Transport Scotland is responsible for the management and maintenance of the strategic trunk road network, including motorways, which is delivered through our operating company contracts. The Roads (Scotland) Act 1984 places the statutory responsibility for local roads improvement, maintenance and repair with LAs. The SG is committed to working with all LAs to help improve the condition and safety of the road network. This is carried out through the Road Collaboration Programme, which is jointly funded between national and local government.

In addition, Section 39 of the Road Traffic Act 1988 places a statutory duty on LAs to promote road safety and take steps to both reduce and prevent accidents. In this respect it is for each LA to consider appropriate measures which will safeguard road users and residents on their roads, and to determine the priority that should be given to any road safety measures. Therefore, it is not for Scottish Ministers to intervene in their day-to-day performance of these particular duties. Outlined below are examples provided by a number of LAs on their road safety activity.



North East Scotland – Aberdeen, Aberdeenshire and Moray

Key focus

RSNES do not identify a 'key focus' for each financial year. The primary output of RSNES is determined by looking ahead every quarter using analysis of historic casualty data to identify anticipated casualty trends in the following three/six months where effort should be applied. These are discussed at our Operational Group meetings where an appropriate response is considered. For example, data shows that the months of May to October are key for motorcycle casualties in North East Scotland and accordingly, RSNES supports the provision of funding by local authorities to Police Scotland with their Rider Refinement North approach. The same principle applies during the winter months, as detailed later in this response in relation to pedestrians.

With very limited operational resources available to us, RSNES increasingly make use of social media and when appropriate other media releases, to highlight potential road casualty concerns and trends.

RSNES does not have any assets, relying on partners to supply physical, financial and human resources when a need is identified.

Importantly in the context of this response, each RSNES partner has the potential to set their own road safety priorities, e.g. local authorities in their respective road safety plans, or the police through their road policing and road crime strategy etc.

Initiatives	<p>RSNES supported Road Safety Scotland's 'Drive on the Left' campaign during the summer months by visiting key tourist locations in the North East (Balmoral Castle and Dunnottar Castle) providing the 'Drive on the Left' wristbands and road safety literature in various languages to non-UK resident drivers. Engagement also occurred at car-hire locations in the local area to ensure they had suitable resources.</p> <p>RSNES was a joint applicant for funding along with Robert Gordon University in late 2019 for funding from Transport Scotland's new Road Safety Evaluation Fund. The bid, which was ultimately successful, will review current and previous motorcycle safety strategies in North East Scotland, with work being undertaken during 2020.</p>
Campaigns	<p>Individual local authorities/partners may have run their own initiatives which RSNES is unaware of. While RSNES tries to capture information on all examples of road safety work from among its partner members, this does not always work.</p> <p>Given our limited resources, RSNES has only operated one local initiative during 2019/20 which related to anticipated 'spikes' in pedestrian-related casualties in the winter months. Statistical data revealed that December and January produced noticeably higher levels of pedestrian casualties in both Aberdeen and Aberdeenshire during the preceding five years. Working with NESTRANS, our regional transport partnership who assisted with funding and graphic design, radio adverts, bus-back advertising and bus-shelter adverts were produced to highlight the seasonal trend and promote safe road use by both pedestrians and vehicle users. This initiative was initially used in 2018/19 based upon similar casualty-related data.</p> <p>The Aberdeenshire Community Safety Partnership (not RSNES) continues to operate the annual 'Safe Drive Stay Alive' event for North East school pupils which attracted around 5,000 attendees in 2019.</p>

Priorities

We have not identified any aims and priorities yet.

Strategic priorities will be considered in the year ahead as we start to prepare for the next iteration of our local road casualty reduction strategy. It is anticipated that greater use of collaborative working may be one of the issues highlighted, along with elderly drivers albeit there is an acknowledgement that without significant changes to existing processes and legislation, this issue will be challenging to address.

Operational road safety priorities for RSNES will likely continue to be influenced by analysis of historical casualty data, while strategic priorities and direction will probably be dictated by available budget and resource availability. The only issue which stands out among others in terms of casualty statistics is elderly drivers and we are monitoring their ongoing collision/casualty activity.

In our last local North East Scotland Road Casualty Reduction Strategy (2017), we identified a range of actions which at the time of creation were considered realistic, however, in reality primarily due to the resource issue from partners and internal colleagues, unfortunately there has been limited movement in some of them.

Ironically, because casualties have been reducing, it can be argued that some of the impetus for road safety work may not be as strong as it once was. That said, it still remains a statutory responsibility for local authorities and work will continue to be undertaken.

RSNES will likely wait to see what the next Framework looks like before considering their local approach, as it is considered generally helpful if the local approach broadly mirrors that produced by Transport Scotland. Our own local, pan-North East road casualty reduction strategy will be updated at that point, expected to be in early 2021. That said, local authorities and partners will still likely produce refreshed copies of their own, local authority road safety plans which can link to both the North East and national strategies.



Fife Council

Key focus	There has not been one single area of focus this year but rather, along with our own initiatives such as National Lorry Week, we have aligned ourselves with other road safety initiatives.
Initiatives	<p>Drivewise – April 2019 and October 2019 – Pre Driver Initiative</p> <p>Safe Drive Stay Alive – November 2019 – Pre Driver Initiative</p> <p>Child Car Seat Checking Clinics – May to September 2019 – In Car Safety</p> <p>JRSO Initiatives – Academic Year – Child Safety</p> <p>Older Driver Initiative – Throughout year – Older Driver Initiative</p> <p>Pass Plus – Throughout year – New Driver Initiative</p> <p>Taxi Driver – Throughout year – Occupational Road Risk</p>
Infrastructure/ design	Ongoing implementation of Route Accident Reduction Plans (looking at upgrading signage, lines and investigating minor improvements) as well as small scale infrastructure improvements such as new crossings, upgrades to road signs and lines, footway and cycleway upgrades and maintenance of existing infrastructure.
Successes	This is difficult to note as all the work that we carry out is preventative. However we feel that all the events/initiatives that we put on, support the reduction in road casualties on our roads.
Priorities for next framework	<p>Aim to reduce casualties further, with priorities of developing and implementing road safety engineering interventions and working with partners to oversee progress on casualty reduction, developing and planning and initiatives to target further reductions.</p> <p>We would like to continue with all of the initiatives that we currently run, however this will be dependent on funding for them all to carry on.</p>

Priority Focus Areas: Framework Funding



Outlined below are the various road safety initiatives, together with their commitments, which received Road Safety Framework funding to fulfil the outcomes identified under the Priority Focus Areas.

Some activities cover more than one outcome, demonstrating how road safety initiatives can be interconnected, with improvements in one area potentially leading to improvements in another.

Road Safety Initiative	Soteria Film	
Location	North Edinburgh	
Priority Focus Area	Speed	Age

Commitments Covered

- RSF 09: Continue to look for innovative ways to target younger drivers with appropriate messages, including effective social media platforms, about safe driving to increase their awareness and understanding of their vulnerability and the dangers they face due to age and inexperience.
- RSF 19: Continue to publicise and educate people about the risks associated with speeding.
- RSF 76: Provide support for motorcyclists, e.g. through advanced rider training schemes and raise awareness of bad or dangerous riding behaviour through safety awareness initiatives such as Operation Zenith.
- RSF 79: Seek to influence young people's attitudes to road safety and future driving behaviour before they get behind the wheel and investigate the usage and delivery by schools of pre-driver educational intervention and event training resources such as, and including "Get into Gear" in supporting their effectiveness.

Initiative Summary

Police Scotland and Screen Education Edinburgh worked together to produce a film highlighting the dangers and impact of illegal and irresponsible motorcycle use on communities in the city of Edinburgh. The film was developed and produced from start to finish by young people from the area most affected by the behaviour. Approximately ten young people took part, with the group given a brief, which was as simple as 'make a film to deter young people from riding motorcycles dangerously'. They were taken through the entire film-making process by a Film Tutor and developed the premise of the film, shot and edited it to make the completed product.

The film will be used to communicate the dangers of speed and irresponsible riding to young people across the city, and beyond. It is envisaged that a film made by their peers (who live in the midst of the problem) will have more of an impact on young people than film made by adults looking at it from outside.

You can view the film at <https://vimeo.com/359020419>

Road Safety Initiative	Driver Engagement North
Location	Highlands
Priority Focus Area	Age

Commitment

- RSF 19: Continue to publicise and educate people about the risks associated with speeding.
- RSF 20: Continue to raise awareness of speed limits and their purpose, including those that apply to different types of vehicle on the different categories of roads.
- RSF 21: Continue to support the Safety Camera Programme.
- RSF 71: Encourage local authorities to implement any changes indicated by their review of speed limits and continue to monitor networks in order to identify changes where these may support casualty reduction.
- RSF 83: Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices about safe driving.
- RSF 95: Investigate and support ways to promote and facilitate initiatives relating to further accredited or certified training for older drivers including incentivisation to do this.

Initiative Summary

This multi-agency initiative which sees Police Scotland work alongside partners from Highland Road Safety Group, North East Scotland Road Casualty Reduction Strategy Group, Perth and Kinross Community Safety Partnership and Dundee and Angus Road Safety Groups as well as partners from local authorities, NHS Scotland, RoSPA, DVLA, IAM RoadSmart and Vision Express. Aimed to reduce the rising number of road traffic collision fatalities involving older drivers. This will involve participants attending Road Safety Workshops based at identified locations in the highland area of Scotland. The workshops will consist of an interactive programme incorporating the deployment of a desktop driving simulator, educational input and information stations where there will be opportunities to interact with specialist partners.

Participants are given an educational input delivered by police officers, focusing on mental skills for better driving, awareness, observations, vehicle positioning and highlighting how good anticipation is vital to improved and safer driving.

Road Safety Initiative	Communicating Effectively with Older Drivers		
Location	Scottish Borders and Fife		
Priority Focus Area	Age		

Commitment

RSF 83: Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices about safe driving.

RSF 95: Investigate and support ways to promote and facilitate initiatives relating to further accredited or certified training for older drivers including incentivisation to do this.

Initiative Summary

Through validated research (primary and secondary), the project aims to establish innovative and effective means by which road safety professionals can communicate with drivers: drivers over 65 years to increase their awareness and understanding of their ability on the road, the medical conditions that can affect this, and their responsibilities to other road users; and the families of older drivers who have concerns about road safety.

Road Safety Initiative	Raise Awareness of MORR in SME's		
Priority Focus Areas	Speed	Age	Vulnerable Road User

Commitment

- RSF 29: Support the implementation and encourage take up of the safe road user award.
- RSF 30: Encourage and support the Royal Society for the Prevention of Accidents (RoSPA) (Scotland) with the formation of the Scottish Occupational Road Safety Alliance (ScORSA) in order to raise employers' awareness of the need to have a policy on the Management of Occupational Road Risk.
- RSF 60: Encourage young drivers to undergo post-test training, by engaging with the private sector including the insurance industry to explore incentivisation, and support national coordination of the use of outcome-based evaluation in post-test training.

Initiative Summary

ScORSA aims to encourage joint working and raise awareness in organisations of the need for action on work-related road safety, promote the exchange of information and best practice as well as ensuring policy and working practices are implemented to safeguard all road users.

Priority Focus Areas: Indicators




A summary of the Reported Road Casualties statistics '2018 for each Outcome is provided below and is a means of monitoring progress towards individual outcomes and the downward trend towards Framework 2020 casualty reduction targets.

Title: **Overarching Speed Outcome**

Description: Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.

Overarching Speed Outcome:

Increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers.



“Penalties For Getting Caught For Driving Offences Like Speeding and Using a Mobile Phone Aren’t Enough to Stop Me Doing It “

Between July 2013 and November 2019, there was an overall **increase of 7 percentage points** in the proportion of drivers **disagreeing strongly** and a **decrease of 11** percentage points in the proportion of drivers **agreeing strongly** that penalties for offences like speed weren’t enough to stop them doing it.

Speeding Behaviours

Since 2012, reported speeding behaviours have remained **mostly unchanged**, though a downward trend is more apparent since July 2015. (More pronounced in lower speed limit areas, e.g. towns and cities)

Indicators:


- The number of injury accidents where at least one of the two “speed” contributory factors are recorded.
- Positive behavioural or attitudinal trends in drivers including driving at appropriate speeds and awareness and understanding of speed limits and what they mean.
- Supplementary intel’ or information

Title: **Overarching Motorcyclists Outcome**

Description: Improve the safety of motorcycling by reducing levels of motor cycle injury accidents on the road network to support reducing road casualty numbers.

Overarching Motorcyclists Outcome:

Improve the safety of motorcycling by reducing levels of motor cycle injury accidents on the road network to support reducing road casualty numbers




Motorcycle Trends

There is a general trend evident over the last ten years in the declining number of slight motorcycle accidents. However, in recent years there has been little improvement in the number of fatal or serious casualties. Due to the introduction of CRaSH. The number of slight and serious casualties for 2019 cannot be directly compared to previous years number of fatal motorcycle accidents and a similar improvement is seen for serious and slight casualty numbers.

Indicators:

- Number of motorcyclists involved in injury accidents, including those where vehicles hit objects off the carriageway
- Supplementary intel’ or information

Motorcycle traffic has tended to decrease for the past ten years, while traffic overall has increased

 accounted for

0.1%

of journeys

0.6%

of traffic in 2018


8%

of road accident casualties

Title: **Overarching Pre-drivers Outcome**


Description: Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road

safety before they start driving.

<p>Overarching Pre-drivers Outcome: Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.</p>  <p>Indicators:</p> <ul style="list-style-type: none"> • Number of secondary school or college pupils receiving interactive pre-driver educational intervention • Number of people completing the Scottish Qualifications Authority safe road user award or other accredited assessment or training • Supplementary intel' or information 	<p>Indicator to follow: Pre-driver Intervention Evaluation findings</p>
<p>Pupils receiving interactive pre-driver educational intervention</p> <ul style="list-style-type: none"> • 66 requests for data were made to Directors of Education and colleges, 19 have responded across 16 local authority areas. • An estimated 18,273 pupils received interactive educational interventions in 2016, although the actual likely to be much higher. • The most common intervention is 'Safe Drive, Stay Alive' which is used across 7 local authorities. • Pupil received interventions in 2016 ranged greatly across local authority area between 106 and 8,527. 	<p>Pre Driver</p> <p>It is difficult to recommend a clear narrative interpretation of this indicator as the small underlying numbers can mean large percentage increases only relate to small changes in overall numbers of participants. There is additional need for caution in interpretation due to the relatively recent introduction of the qualification.</p>

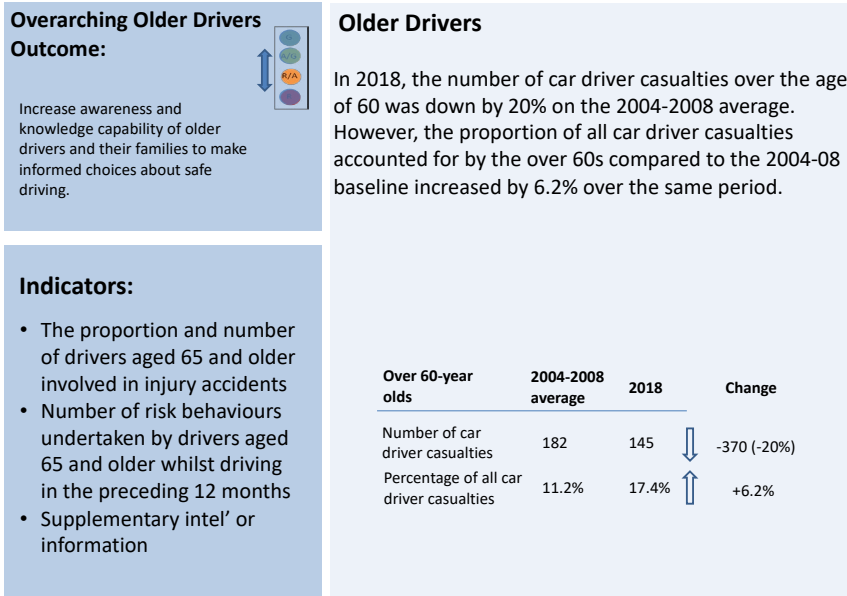
Title: Overarching 17 to 25 Outcome

Description: Increase safer driving behaviours by young drivers after they pass their test.

<p>Overarching 17 to 25 Outcome: Increase safer driving behaviours by young drivers after they pass their test.</p> 	<p>17-25 year old</p> <p>In 2018, the number of car driver casualties between the ages of 17 and 25 was down by 62% on the baseline period (2004-2008 average). However, when considering the proportion of car driver casualties accounted for by those aged 17-25, the reduction on the baseline has been less pronounced (6.5%) and younger drivers now constituted under a fifth of all driver casualties in 2017 (down from over a quarter during the baseline period).</p> <table border="1" data-bbox="694 1534 1197 1691"> <thead> <tr> <th></th> <th>2004-2008 average</th> <th>2018</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Number of car driver casualties 17-25</td> <td>403</td> <td>152</td> <td>↓ - 2,513 (-62%)</td> </tr> <tr> <td>Percentage of all car driver casualties 17-25</td> <td>24.7%</td> <td>18.2%</td> <td>↓ -6.5%</td> </tr> </tbody> </table>		2004-2008 average	2018	Change	Number of car driver casualties 17-25	403	152	↓ - 2,513 (-62%)	Percentage of all car driver casualties 17-25	24.7%	18.2%	↓ -6.5%
	2004-2008 average	2018	Change										
Number of car driver casualties 17-25	403	152	↓ - 2,513 (-62%)										
Percentage of all car driver casualties 17-25	24.7%	18.2%	↓ -6.5%										
<p>Indicators:</p> <ul style="list-style-type: none"> • The proportion of drivers aged 17-25 involved in injury accidents • Number of risk behaviours undertaken by drivers aged 17 to 25 whilst driving in the preceding 12 months. • Supplementary intel' or information 													

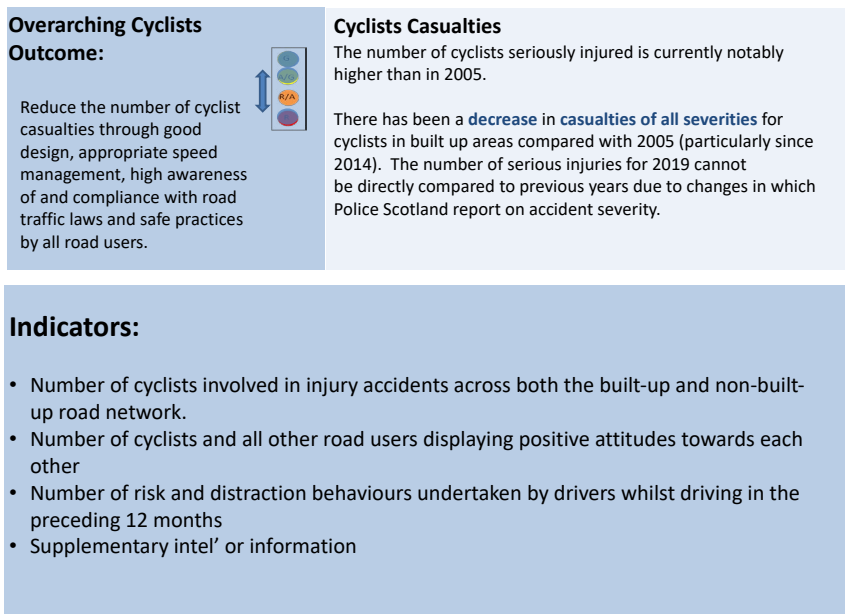
Title: **Overarching Older Drivers Outcome**

Description: Increase awareness and knowledge capability of older drivers and their families to make informed choices about safe driving.




Title: **Overarching Cyclists Outcome**

Description: Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.



Title: Overarching Pedestrians Outcome

Description: Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.

<p>Overarching Pedestrians Outcome: Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.</p> 	<p>Pedestrian casualties have seen a notable decline in recent years, particularly in built-up areas. The number of serious injuries for 2019 cannot be directly compared to previous years due to changes in which Police Scotland report on accident severity.</p>
<p>Indicators:</p> <ul style="list-style-type: none"> • Number of pedestrians involved in injury accidents across both the built-up and non-built-up road network • Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months • Supplementary intel’ or information 	<p>There is indication of a downward trend in lower speed limit areas since July 2015, most notably amongst those reporting driving at 36 mph in a 30 mph speed limit are reducing 12% from 53% in July 2015 to 41% in August 2018,</p> <p>Drove too fast for conditions on a country road Sped up through amber Driven at 25 mph in a 20 mph zone</p>

Framework to 2030



Throughout 2019 there were a series of workshops, exploring the direction the Scottish Government and partners should take moving into the Road Safety Framework to 2030. These covered vulnerable road users, age and driving for work aiming to identify the key issues moving forward, these workshops brought together over 100 representatives from across a wide range of road safety organisations and businesses to share ideas and knowledge on how we can help shape the next framework.

Transport Scotland also set up a Stakeholder Working Group comprising of Road Safety partners who worked with officials to develop a draft public consultation.

SPB/OPG Discussions covered what should be included in the next iteration of the Road Safety Framework, with the agreement to continue with the following areas already covered by the current framework:

- Vision Zero
- Casualty Reduction Targets
- Safe System (formally adopted through the Mid-Term Review)
- Specific outcomes, with associated indicators, in key priority areas (set through the Review)
- Partnership approach set within a strategic context

It was agreed that working alongside our local delivery partners to understand the local system, its relationship to national systems was key to move forward. Transport Scotland Road Safety Policy Team set out a 'Team Scotland' approach to identify what initiatives are happening at a local level, learn from best practice and evaluate results with a view to sharing best practice. It is also about delivering a wider understanding about the challenges that we all face and work closer to establish solutions to those challenges.

Transport Scotland Analytical Services commissioned research to help inform measures to be used for Scotland's Road Safety Framework 2030. The research had two key aims: to recommend 2030 casualty targets for road casualties in Scotland; and to recommend Key Performance Indicators to help accurately monitor progress against the 2030 Road Safety framework outcomes. The report produced by the consultant will be published on TS website early 2020.

The next Framework will allow Scotland to remain world-leading in road safety. It will:

- be based on strong political leadership at national, regional and local level
- be developed and delivered collaboratively
- be integrated to wider SG priorities such as an healthier and more equal nation, and the climate emergency situation
- fully embed the Safe System for road safety at all levels
- have outcomes based on the five pillars of the Safe System, 12 challenges such as Vulnerable Road Users, Climate Change, Emerging Technologies, and 10 strategic actions such as funding, enforcement and health, the delivery of which will be monitored through casualty reduction targets and intermediate outcome targets (e.g. on speed).

A public Consultation on a draft Framework to 2030 went live in September 2020 and Closed 1 December 2020. The results of this will now be analysed.



Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu, Bengali, Gaelic, Hindi, Punjabi, Cantonese, Arabic and Polish).
Transport Scotland, Buchanan House,

58 Port Dundas Road, Glasgow G4 0HF

0141 272 7100

info@transport.gov.scot

www.transport.gov.scot

ISBN: 978-1-911672-08-1

© Crown copyright 2021

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit

<http://www.nationalarchives.gov.uk/doc/open-government-licence/>

or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned. Any enquiries regarding this document/publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot
Produced for Transport Scotland by APS Group Scotland

Published by Transport Scotland, March 2021