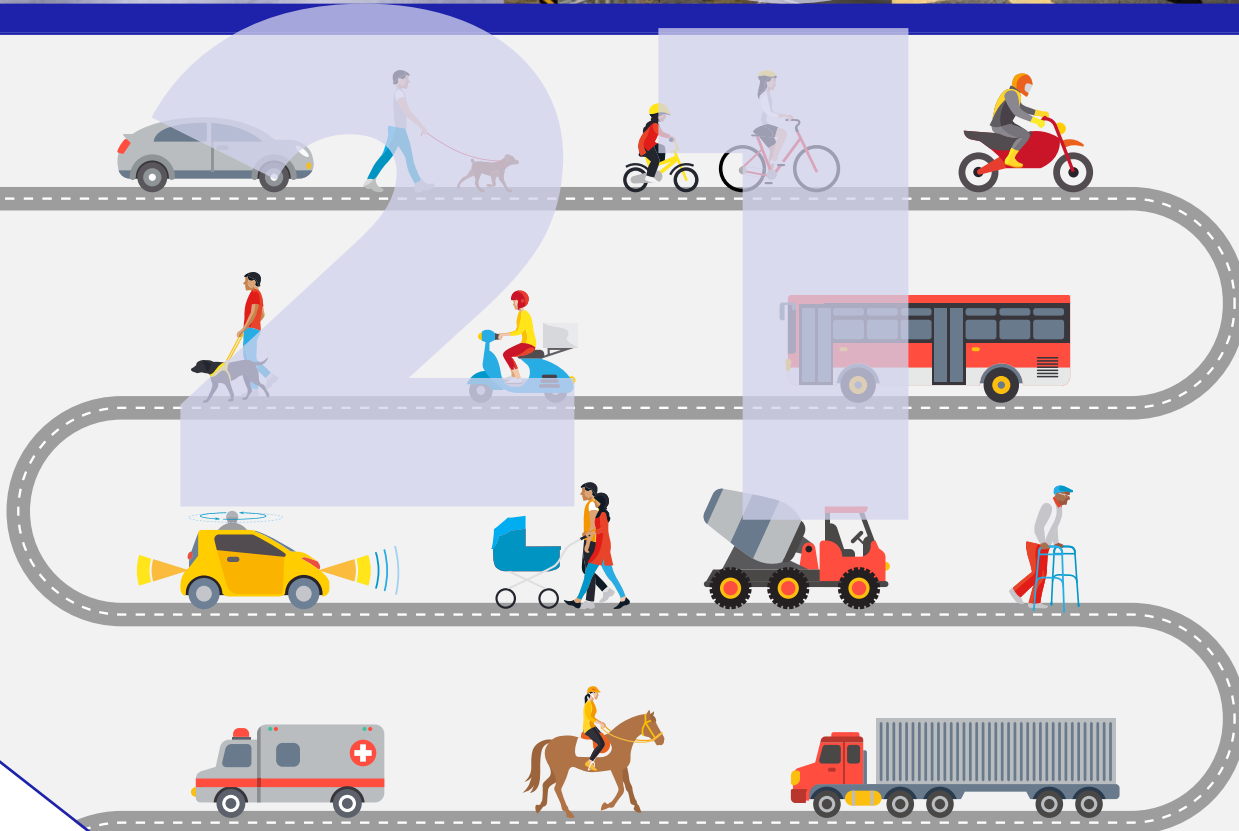


Road Safety Framework Annual Report



TRANSPORT
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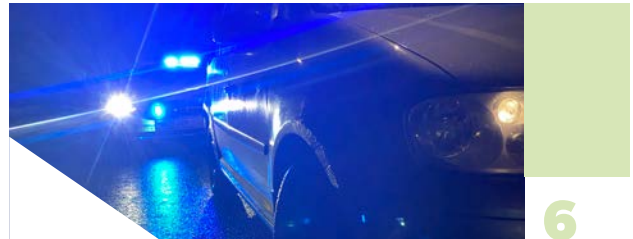


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Executive Summary



Scotland's Road Safety Framework to 2030, published in February 2021, sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal, Vision Zero, where no one is seriously injured or killed on our roads by 2050.

This first annual report of the new framework provides a welcomed opportunity to highlight the progress made by the Scottish Government and its partner organisations in putting road safety in the right footing for the next ten years. However, it must be emphasised that all road users have a part to play in the success of the framework by keeping the roads safe for themselves and others.

Our framework introduces a comprehensive performance management system which will help us gain a much clearer understanding of the different issues influencing overall safety performance and monitors delivery of the framework more effectively. It embeds the Safe System approach at a national, regional, local and even individual level. It requires political leadership, strategic clarity and decisive action, as well as ownership by all of us to increase the pace of change to make our roads safer.

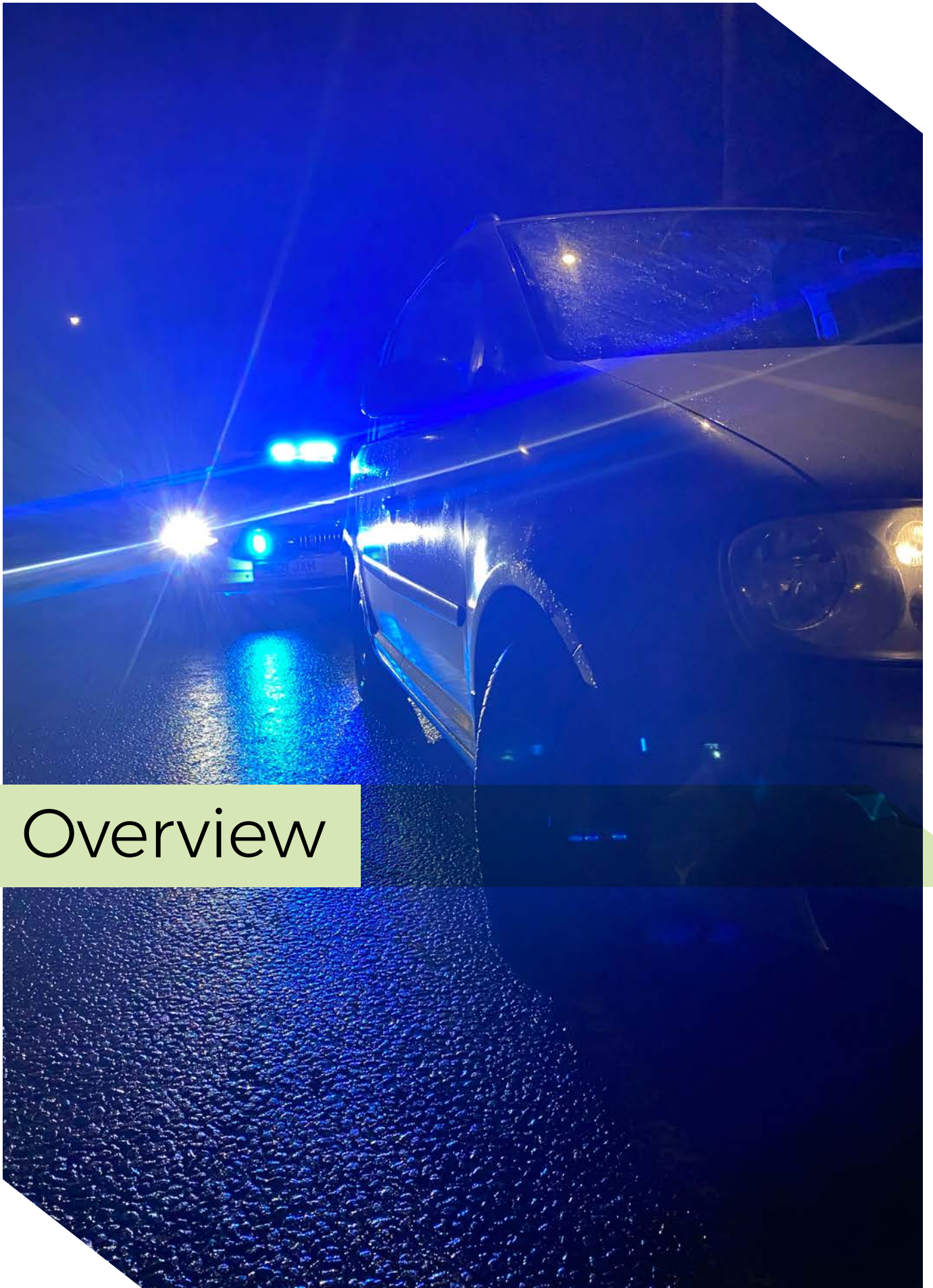
We have been working to develop a Safe System training framework for decision makers, designers, engineers, planners and practitioners to name a few to help establish and embed Safe Systems in how Scotland designs, maintains and operates its various transport modes. We will be rolling this out during 2023 with a view to developing a Safe System implementation manual shortly afterwards. Three Local Partnership Forums have also been set up to complement the existing framework's governance in order to improve communications between national and local levels.

Road casualties over the past couple of years have shown a steady decrease, with 2021 casualty figures being the lowest since records began in 1950. However, these numbers will have been affected by the Covid-19 pandemic and the associated impacts on travel.

During 2021/22, a number of road safety initiatives were funded by the Road Safety Framework and Evaluation Fund, with their activities being evidence-based and externally evaluated to determine the extent of their impacts on road safety.

Within this annual report, we provide an update on progress on the 60 deliverables contained in the framework's first annual Delivery Plan 2021/22.

Finally, we would like to offer a personal thanks to all road safety partners and very much look forward to working with you all throughout the lifetime of the framework, as we all have a part to play, whether at a national, local or individual level, to make Scotland's roads safer.



Overview



Introduction to the Road Safety Framework 2030

Transport Scotland, in conjunction with partners, developed and published a world leading Road Safety Framework to 2030 (RSF 2030) which was published in 2021 and sets out a compelling long-term goal for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. The journey to achieving this goal also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030. The RSF 2030 is aligned with the **National Transport Strategy** and is integrated with a wide range of policies that assist those Government national outcomes and indicators. These include better road safety and health outcomes, promotion of active travel, climate change mitigation and place-making.

For the first time, mode- and user-specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over-represented age groups have been created to focus attention by partners on our priority areas.

The RSF 2030 fully embeds the Safe System approach to road safety, an approach with people at its centre. This includes improved safety aspects of the road, its surrounding environment, vehicle technology and education for all road users.

It has five new strategic outcomes for road safety, built around the five pillars of the Safe System. These are supported by 12 strategic actions fully focused on addressing our current and emerging challenges. The actions are aligned with the Scottish Government national outcomes and indicators such as Climate Emergency and Active and Sustainable Travel. They also include Health, Education, Speed, Enforcement, Change in Attitudes & Behaviour, Engineering, Funding & Resourcing, Inequalities and Knowledge & Data Analysis.

Governance structure of the framework

The Strategic Partnership Board (SPB)

The SPB has strategic responsibility for the RSF 2030, working in partnership with Ministers and senior partner organisations. The SPB is responsible for making collective decisions on strategic approaches, budgetary spending approvals, identifying risks, resolving high level issues and the monitoring of the outcomes in the RSF 2030 delivery plans.

Activity:

Introduction of Key Priority Groups

To support the delivery of the challenging targets and intermediate outcome targets, the framework committed to establish Key Priority Groups covering the mode- or age-specific target. These groups will comprise of specialists and road users relevant to that area who will look at data to identify trends and measures that can be introduced to try prevent some of the existing or arising issues within that area. The information obtained from these groups can then be used to develop future strategies.

With the spike in motorcycle fatalities across the network in a period of 2021, members agreed that the first Key Priority Group to be established should be motorcycles, to have an in depth look at fatalities and what more can be done to prevent them. Its first meeting was attended by the Minister for Transport and key partners. The group set out a strategy to conduct deep dive investigations, looking at various aspects including engineering, education, enforcement and marketing.

The Operational Partnership Group (OPG)

The OPG has senior official representation from a variety of organisations with a remit for, or vested interest in, road safety. It has responsibility for the monitoring, analysis and distillation of evidence and information on activities being undertaken by partners towards the delivery of the RSF 2030 and the agreed deliverables outlined in its delivery plan.

The OPG also monitors progress against the road casualty reduction targets as set out in the RSF 2030, raising any issues, risks and recommendations to the SPB for consideration.

Members agreed to introduce core and affiliated members to the group. Affiliated members will not be required to attend all meetings, and they will be invited along to meetings at points when the focus is on their portfolio and their expertise are required or they are wanting to share information wider.

Activity:

Framework and Evaluation Fund

The Road Safety Framework and Evaluation Fund is designed to promote and encourage further partnership working to help ensure the delivery of the framework.

The new RSF 2030 funding rounds will align with the Safe System, and the first call for funding focused on the Safe Road Use pillar. All activity is evidence-based and external evaluation is conducted to determine the extent of its impact on road safety.

An understanding of how road safety interventions function – both in terms of their effectiveness in delivering outputs, aims and objectives, and the eventual broader impacts on road safety – is essential to inform strategic decision-making and the allocation of resources. Without an understanding of what is working well, and where improvement is needed, it is not possible to systematically improve road safety.

The OPG scrutinised the road safety framework and evaluation fund applications received in 2021, with the SPB providing a strategic oversight. A total of eight bids were received with five of those being approved for funding by the groups.



Local Partnership Forums

In order to improve communications between national and local levels, the framework created a third tier in its governance structure – Local Partnership Forums (LPFs).



The LPFs have been established in line with Police Scotland’s area command of North, West and East, which will give the capability of sharing messages and working consistently across the whole of Scotland from a local level to a national one, which will be fundamental to the delivery of the framework going forward.

2021 saw the first meeting of the LPFs, which took place in November. Localised stats for each of the LPF areas were presented at the meetings, with a comparison made at a national level. Members share their activity, knowledge and best practices with the group which generates constructive partnership working. Meetings have remained positive, and this has already begun to generate new ideas on what would be beneficial at a local level. Receiving data and sharing knowledge between stakeholders, particularly at local level, is a great asset to have.

Road Safety Partnership Groups are already in place locally and are doing great work. It’s great to see different organisations working together locally to tackle specific needs on the ground. The LPFs are in place to support these groups, allowing for local issues and successes/failures to be fed through the framework’s governance.

Members of the LPFs include: local authorities, chairs of relevant road safety forums/ groups, representatives from the emergency services, organisations that represent different user groups etc. LPFs are continuing to progress and adapt, and as the work progresses, their structure and remit will be refined.

All governance groups ensure the framework follows an evidence-based, collaborative approach, meeting biannually, with the **minutes** available on Transport Scotland’s website.



Annual Delivery Plan Progress

Strategic Actions

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

Deliverables




We published our **first delivery plan of the framework**, which set out the actions we have taken alongside our key delivery partners over 2021/22 to help achieve our vision. The delivery plan sets out 60 deliverables undertaken by lead delivery partners. It focused on immediate actions to 2022 and builds the foundation for longer-term actions.

A delivery plan will be produced annually throughout the lifetime of the framework and will monitor progress against the strategic actions of the framework and the sub-actions of the relevant delivery plan.

A progress report on the deliverables contained in the first annual delivery plan can be found below. The update on each deliverable was provided as of 31st March 2022.

The use of 'we' in the 'What was achieved' and 'Longer-Term Deliverables' sections thereafter refers to the corresponding organisation.



Deliverables Key

	On track or complete
	Delayed
	Will not be delivered this reporting year

1 - Speed



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/01 We will undertake a National Speed Management Review.	<ul style="list-style-type: none"> This piece of work has been progressed by WSP and regular updates on milestone progress were received. Consultations with stakeholders took place in February 2022. Work is progressing on the Milestone 2 Report and initial draft will be provided in the Summer of 2022. 	TS: Road Safety Policy	
Ref No - 21/02 We will undertake a National Speed Indicator.	<ul style="list-style-type: none"> Speed baseline has been set and the 'go live' date was 01 July 2021. The data has been collected on a month by month basis and the data will be compared with the equivalent month from the previous years. 	TS: Road Safety Policy	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/03 We will increase the use of visual deterrents and enforcement across the road network with the aim to reduce speed and promote the likelihood of being caught.	<ul style="list-style-type: none"> Police Scotland continue to use an evidence-led approach to enforcement on Scotland's roads; this includes maximising the visual presence on identified routes when there is likely to be instances of speeding or collisions. 	Police Scotland	
Ref No - 21/04 We will continue development of Road Traffic Diversionary Courses in Scotland.	<ul style="list-style-type: none"> Work continues to progress on the introduction of Road Traffic Diversionary Courses (RTDC), including Speed Awareness courses in Scotland. Work to date has been led by Police Scotland's Criminal Justice Services Division and has included the successful pilot of the PentIP ITC solution in D Division. PentIP has now gone live in 8 of the divisions and another 5 were to go live by September 2022. The legislative basis for RTDCs in Scotland will be contained within the UK Protection of Police and Public, Courts and Sentencing Bill which is due to receive Royal Assent during 2022, following which Scottish secondary legislation will be required to inform the regulatory framework. Significant work remains to bring RTDCs to implementation and this work will now be led by Road Policing, in conjunction with all stakeholders. 	Police Scotland	
<p>Longer-Term Deliverables 21/04 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>In 2022/23 Police Scotland Road Policing will continue working closely with COPFS, CJSD and the NPCC's National Driver Offender Retraining Scheme, and seek necessary internal ITC resources, to build on successful PentIP IT pilot and continue to progress the introduction of Speed Awareness/other RTDCs.</p>			

2 - Climate



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/05 We will encourage and promote EV ownership in Scotland.	<ul style="list-style-type: none"> The Low Carbon Transport Loan (LCTL) continues to provide interest-free loans to support the purchase of new and used electric vehicles as well as commercial vehicles for businesses and sole traders. To date this year has seen the highest number of applications and loans provided under the scheme. This is further supported by the number of new EVs entering the market and the price point on these vehicle decreasing as battery technology improves and manufacturing costs reduce. To further support the uptake of EVs, the infrastructure fund continues to offer grant funding to install EV chargepoints and infrastructure across domestic, business, factored developments and Plugged in Communities (PiC). Through our PiC scheme we have supported a second round of funding to community zero emission car clubs and also funded a pilot round of a community transport pilot designed to meet unmet transport requirements in rural locations across Scotland. 	TS: Low Carbon Economy	

Longer-Term Deliverables 21/05 - actions that will be taking place from April 2022 - Mar 2023:

We will continue to support the uptake of EVs by providing interest-free loan funding through our LCTL the focus of this scheme will move from new to used EVs. This will include alternative zero emission fuel options such as hydrogen. Support will also be targeted at the taxi industry and other high mileage businesses which will assist with reducing emissions from sectors that significantly contribute to emission levels. We will also focus on a more Just Transition and continue to support and expand our Plugged in Communities (PiC) scheme. This will support usership over ownership of EVs by providing grant funding to community groups to install zero emission car clubs. This scheme will also be extended to include a community transport fund which will fund zero emission vehicles in rural communities and areas of higher deprivation where there is an unmet transport requirement. EV infrastructure funding will also be available and will support in the installation of chargepoints in domestic rural locations. This fund will also support third sector organisations to install chargepoints and will provide funding to factored/flatted developments where not having access to a driveway to install a chargepoint is often seen as a barrier for people making the change to EVs.

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/06 We will promote smooth driving through various education methods.	<ul style="list-style-type: none"> • Delivery of content to the ScORSA membership and wider road safety community has continued, providing monthly themed webinars that reflect deliverables as agreed. • ScORSA have participated in opening meetings with regards to 20mph and consulted with RoSPA colleagues regards 20mph across UK. • In March, ScORSA hosted a webinar on telematics and driving with a ScORSA member case study to illustrate the benefits in terms of organisational performance and contribution to road safety. 	TS; ScORSA	
<p>Longer-Term Deliverables 21/06 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>ScORSA will deliver webinars to complete the 21-22 webinar series in April and May. This deliverable will continue to be met during the outstanding funding period which concludes in August 2022. These deliverables are mirrored in the submission for funding due to be submitted 14th Feb. 2022 to cover the period April 2022–April 2023.</p>			
Ref No - 21/07 We will carry out analysis to investigate road traffic emissions on all roads.	<ul style="list-style-type: none"> • A literature review on speed and emissions was completed and sent to road safety colleagues. 	TS: Research	
Ref No - 21/08 We will continue to engage with the vulnerable locations group to safeguard the Trunk Road Network (TRN) against the impacts of climate change.	<ul style="list-style-type: none"> • A Vulnerable Locations Group (VLG) and a Vulnerable Locations Operational Group (VLOG) has been established, to focus on adaptation at both a strategic and operational level. • The VLOG has focused on a Pilot Adaptation Programme (PAP), which seeks to deliver projects which go 'beyond maintenance' on the Trunk Road Network (TRN). These schemes will seek to address the impacts that are associated with climate change, improving the safety, reliability and resilience of the TRN. • The Chair and secretariat of the VLOG attend the VLG, providing a regular update on scheme progress alongside highlighting any emerging issues in relation to climate change adaptation and resilience that should be considered at a strategic level. 	TS Roads: Network Maintenance	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/09 We will consider the impacts of the designs for new Low Emission Zones signs.</p>	<ul style="list-style-type: none"> The complex content and layout of LEZ signs have been considered and redesigned to reduce driver distractions. The new simpler designs have been created and a consultation was completed in October 2022. Currently, a review of the signage designs is underway. 	<p>TS: Environment & Sustainability</p>	<p style="background-color: green; color: white; text-align: center;">On Track</p>
<p>Longer-Term Deliverables 21/09 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>TSRGD amended to include the Low Emission Zone signage. SSI to be signed by Minister and laid in parliament in March 2022. SSI will come into force May 2022.</p>			



3 - Funding and Resourcing



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/10 We will consider the development and implementation of a Road Safety Improvement Fund.</p>	<ul style="list-style-type: none"> The Road Safety Improvement Fund was implemented with additional funding allocation of £15 million for road safety. £10 million was made available to local authorities to bring forward schemes that aligned with the RSF 2030 and Safe System. The remaining £5 million was allocated to a range of road safety initiatives to reduce casualties on Scotland's roads. 	TS: Road Safety Policy; Cosla	
<p>Ref No - 21/11 We will support road safety projects, grant-funded through the Road Safety Framework Fund.</p>	<ul style="list-style-type: none"> Calls for bids went live on Monday 22nd and closed for applications on the 7th March 2022. This round of funding focused on applications that directly contribute to the Safe Road Use pillar of the Safe System, including projects which had a focus on road users such as pedestrians, cyclists or other areas that affect road use such as distraction or fatigue. All applications relating to the Safe System as a whole were still considered as all pillars of the Safe System interlink. There were a total of 12 application received, 8 of which were successful. Grant offer letters were developed and issued for the successful projects and work continues with project managers to establish their projects. 	TS: Road Safety Policy	
<p>Ref No - 21/12 We will promote funding opportunities for road safety across all relevant policy areas of the Scottish Government.</p>	<ul style="list-style-type: none"> TS has engaged with SG colleagues during summer of 2021 to promote both RSF 2030 and its draft Delivery Plan, including this action. This is particularly pertinent for TS road maintenance, TS trunk road casualty reduction, TS sustainable and active travel and SG public health. TS trunk road casualty reduction has started a programme of road safety improvements initiatives on the trunk roads funded from the active travel budget. 	TS: Road Safety Policy	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/13 We will fund and deliver cycling infrastructure.</p>	<ul style="list-style-type: none"> Revised Cycling by Design was published in September 2021 and awareness sessions have been held with local authorities and other prospective users of the new guidance. New TRO legislation was introduced on 26 November 2021 - this allows local authorities and other statutory bodies to deliver schemes more quickly through and Experimental TRO, whereby formal consultation takes place whilst a temporary schemes is in place. 	<p>TS: Active Travel; Sustrans</p>	<p style="background-color: green; color: white; text-align: center;">Deliverable Status</p>

Longer-Term Deliverables 21/13 - actions that will be taking place from April 2022 - Mar 2023:

The active travel budget will increase to £150 million in 22-23.

We are proposing that additional funding will be allocated to local authorities in the Cycling Walking Safer Routes grants.

The Places for Everyone on line portal will re-open in early 22-23 having been closed during a financial review.

Cycling by Design is embedded in Sustrans application and decision process.

Future TS funding of over £220 million is profiled for construction of over 250 existing places for everyone projects.



4 - Change in Attitudes and Behaviour



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/14 We will raise a National Conversation on Road Safety across all of Scotland.	<ul style="list-style-type: none"> The Scottish Road Safety Week (SRSW) took place, the week commencing 21 March 2022. It incorporated the Road Safety Scotland annual seminar on the 23 March 2022. Wider actions on both the SRSW and a wider National Conversation continue to be developed in conjunction with the Scottish Government's Marketing and Insights Unit. 	TS: Road Safety Policy	
Ref No - 21/15 We will deliver an annual Give Cycle Space campaign.	<ul style="list-style-type: none"> The campaign ran for four weeks from end May 2021: <ul style="list-style-type: none"> 94% of adults in Scotland saw/heard the ad at least once. The average adult would have seen/heard the ad 9.8 times Bus backs delivered additional value of more than £100k from the extra weeks the ads ran for. Media launch achieved more than 47 million opportunities to see. Independent research (online) with 502 people across Scotland before and after the campaign showed: <ul style="list-style-type: none"> 73% remembered at least one element of the campaign. 61% of people remembered Operation Close Pass. Two thirds of people claimed to give 1.5 metres of space to people cycling every time they passed them. More than four fifths of people who remembered the campaign stated they'd changed their driving behaviour around people cycling as a result including 'waiting behind people cycling until it's safe to pass'. 	Cycling Scotland	
Ref No - 21/16 We will offer Practical Cycle Awareness Training.	<ul style="list-style-type: none"> During 2021-2022, 201 professional drivers completed Practical Cycle Awareness Training since JAUPT confirmed practical delivery could recommence. Three fleet providers committed to embedding vulnerable road user awareness within their training centres, including McGills Buses. Development of online learning tool for all professional drivers, with input from Living Streets Scotland. Draft content was written and agreed, with launch in April. 	Cycling Scotland	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/17 We will work with organisations on driving for work policies.</p>	<ul style="list-style-type: none"> Ongoing engagement using multimedia approach increased membership and web analytics, outlined in Q1 Activity report. ScORSA has continued to engage with organisations across Scotland, growing the membership through exchanging road safety and driving for work messaging by the KPI of 20%. 	ScORSA	
<p>Ref No - 21/18 We will continue and maintain Scotland's Road Safety Framework online portal to share road safety information and changes.</p>	<ul style="list-style-type: none"> New content and highlight of publications is continued. News releases are added to coincide with Police Scotland's campaign calendar, to strengthen the messages and 5 short animations for each pillar of the Safe System have been developed. Supporting articles have been produced focusing on each pillar to further educate the reader on the Safe System. The Info Hub and FAQs are kept up to date. The website is also open to partners for a platform to promote their campaigns etc., to share what is happening at both a local and national level. 	TS: Road Safety Policy	



5 - Technology



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/19 We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.</p>	<ul style="list-style-type: none"> Transport Scotland's ITS capabilities continue to develop through the Traffic Scotland Service; through the procurement of replacements to the current Traffic Scotland Operations and Infrastructure Services Contract and the Traffic Scotland Systems Contract, which will commence operations in FY 2022/23. These new contracts will embed innovation in the provision and development of ITS services and provide the contractual basis for the delivery of the strategic objectives of Transport Scotland's Future Intelligent Transport Systems Strategy, published in 2017. 	TS: Intelligent Transport System	<div style="background-color: green; width: 100%; height: 100%;"></div>
<p>Longer-Term Deliverables 21/19 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>We will continue to develop Transport Scotland's ITS capabilities through the Traffic Scotland Service through the procurement of replacements to the current Traffic Scotland Operations and Infrastructure Services Contract and the Traffic Scotland Systems Contract, which will commence operations in FY 2022/23. These new contracts will embed innovation in the provision and development of ITS services and provide the contractual basis for the delivery of the strategic objectives of Transport Scotland's Future Intelligent Transport Systems Strategy, published in 2017.</p>			
<p>Ref No - 21/20 We will research the impacts of technology on road safety.</p>	<ul style="list-style-type: none"> Scope and specification for this research is yet to be agreed. 	TS: Transport Analytical Services	<div style="background-color: red; width: 100%; height: 100%;"></div>
<p>Longer-Term Deliverables 21/20 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>The scope and specification for this research has not yet been agreed.</p>			

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/21 We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.	<ul style="list-style-type: none"> As above, scope and specification for this research is yet to be agreed. 	TS: Transport Analytical Services	(Red bar indicating status)
<p>Longer-Term Deliverables 21/21 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>As above, the scope and specification for this research is yet to be agreed. It may be that for CAV specifically, there is already an ongoing evaluation.</p>			



6 - Active and Sustainable Travel




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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/22 We will develop a national Strategy for 20 mph speed limits and zones and continue to encourage roll out of such schemes in the most appropriate environment.</p>	<ul style="list-style-type: none"> In February 2021, the RSF 2030 was published and in its first delivery plan, is a commitment to develop a national strategy of 20 mph zones and limits in Scotland. This supports the delivery of the Strategic Transport Projects Review (STPR2) and the Programme for Government commitment of: "We will ensure all appropriate roads in built-up areas have a safer speed limit of 20 mph by 2025, forming a task group to plan the most effective route for implementation". Key policy areas across the Scottish Government met in October to discuss individual policies where lower speeds were identified as key in the delivery of their wider objectives and to discuss the inception of the strategy and the task group. It was recognised that greater benefits are likely to result from a 20 mph scheme that fits into a wider integrated policy agenda where there is the benefit from shared expertise and resources as well as mutually reinforcing consistent messaging across a range of matters. A multi-stakeholder task group met, 7 December 2021, to discuss the most effective route for implementation of the national strategy for 20 mph. The task group agreed that further consideration was needed and welcomed the opportunity to have wider discussion across respective organisations before a confident position can be made. The task group consists of members from Transport Scotland, SCOTS, COSLA, Cycling Scotland, Living Streets, IAM Roadsmart, Police Scotland, RoSPA, SCSN, Safety Camera Programme, British Horse Society, MACS, MAG, Scottish Fire and Rescue Service. 	TS: Road Safety Policy	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Longer-Term Deliverables - actions that will be taking place from April 2022 - Mar 2023:</p> <p>The 20 mph task group will: Agree on the most effective route for implementation. Road authorities will assess the local and trunk road network to identify the roads which will be impacted and the financial cost. Road criteria parameters to be explored for potential exceptions.</p>			
<p>Ref No - 21/23 Cycling Framework for active travel in Scotland.</p>	<ul style="list-style-type: none"> The Cycling Framework, as far as I understand it, has taken account of the ATTF DP which we did produce a couple of years ago. Second round of stakeholder engagement on draft was conducted 10 January - 18 February 2022. Full, 12 week, public consultation has begun. 	TS: Active Travel; Sustrans	
<p>Longer-Term Deliverables 21/23 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>Public consultation on draft documents and final publication of framework and delivery plan will take place in this period.</p>			
<p>Ref No - 21/24 We will produce an active travel task force delivery plan.</p>	<ul style="list-style-type: none"> The Taskforce Delivery Plan will be superceded by the Cycling Framework Delivery Plan. Funding of all actions in the ATTF Delivery Plan in 21-22 continued, albeit at a slower pace due to Covid restrictions. In light of the Cycling Framework actions in 2022-23, this will be revisited. 	TS: Active Travel	
<p>Ref No - 21/25 We will support through encouragement and advice on the benefits of safe use of our streets.</p>	<ul style="list-style-type: none"> Two literature reviews on the application of bus stopcycle bypasses and continous footways have been published. Findings from street audits near social housing sites have been made available. 	Living Streets	
<p>Longer-Term Deliverables 21/25 - actions that will be taking place from April 2022 - Mar 2023:</p> <ol style="list-style-type: none"> Publish findings of community-based street audits centred on creating 20mph neighbourhoods, including reference to opportunities for safer streets. Engage organisations and users concerned with the design of bus stop bypasses and continous footways to determine their effectiveness in creating safer and inclusive streets. Continue to share insights from street audits as they relate to road safety. 			

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/26 We will ensure road safety is a key focus and a deliverable across all policy areas including active and sustainable travel.</p>	<ul style="list-style-type: none"> • TS has engaged with SG colleagues and Active Travel colleagues during summer of 2021 to promote both RSF 2030 and its draft Delivery Plan, including this action. • This is particularly pertinent for TS road maintenance, TS trunk road casualty reduction, TS sustainable and active travel and SG public health. • TS trunk road casualty reduction has started a programme of road safety improvements initiatives on the trunk roads funded from the active travel budget. TS Road Safety Policy has regular catch-ups with TS Trunk Road Casualty Reduction, OCs and Active Travel Team to have a joined-up approach to road safety. 	TS: Road Safety Policy	
<p>Ref No - 21/27 We will invest in delivery of high quality walking, cycling and wheeling infrastructure, and place-making projects that are segregated from other road traffic to enable more people to choose to walk and cycle for shorter everyday journeys.</p>	<ul style="list-style-type: none"> • Updated Cycling by Design guidance was published on 17 September 2021 – this was an action from the Active Travel Task Force. This reinforces and gives stronger guidance on need for segregated walking, wheeling and cycling infrastructure. • TS has funded the Places for Everyone programme with over £62 million in 2021-22. • This is funding delivery of over 250 AT projects by LA and others nationally. • These are being designed to high quality based on the new Cycling by Design guidance and segregated where appropriate 	TS: Active Travel	
<p>Longer-Term Deliverables 21/27 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>The active travel budget will increase to £150 million in 22-23.</p> <p>We are proposing that additional funding will be allocated to local authorities in the Cycling Walking Safer Routes grants.</p> <p>The Places for Everyone on line portal will re-open in early 22-23 having been closed during a financial review.</p> <p>Cycling by Design is embedded in Sustrans application and decision process.</p>			

7 - Knowledge and Data Analysis



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/28 We will undertake research to inform policy on cycling and safety.	<ul style="list-style-type: none"> Cycling data was monitored and key updates shared with stakeholders: https://www.cycling.scot/opendata Attitudes and Behaviours biennial tracker research was released December 2021 https://www.cycling.scot/news-and-blog/article/cycling-attitudes-and-behaviour-research-2021 Contribution to Highway Code working group on links to National Standard Cycle Training and communications was completed. 	Cycling Scotland	
Ref No - 21/29 We will work with Police Scotland and provide funding to support fatality research to consider and develop new approaches to prevent road fatalities.	<ul style="list-style-type: none"> The road traffic fatality research working group continues to meet, although less frequently until the newly appointed Police Scotland analyst takes up the position in February 2022. The research will commence at this point, with the reports being considered by the group and refined if necessary. 	TS: Road Safety Policy	

Longer-Term Deliverables 21/29 - actions that will be taking place from April 2022 - Mar 2023:

Once reports are produced the group will examine the recommendations and agree on how to progress/action the countermeasures going forward.

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/30 We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.	<ul style="list-style-type: none"> Police Scotland and Transport Scotland are continuing to work together on the implementation of a National Dashcam Portal. Police Scotland are reviewing resources with a view to going live in 2023. 	Police Scotland	
<p>Longer-Term Deliverables 21/30 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>In 2022/23 Police Scotland will build on the approval of the National Dashcam Safety Portal as a Change Project, provided by our Demand Management Board in Q4 2021. The next step is to develop an Initial Business Case. The ICT resource required to support the development of the IBC will not be available for allocation until after 01/04/2022. Funding having been approved by Transport Scotland, Road Policing will continue to build on the development work already undertaken meantime.</p>			
Ref No - 21/31 We will produce a range of policy and research documents as well as provide a range of road safety courses.	<ul style="list-style-type: none"> Recent IAM RoadSmart research can be viewed on their website: https://www.iamroadsmart.com/media-policy/research-and-policy This includes a study on the road safety views of older drivers and also on drivers, opinions of 20mph speed limits. Their annual Safety Culture Report also tracks driver attitudes on a range of safety issues. Local groups in Scotland are delivering advanced driver and rider courses again after the pandemic and are open to local partnerships such as Rider Refinement North. 	IAM RoadSmart	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Longer-Term Deliverables 21/31 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>IAM RoadSmart will continue to deliver on its key charitable aim of providing post-test advanced driver and motorcycle rider courses . These include on-road coaching, online assessments and specialised courses for those driving in the course of work.</p> <p>IAM RoadSmart will continue to deliver these courses through it network of local Groups across Scotland. These groups are also able to develop their own local partnerships and support local road safety initiatives.</p> <p>IAM RoadSmart will produce a range of policy and research documents in the coming year on key road safety topics such as mature drivers, motorcycling safety and women and cars. Our annual Safety Culture survey will continue to reflect on the opinions of a large same of drivers on road safety policies and issues. We shall respond to official consultations and support Road Safety Scotland at a national level through our social media channels. We shall continue to provide staffing resource to support our membership of RSS and the OPG.</p>			
<p>Ref No - 21/32 We will engage with UK, Europe and beyond to share knowledge and best practice.</p>	<ul style="list-style-type: none"> Transport Scotland is member of ETSC. The transport minister has been provided with a comparison of where Scotland is compared to the rest of European countries as ETSC published its PIN report on 16 June 2021. Transport Scotland presented RSF 2030 and its comprehensive road safety performance management at ETSC Main Council on 25 October 2021. 	TS: Road Safety Policy	Green
<p>Ref No - 21/33 We will consider use of other sources of data other than STATS 19 to inform road safety initiatives.</p>	<ul style="list-style-type: none"> As per deliverable 21/42: Transport Scotland have received additional analysis of health records from Public Health Scotland and are continuing to liaise with health colleagues. Transport Scotland and DfT have explored using data from the Association of British Insurers. Currently no data is available through that route which is suitable for the purposes of monitoring the framework; however we are continuing to discuss this with the industry to see how we can work collabortively in the future. 	TS: Research, Statistics and Evaluation Unit	Yellow
<p>Ref No - 21/34 We will represent the collective interest of the motoring insurance industry and its link to Road Safety.</p>	<ul style="list-style-type: none"> The ABI continues to engage with Transport Scotland and Scottish Government and share policy updates on road safety. 	Association of British Insurers	Green

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/35 We will undertake research on road casualties in deprived areas.	<ul style="list-style-type: none"> Casualty rates by SIMD quintile have been produced as part of performance reporting for RSF 2030. The focus of analysis with respect to deprivation has now shifted to qualitative methods. 	TS: Research, Statistics and Evaluation Unit	
Ref No - 21/36 We will produce and publish the Road Safety Framework 2020 final annual report.	<ul style="list-style-type: none"> Following publication of Reported Road Casualties Scotland in October, the Road Safety Framework to 2020 Evaluation has been drafted and shared with oversight groups for review. 	TS: Research, Statistics and Evaluation Unit	
Ref No - 21/37 We will publish the first and second Road Safety Framework Delivery Plans.	<ul style="list-style-type: none"> The RSF 2030 first Delivery Plan was published September 2021. Progress is underway for the second delivery plan although this was expected to be published April 2022. 	TS: Road Safety Policy	
Ref No - 21/38 We will establish Local Partnership Forums as the 3rd tier of the Framework's governance.	<ul style="list-style-type: none"> To strengthen the communication between local and national level RSF 2030 has introduced a new governance level Local Partnership Forums (LPFs). The Road Safety Policy team has established 3 LPFs in line with the current Police Scotland command structure of North, West and East. Initial Meetings took place in November 2022. Membership has been confirmed and meetings will continue twice a year. 	TS: Road Safety Policy	

8 - Enforcement



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/39 We will deliver road policing operational/campaign activity.</p>	<ul style="list-style-type: none"> The safety camera-related aspects of this deliverable are on track. All commitments outlined within deliverable detail section have been completed to date. The remaining activities to March 2022 are on course for completion, with appropriate adjustments having been made to ensure continuing public & Officer Covid safety. Each Campaign accompanied by Comms and/or Social Media support to enhance the reach of safety messaging. The commitment to incorporate specific Campaigns, initiatives & directed activity targeting VRU safety – including cyclists, motorcyclists & pedestrians – has been met and the majority of National Campaign Calendar activity is and will continue to be Fatal Four focused. 	TS: Safety Camera Programme; Police Scotland	On Track
<p>Ref No - 21/40 We will continue operation of the Scottish Safety Camera Programme.</p>	<ul style="list-style-type: none"> On track for delivery albeit with revised timings which are still within the 2021/22 reporting period. All either delivered or on track for delivery by 31 March 2022. 	TS: Safety Camera Programme	On Track

Longer-Term Deliverables 21/40 - actions that will be taking place from April 2022 - Mar 2023:

The M90 HADECS Camera system is expected to progress to live operation in summer 2022.

9 - Health



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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/41 We will work with health colleagues, to better understand the impact that road casualties have on the health service.	<ul style="list-style-type: none"> Discussions have taken place with various teams within Public Health Scotland with them attending our Governance Groups and TS joining the Public Health and Sustainable Transport Partnership Group. Through these groups we will be undertaking a study to understand the impact of road casualties on the health service and look at a number of actions to prevent such collisions in the future. 	TS (SG,NHS)	Red
Ref No - 21/42 We will liaise with health colleagues to obtain hospital admissions data that is relevant to road safety.	<ul style="list-style-type: none"> Transport Scotland is continuing to liaise with health colleagues to obtain further analysis of admissions data. Public Health Scotland colleagues have highlighted existing published analysis which provides age and gender breakdowns for hospital admissions related to road collisions, as well as providing figures for individual road user types. In addition, colleagues have provided new analysis presenting ethnicity breakdowns for road collision admissions. This fills a gap in the STATS19 data collection typically used for monitoring road casualties. 	TS and SG Health	Green
Ref No - 21/43 We will review their clinical model to prioritise response to road collisions.	<ul style="list-style-type: none"> No Response Received 	Scottish Ambulance Service	Red

10 - Education




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

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/44 We will provide campaigns aimed at Young Drivers.	<ul style="list-style-type: none"> Young Driver campaign has adopted an always-on approach with a variety of executions throughout the year tackling: VRUs; Country Roads; Distractions; and Drink/Drug-Driving. 	TS: Road Safety Scotland	
Longer-Term Deliverables 21/44 - actions that will be taking place from April 2022 - Mar 2023: The 'always-on' approach to Young Driver safety will continue in 22/23, with continuing focus on the principal causation factors which come through in KSI casualties involving this age group.			
Ref No - 21/45 We will deliver a motorbikes campaign annually.	<ul style="list-style-type: none"> Motorbike campaign was promoted through the Live Fast Die Old platform, with Breathtaking Roads videos and post-lockdown videos used to promote safe biking. A fifth Breathtaking Roads video focusing on overtaking was completed for the new biking season in 2022. Working closely with Police Scotland, RSS also had a significant presence at the Scottish Motorcycle Show in March 2022. 	TS: Road Safety Scotland	
Longer-Term Deliverables 21/45 - actions that will be taking place from April 2022 - Mar 2023: The motorbike campaign will continue in 2022/23. Beginning with the Bike Show in late March, RSS will then embark on its normal activity driven by the Live Fast Die Old (LFDO) platform and promoting the Breathtaking Roads and other relevant videos through the site. Furthermore, a new BTR video focusing on Overtaking will be shot on Skye in time for the biking season. In light of the findings of a recent evaluation of biking activity RSS will invest in partnership and other relevant opportunities to promote safer motorcycling. RSS will also seek to address the concerns raised by bikers about those incidents leading to biker casualties which are caused by drivers.			

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/46 We will deliver a seatbelt campaign.	<ul style="list-style-type: none"> Campaign delivered and launched on 27 January 2022 rather than February as originally planned. 	TS: Road Safety Scotland	
Longer-Term Deliverables 21/46 - actions that will be taking place from April 2022 - Mar 2023: Given its primacy within the RSF 2030, speeding will continue to be a focus of RSS campaigns in 22/23.			
Ref No - 21/47 We will educate through national campaigns including to organisations, particularly those who drive for work the risks of speeding.	<ul style="list-style-type: none"> The campaign was delivered in March 2022 with a mix of new and existing creative. It does not specifically target at-work drivers but rather all drivers, with a bullseye audience of 25-55 year-olds. 	TS: Road Safety Scotland; ScORSA; Police Scotland; All	
Longer-Term Deliverables 21/47 - actions that will be taking place from April 2022 - Mar 2023: Working in partnership with ScORSA, we will try to ensure at-work driving is also a focus on activity related to speeding			
Ref No - 21/48 We will provide adult cycle training.	<ul style="list-style-type: none"> Cycling Scotland supports adults to develop skills and confidence to cycle through National Standard aligned training and resources. Over 1,200 adults accessing cycle training and resources (829 to date). 51 providers registered to deliver ECS sessions. 56 people trained to use cargo bikes for work and volunteer roles. 202 families accessing ECS Family training sessions. Technical content and grant support provided to Forth Environment Link to develop and pilot 'Couch to Cycle' app. 	Cycling Scotland	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/49 We will deliver Bikeability Scotland.</p>	<ul style="list-style-type: none"> As of October 2021, 37% of schools delivered on-road training across Scotland, a significant uplift on 2020 figure of 20%. This was the second academic session to be disrupted by Covid-19, with local school closures, and restrictions on external instructors. 41,046 children took part in Bikeability Scotland across all three levels (the second highest year on record). 11 authorities matched or bettered pre-pandemic delivery rates. 17 local authorities received a share of £160k in Cycle Fleet Funding, to improve equity of access. There was active engagement from Active Schools and Outdoor Education teams across Scotland, increasing support for the programme. All training resources were updated and launched following consultation to bring them in line with the updated UK National Standard for cycle training. 	Cycling Scotland	
<p>Ref No - 21/50 We will develop and trial a Safe System training course for all.</p>	<ul style="list-style-type: none"> Road Safety Policy produced six animated videos about the Safe System; one generally speaking and one for each of the five pillars of the Safe System. They were published on the framework's microwebsite in the autumn until before Christmas. Trunk Road Casualty Reduction has commission consultancy to develop a training course that will be delivered at Director level, Directorate level and Supply chain level within TS (phase one covering 14 weeks from inception report received early December) and at Director level, Departmental level and Practitioner level within local authorities (phase two duration TBC). Curriculum course and piloting – under development and will be undertaken in 22/23. 	TS: Road Safety Scotland	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/51 We will continue to deliver RoSPA's road safety activities.</p>	<ul style="list-style-type: none"> Monthly themed webinars have been delivered with strategic partners in Scotland and the wider UK and responded to relevant consultations. Details of August to October in Q1 report. Response to DfT and Scotgov consultations relating to road safety issues delivered and continued our focus on fatigue and driver health both of which have featured in the ScORSA webinar series. The Fatal Four within a workplace context has continued to be highlighted and supported RSS campaigns to have a conversation through ScORSA about these topics. Engagement through the LPF networks will champion driving for work. Better Biker and biking for work is a continuing theme and the ScORSA steering group has been developed to enhance understanding of active travel with a view to educating the membership. 	RoSPA	
<p>Ref No - 21/52 We will continue providing education through learning resources from early years to secondary schools.</p>	<ul style="list-style-type: none"> RSS continued to support and promote learning resources throughout the learning sector and the Ziggy field activity was very successful in 2021. Discussions have been ongoing regarding the renewal of resources and work has begun on reviewing those which are showing signs of wear-out. Work has progressed on the ASM resource with an expert in the field being appointed to lead this work. With RSS learning resources being web-based, a significant project to completely rebuild the RSS website with the migration of all relevant content across to the new site has been completed. This will make the user journey easier and content more accessible. 	TS: Road Safety Scotland	
<p>Longer-Term Deliverables 21/52 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>RSS will continue to support and promote their early years resource and new primary school resource 'Roadstars'. RSS will review and refresh content of the Junior Road Safety Officer (JRSO) programme and will continue with the development of a new resource for complex additional support needs. RSS will begin to scope work to review and evaluate the two secondary school resources (Your Call and Crash Magnets) and will revisit the Theatre in Education programme to deliver behaviour change among young people.</p>			

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
<p>Ref No - 21/53 We will engage with the hauliers to strengthen the road safety performance within the industry.</p>	<ul style="list-style-type: none"> • Work with the Govt on speed limits and weight limits on all road types continues. Because of external pressures and resource, engagement did not go as planned on NRSW but this is in the diary for 2022. • New membership categories for Coaches/Vans and training/compliance offerings for both have been created. • All training courses have an element of content on vulnerable road users, not just CPC courses. 	Road Haulage Association	
<p>Ref No - 21/54 We will support delivery of Scotland's Road Safety Framework to 2030 from a fire and rescue point of view.</p>	<ul style="list-style-type: none"> • SFRS Internal Road Safety Group re-structured and developed to align with National Partnership Road Safety format. • SFRS made provision to facilitate support and advice for Scottish Government for development of advert. • Project EDWARD initiative supported with event hosted at SFRS HQ in September and initiative is now promoted and supported by SFRS. • Participated in seminar but will continue to work with NFCC to identify best practice. 	Scottish Fire and Rescue Service	



11 - Engineering



We will improve road infrastructure and maintenance.


Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/55 We will trial interventions for motorcyclists on the Trunk Road Network (TRN).	<ul style="list-style-type: none"> Extensive field research completed in 2020 & 2021 with 22.5k PTWs observed. Analysis suggests positive behaviour change in a number of the key areas (speed/position). Further sites being identified and prepared for final year of trials in 2022. Consideration made of research findings and support of the publication of an academic journal paper in respect of findings from the 2021 season. 	TS: Road Safety Scotland	<div style="background-color: green; width: 100%; height: 100%;"></div>
<p>Longer-Term Deliverables 21/55 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>In 2022-2023 we will continue the trials of PRIMEs with a further six locations on the TRN identified. In Q4 a full report on the effects on rider behaviour over three motorcycle seasons and associated safety benefits will be produced.</p>			
Ref No - 21/56 We will research and develop safe infrastructure fit for automated vehicles.	<ul style="list-style-type: none"> Remain on track to deliver on our commitments to Project CAV Forth which include improve white lining, enhanced CCTV coverage and the provision of an Actively Managed Hard Shoulder for buses on the route that will be served by the project. The live passenger trial has been delayed due to the impact of the pandemic and supply chain matters outside of Transport Scotland's control but is now working on an agreed summer 2022 start. AMHS for Buses to be used by CAV Forth trial to be opened in February 2022. Start of CAV Forth trial of autonomous buses delayed until summer 2022 but Transport Scotland deliverable deployment complete. 	TS (Scots)	<div style="background-color: green; width: 100%; height: 100%;"></div>
<p>Longer-Term Deliverables 21/56 - actions that will be taking place from April 2022 - Mar 2023:</p> <p>Start of CAV Forth trial of autonomous buses delayed until summer 2022 but Transport Scotland deliverable deployment complete.</p>			

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/57 We will map the trunk road network following a trunk road risk scoring model.	<ul style="list-style-type: none"> The Trunk Road Risk Map has been completed and supplied to operating companies for use this year as part of the annual road safety review. 	TS Roads: Operations	
Longer-Term Deliverables 21/57 - actions that will be taking place from April 2022 - Mar 2023: Not completed within this reporting period; however, this will be carried forward into the 2022/23 delivery plan where it will be monitored throughout the reporting year.			
Ref No - 21/58 We will improve road infrastructure and maintenance on the trunk road network.	<ul style="list-style-type: none"> Through our Network Management and 4G Contracts our Operating Companies have fully embraced the safe systems culture and approach into continually delivering our maintenance programmes. We have improved road infrastructure and maintenance by achieving a £266 million spend throughout the Trunk Road Network in FY 2020/21. This is an £38 million increase from the previous financial year demonstrating our ability to ensure a robust governance and contractual management process. We continue to work in collaboration with our Operating Companies and TRCT colleagues to ensure the Safe System approach is embedded into delivering our maintenance delivery and improvement in future years. The Safe System course is being organised for delivery early 2022. 	TS (All operating companies, DBFOs but also works contractors through the OC contracts (TS Roads) and major capital projects (design and construction), delivered by TS Major Projects	

Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/59 We will publish a new Strategic Road Safety Plan for the Trunk Road.	<ul style="list-style-type: none"> The Strategic Road safety plan is under preparation. The next governance group meeting is on 3 November. This remains on track to complete as scheduled; however, if the governance group make significant asks, that may change. 	TS	

Longer-Term Deliverables 21/59 - actions that will be taking place from April 2022 - Mar 2023:

Not completed within this reporting period however this will be carried forward into the 2022 delivery plan where it will be monitored throughout the reporting year.

<p>12 - Inequality</p> 	<p>We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.</p>
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Deliverable (with Ref No)	What was achieved?	Lead Partner	Deliverable Status
Ref No - 21/60 We will ensure road safety interventions and education cover areas of deprivation.	<ul style="list-style-type: none"> We are continuing to discuss the potential for delivering Safe System schemes in areas of deprivation with roads authorities. These are being supported through RSIF budgets. 	TS: Research, Statistics and Evaluation Unit	



Road Casualty Reduction Figures



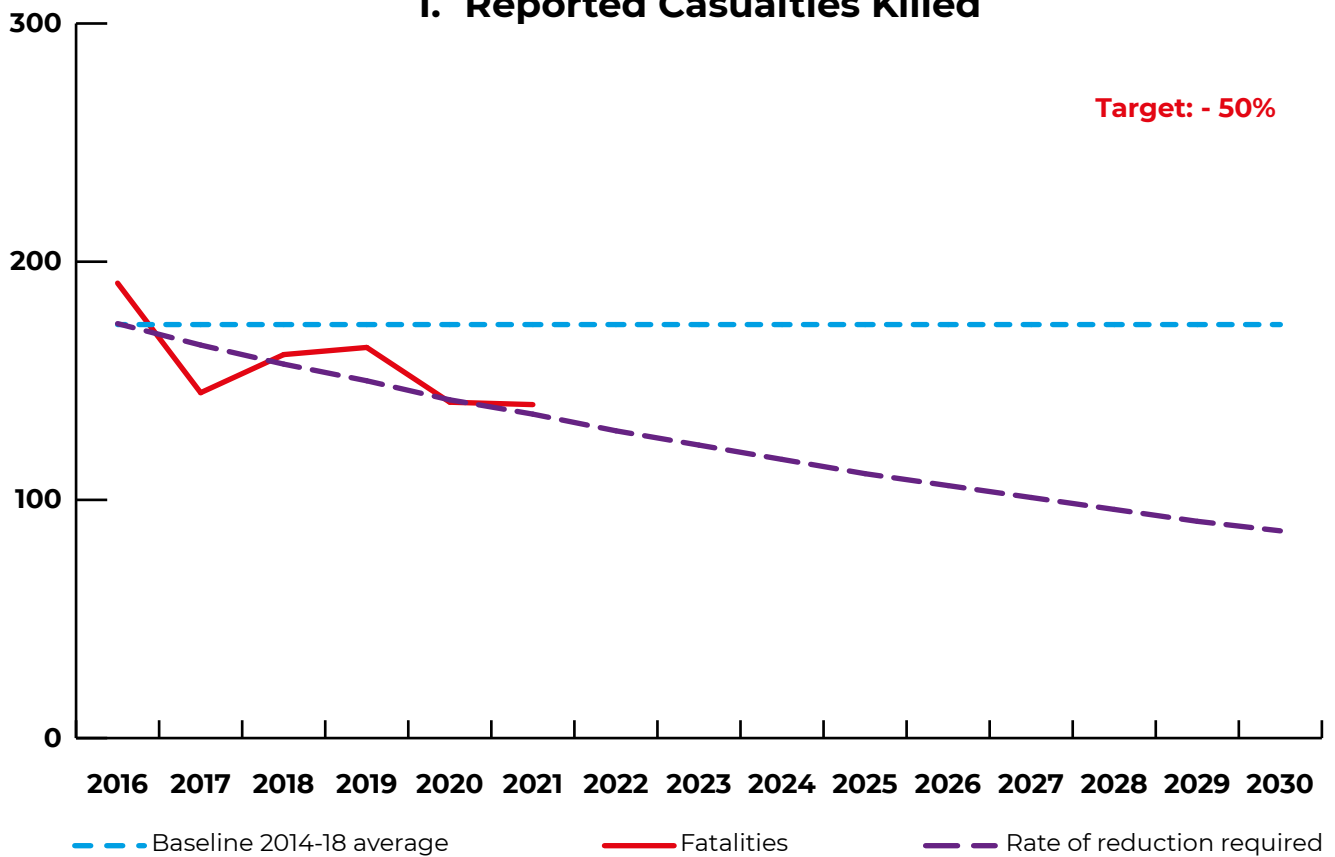
Road Casualty Reduction Targets to 2030

The RSF 2030 identifies the part every one of us has to play in ensuring our long-term aspiration for Vision Zero becomes a reality. Scotland's RSF 2030 includes four national casualty reduction targets due for delivery in 2030 (Graphs 1-4). These compare performance against the 2014-2018 baseline period.

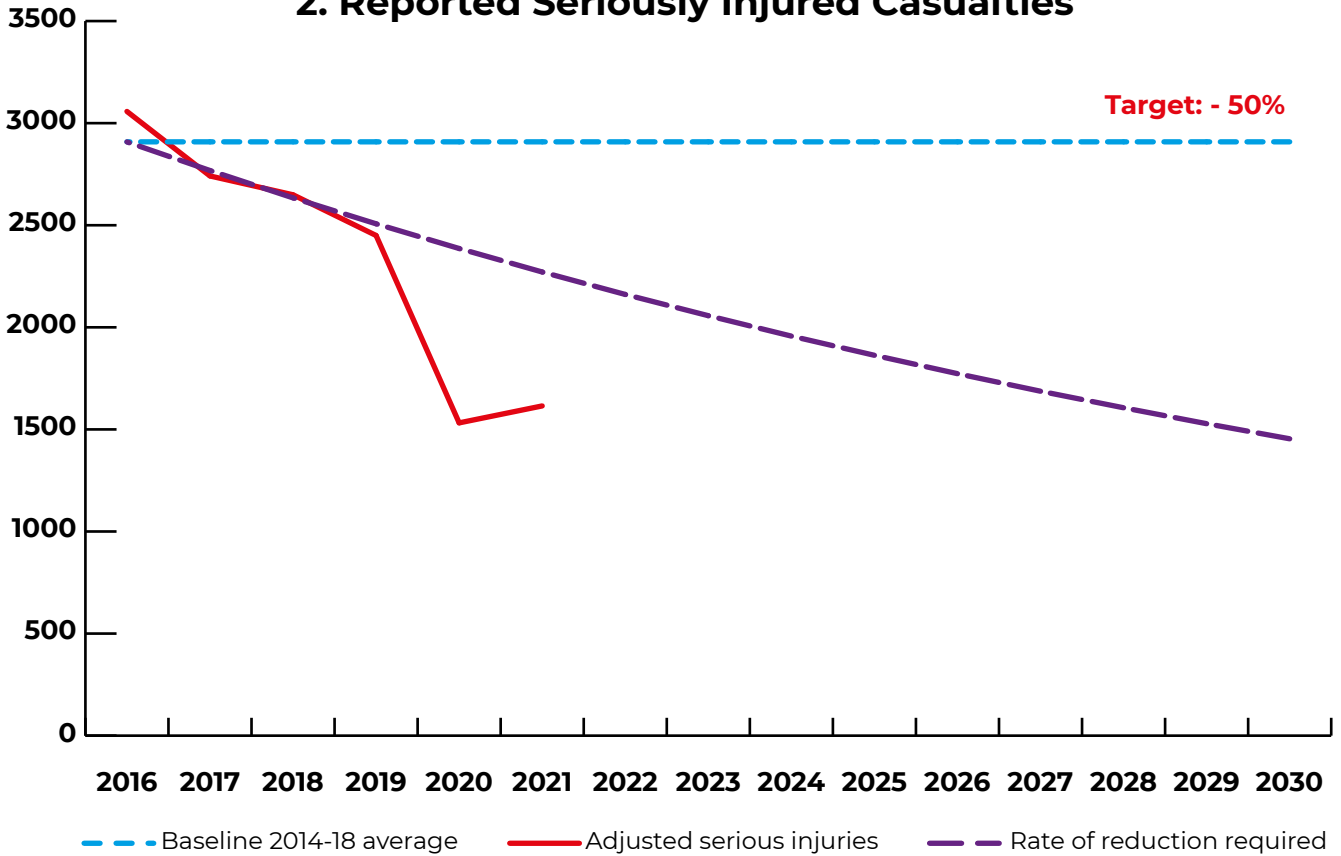
Graphs 5-9 also includes statistics on the RSF 2030 mode- and user-specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over-represented age groups.

Progress towards the 2030 casualty reduction targets

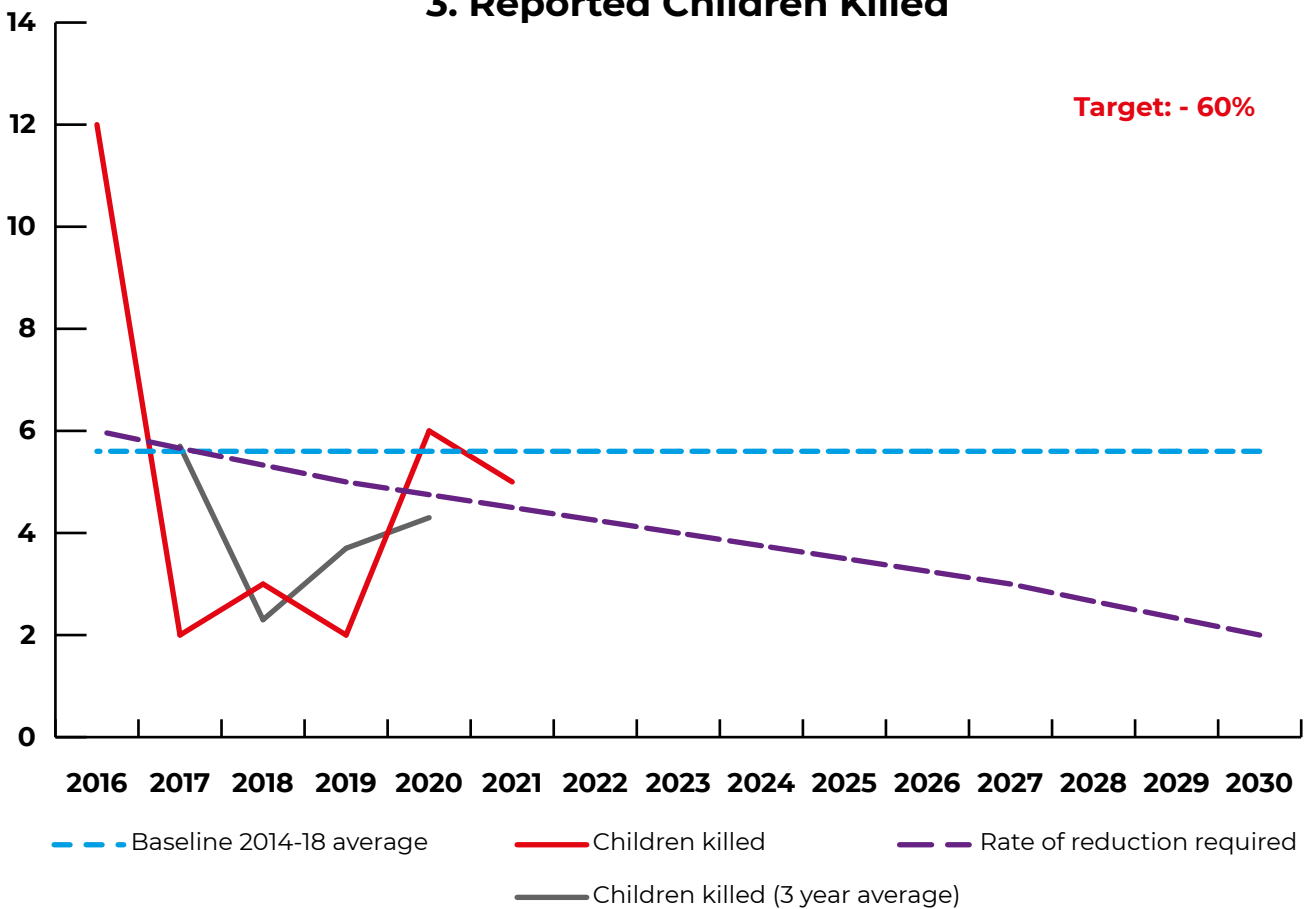
1. Reported Casualties Killed



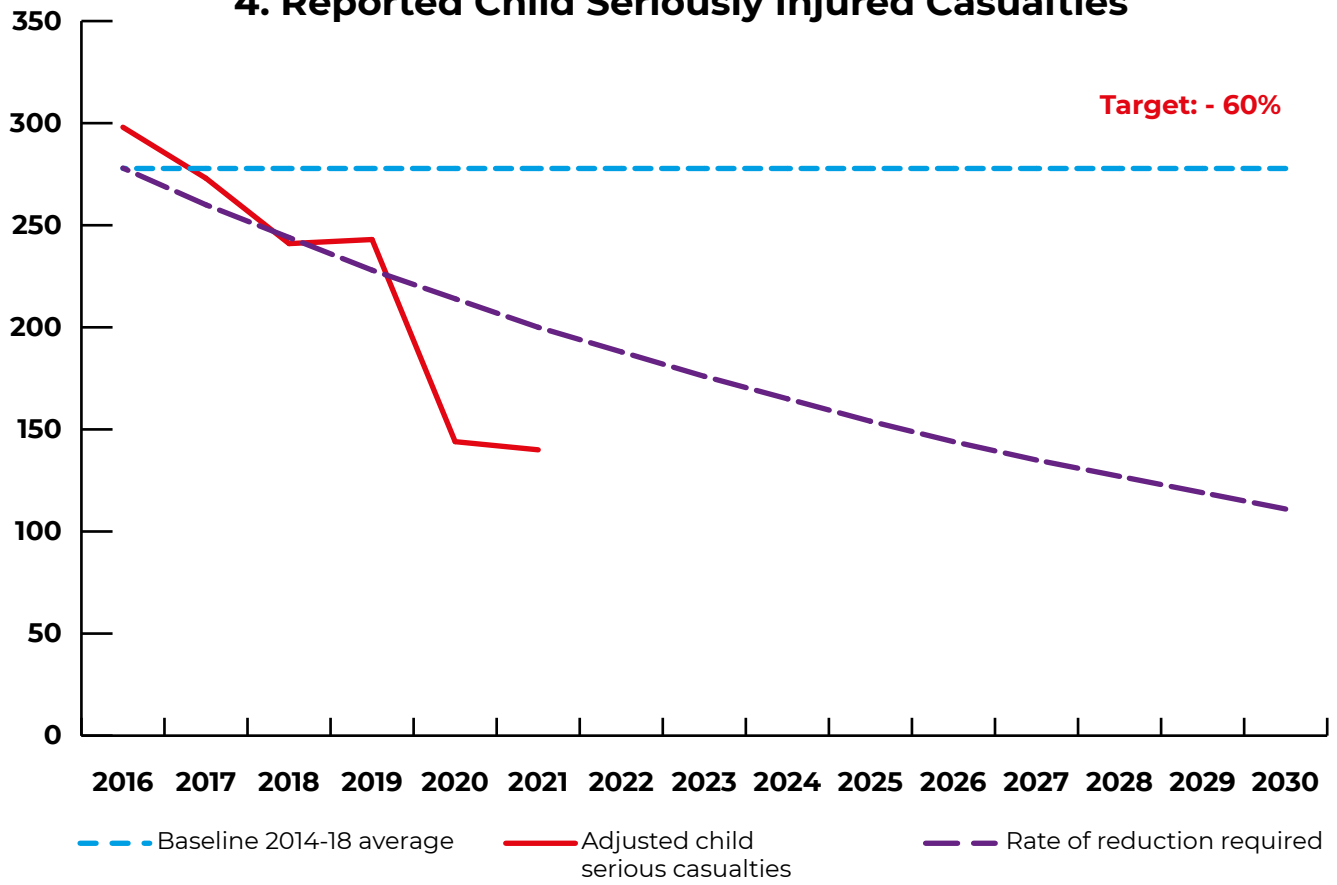
2. Reported Seriously Injured Casualties



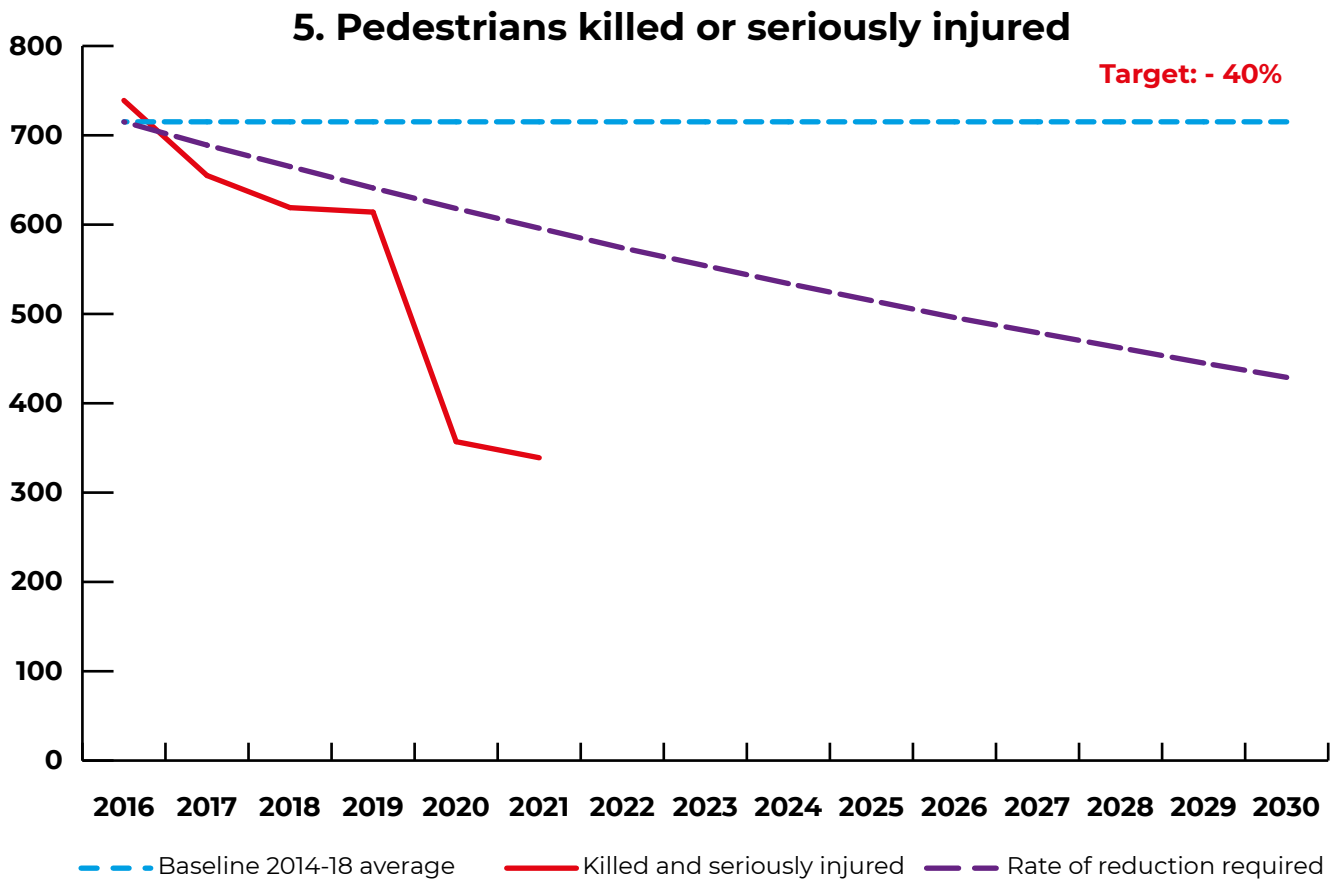
3. Reported Children Killed



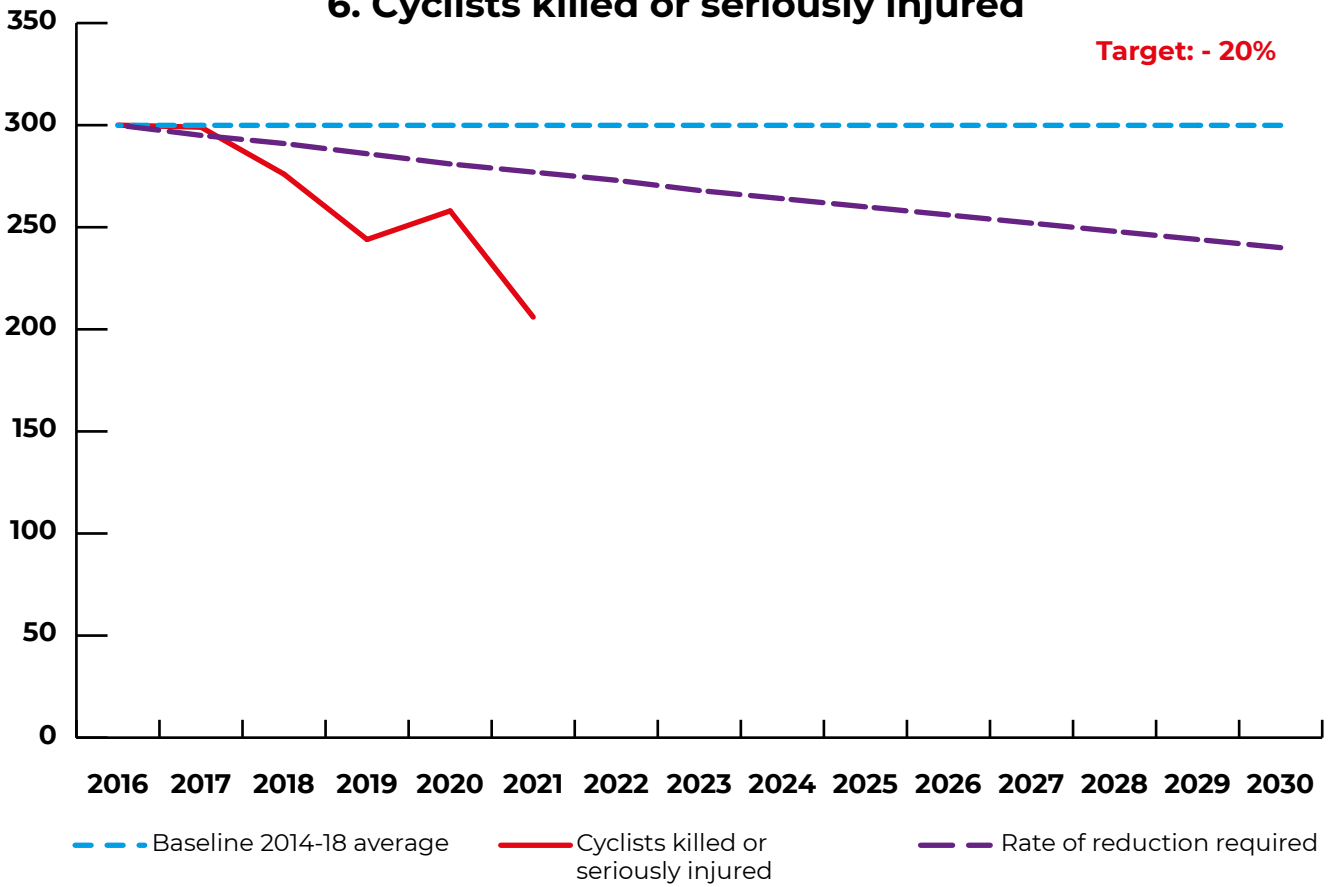
4. Reported Child Seriously Injured Casualties



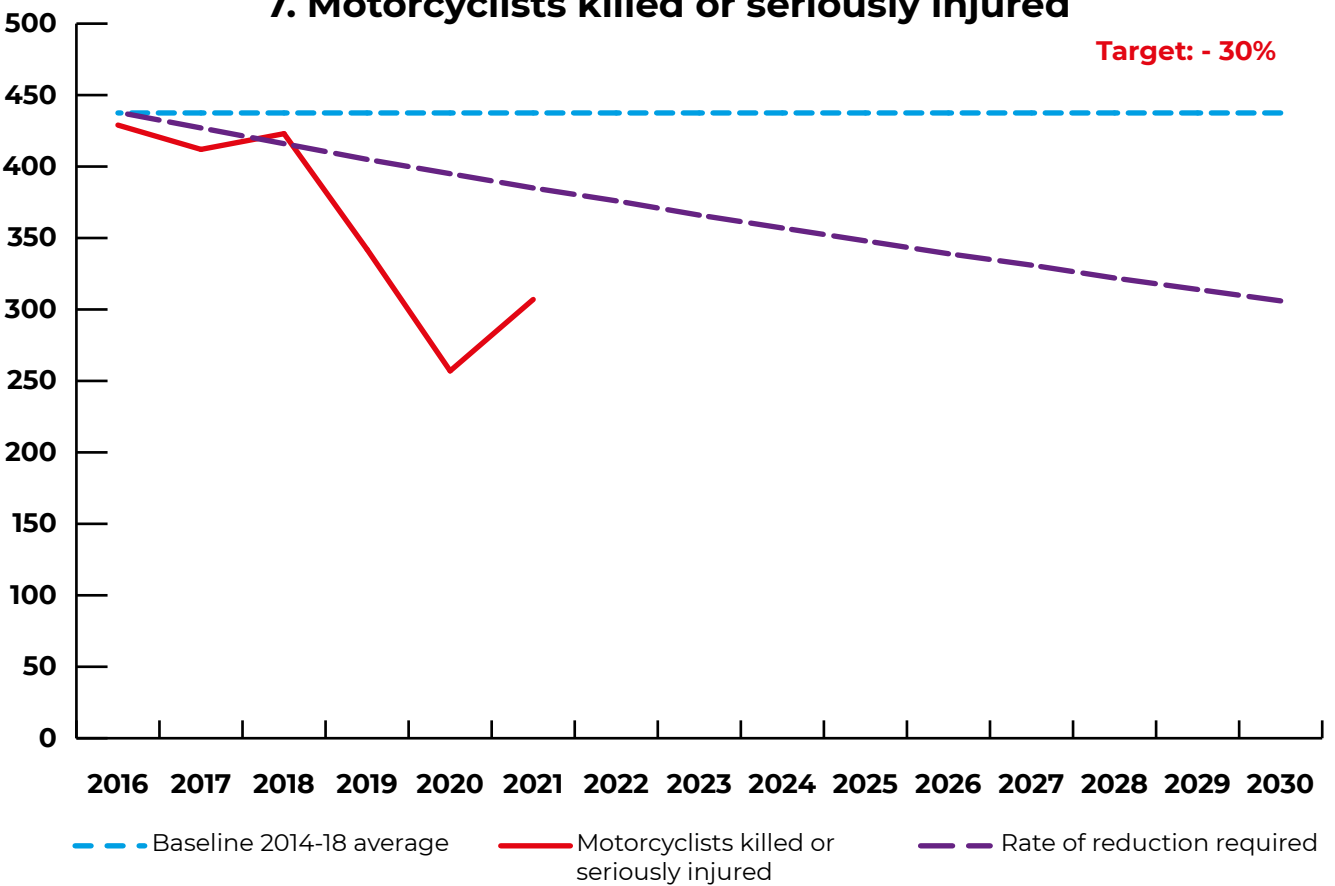
Progress towards the mode and user-specific 2030 casualty reduction target



6. Cyclists killed or seriously injured

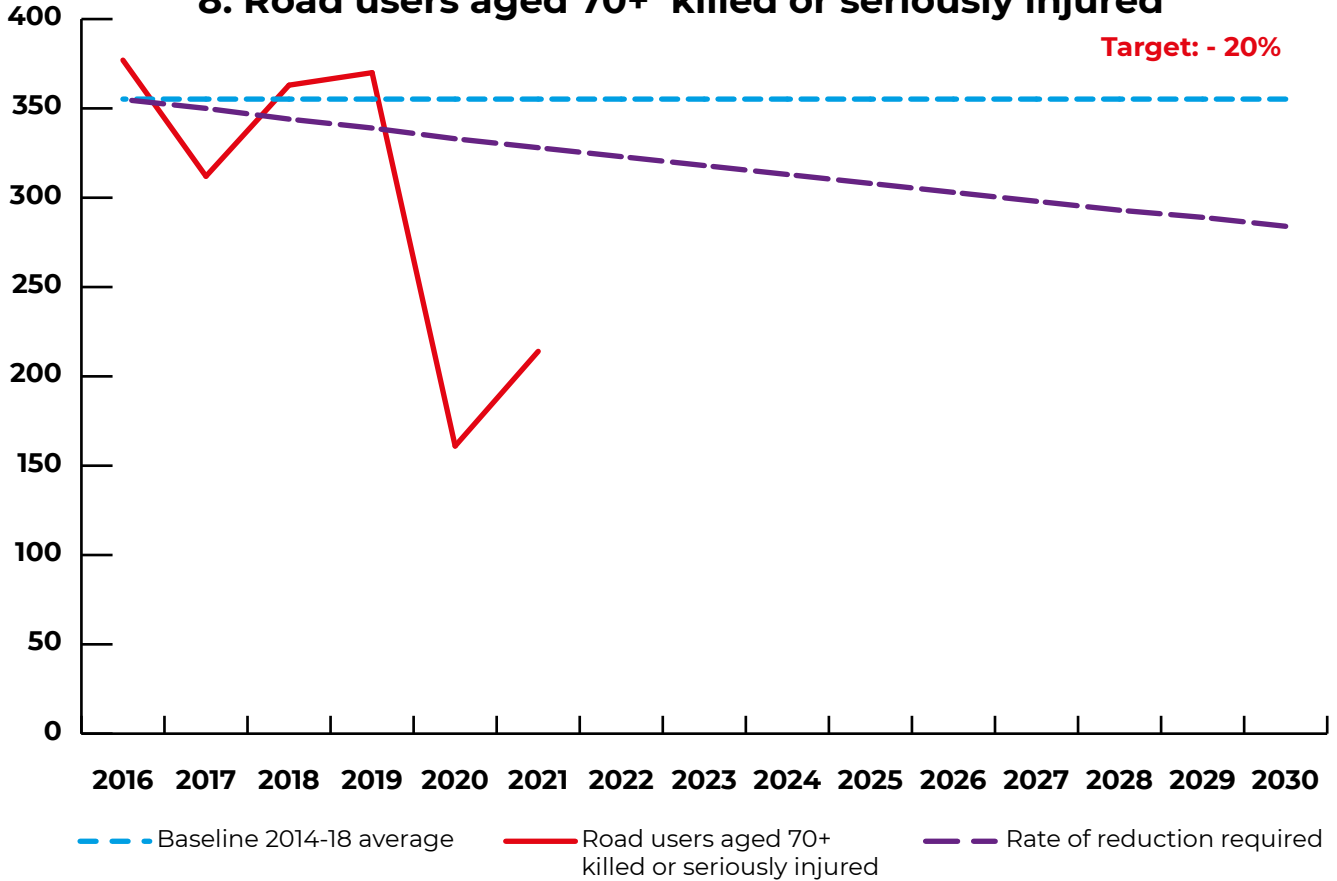


7. Motorcyclists killed or seriously injured



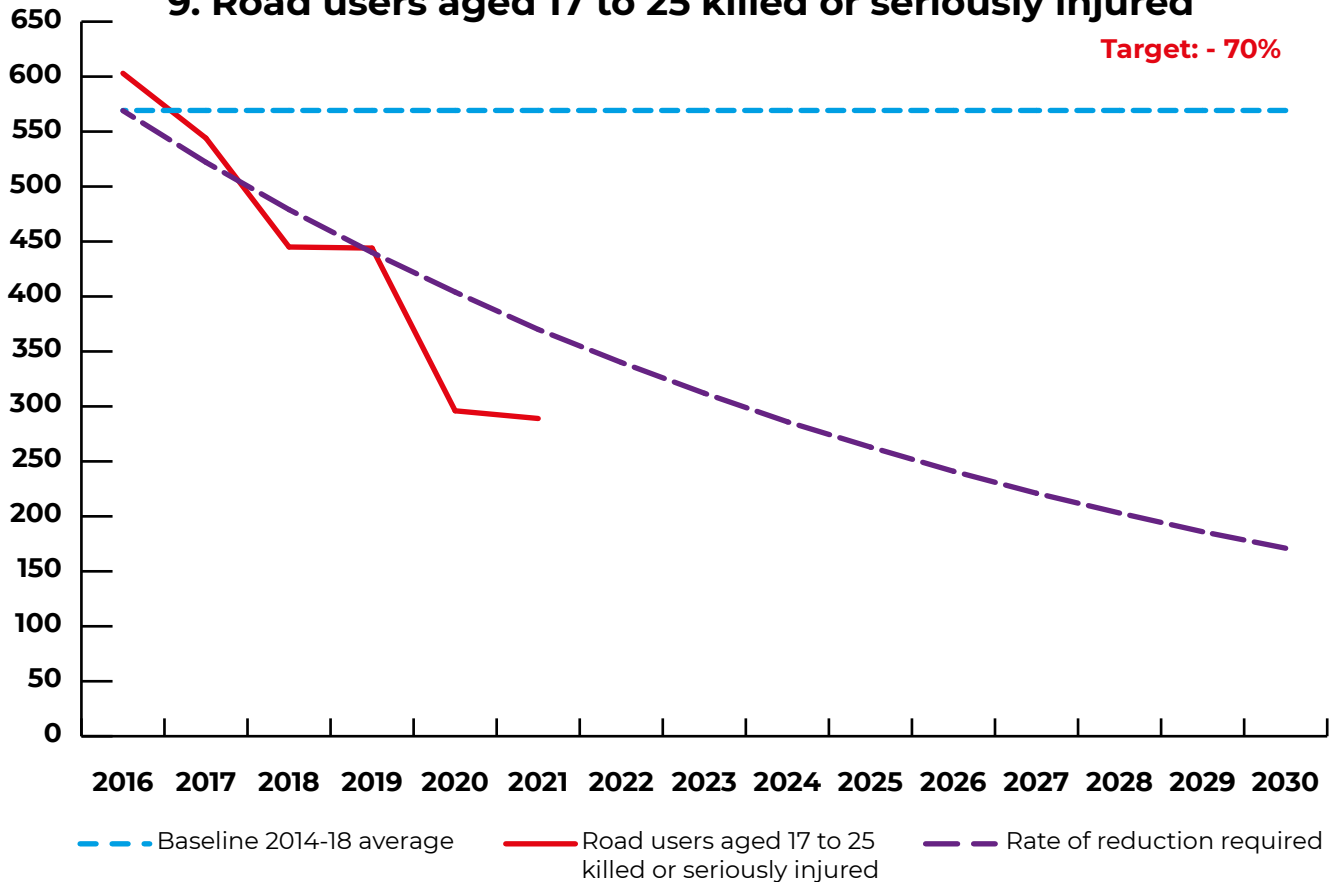
8. Road users aged 70+ killed or seriously injured

Target: - 20%



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

Target: - 70%





Road Safety Beyond 2021

2021 has been an exciting time for road safety, with Transport Scotland and partners publishing the world leading Road Safety Framework to 2030, and the introduction to a third tier to the frameworks governance structure, Local Partnership Forums (LPFs). The LPFs have strengthened the communication between a national and local level, improving synergies between partner organisations to aid in the delivery of the framework.

The activity detailed in this annual report, notably the Programme for Government & high level commitments will continue to be progressed into 2022. Transport Scotland has committed to publish an annual delivery plan throughout the lifetime of the framework and an update on each of the deliverables will be contained within the Road Safety Framework Annual Reports.

All partners will continue to work together with a strategic joined-up partnership approach to road safety, which will be fundamental to the delivery and the success of the framework, and to meeting our compelling long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050.





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Title Page: Police officers on horses; Police car with background; Police officer using speed gun

Page 3: Police car; Police car

Page 6: Police car

Page 10: Police car

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ISBN: 978-1-911672-23-4

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Produced for Transport Scotland by APS Group Scotland

Published by Transport Scotland, April 2023

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