

# ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Thursday 10 March 2016, 13:00-15:00

MacDonald Holyrood Hotel, Edinburgh

**CHAIR Roy Brannen, Chief Executive, Transport Scotland**

## Minute of meeting

### Members in attendance

|                            |                                                                  |
|----------------------------|------------------------------------------------------------------|
| <b>Roy Brannen</b>         | Chief Executive, Transport Scotland (Chair)                      |
| <b>Donald Carmichael</b>   | Director, Transport Policy, Transport Scotland                   |
| <b>ACC Bernard Higgins</b> | Assistant Chief Constable Operational Support, Police Scotland   |
| <b>Hugh Gillies</b>        | Director of Trunk Roads and Bus Operations, Transport Scotland   |
| <b>Dr Graham Foster</b>    | Director of Public Health and Planning NHS Forth Valley          |
| <b>Graham Thomson</b>      | Team Leader, Road Safety & Blue Badge Policy, Transport Scotland |
| <b>George Eckton</b>       | Chief Officer, Convention of Scottish Local Authorities          |
| <b>Peter Connor</b>        | Head of Service, Scottish Ambulance Service                      |
| <b>Michael McDonnell</b>   | Director, Road Safety Scotland, Transport Scotland               |
| <b>Luke Macauley</b>       | Head of the Scottish Safety Camera Programme, Transport Scotland |
| <b>Willie Munro</b>        | Area Manager, Aberdeenshire Council representing SOLACE          |
| <b>Karen McDonnell</b>     | Head of Royal Society for the Prevention of Accidents Scotland   |

### Other attendees

|                             |                                                                     |
|-----------------------------|---------------------------------------------------------------------|
| <b>AM Martin Millar</b>     | Area Manager, Scottish Fire and Rescue Service                      |
| <b>CSU Andy Edmonston</b>   | Chief Superintendent Road Policing, Police Scotland                 |
| <b>Jill Mulholland</b>      | Head of Transport Accessibility and Road Safety, Transport Scotland |
| <b>Keith Irving</b>         | Chief Executive Cycling Scotland                                    |
| <b>Steve Wykes</b>          | Policy Officer Motorcycle Action Group Scotland                     |
| <b>Marie-Claire Chaffey</b> | Crown Office and Procurator Fiscal Service                          |
| <b>Brendan Rooney</b>       | Transport Scotland                                                  |
| <b>Darren Peaston</b>       | Transport Scotland Analytical Services Division                     |
| <b>Richard Morrison</b>     | Transport Scotland Analytical Services Division                     |

### Secretariat

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|--------------------------|------------------------------------------------------------|
| <b>Stuart Baxter</b>     | Framework Manager and Review Secretary, Transport Scotland |
| <b>Dario Dalla Costa</b> | Road Safety Policy Officer, Transport Scotland             |

## 1. Welcome and Introductions

1.1 The Chair welcomed Board Members and representatives of the Framework Review Groups. The Board noted that the substantive item of business for the day was to consider the draft report of the Framework mid-term review and proposals for revised governance to support the delivery of the Strategic Delivery Plan to 2020.

1.2 Apologies had been received from ACO Robert Scott, Scottish Fire and Rescue Service, Andrew McNab, Society of Chief Officers of Transportation in Scotland, Neil Greig, Institute of Advanced Motorists, Gertie Wallace, Crown Office and Procurator Fiscal Service and Stuart Wilson, Transport Scotland. Martin Millar and Marie-Claire Chaffey were representing the Scottish Fire and Rescue Service and the Crown Office and Procurator Fiscal Service respectively.

1.3 The Chair registered his formal thanks, on behalf of the Board, to ACC Lewis Ramsay of the Scottish Fire and Rescue Service for his significant contribution as the outgoing SFRS Member of the Board and as the Chair of the Age Review Group. ACO Ramsay had moved to a new role in the SFRS and ACO Robert Scott would now represent the SFRS on the Board.

## 2. Minute of previous meeting

2.1 The draft minute of the June 2015 meeting was agreed as an accurate record of the meeting and Members noted that all resulting actions had been completed or had been subsumed within ongoing business.

2.2 **Bernie Higgins** in providing an update on the proposed Recorded Police Warning pilot for speeding offences noted that work was continuing to be progressed on systems and processes to support implementation later in the year. In the meantime, Police management information was being collated to provide 2015/16 data and to test the systems being developed to support the rollout. The Lord Advocate had previously agreed to the pilot study “in principle” and COPFS advised that formal agreement of the Lord Advocate would require to be sought again once the pilot was ready to be launched. The Board will be kept updated on further progress in due course.

**Action: Police Scotland**

2.3 The meeting noted that the 2015 Road Safety Framework Annual Report had been published on the Transport Scotland Webpages.

## 3. Framework mid-point Review Report and Strategic Delivery Plan

3.1 The Review Group Chairs reflected broad support for the participatory approach that had been adopted for the Review and provided summary oral updates on the deliberations and conclusions of their respective Review Groups.

### **Speed and Motorcyclists – Bernie Higgins**

3.2 The Speed Review Group had considered a principal approach to delivering outcomes on Speed and Motorcyclists was encouraging people to drive and ride safely and appropriately for the road and conditions. Fundamental to this was to acknowledge the positive behaviours displayed by the majority of road users and the need to emphasise and highlight positive behaviours rather than focussing on the negative, to effect behavioural change. There was established research and evidence to support such an approach. The Group had agreed, based on available evidence and collective experience and knowledge of the Members, the overarching outcomes, indicators and prioritisation of commitments as set out in the draft Report.

### **Pre-drivers, Drivers Aged 17 to 25 and Older Drivers - Martin Millar**

3.3. The Age Review Group had identified three outcomes, which supported behavioural change, and both qualitative and quantitative indicators to track progress towards their delivery. The Strategic Delivery Plan set out clearly where there were commonalities across to the other overarching outcomes which should allow a stringer focus for delivery partners to align to outcomes and the prioritisation of commitments will support joint planning. A robust Governance model will be crucial to effectively deliver the identified outcomes. The Group had also identified key areas for further consideration around Graduated Driving Licensing and Young Driver interventions including Safe Drive Stay Alive, which had been accurately reflected in the Review Report. The Scottish Fire and Rescue Service, in developing its future Strategy on road safety, intended to align fully to the Strategic Delivery Plan.

## **Cyclists and Pedestrians – Hugh Gillies**

3.4 The Cyclists and Pedestrians Review Group had acknowledged the increasing numbers of people cycling and walking and the Government strategy to continue to support that through active travel and the increased use of shared space. With that in mind, the Group recognised there was an issue around an apparent culture of jay walking and the observed mixed behaviours, good and bad, of cyclists. Outcomes focussed on changing behaviours of all road users and also of recognising mutual respect had therefore been developed.

3.5 Speeding or inappropriate use of speed was recognised as a common thread that ran through all the outcomes identified by all the Review Groups. A continued focus on the 3 Es of Education, Engineering and Enforcement would therefore be important in supporting a culture change with road users around speeding. The Group had also recognised the need to do work on further understanding the evidence base around elderly pedestrians as a risk group and had recommended a new Framework commitment to better understand that. The Group endorsed the outcomes, indicators and prioritisation of the commitments as set out in the draft Report.

## **Draft Review Report**

3.6 In considering the recommended outcomes and indicators outlined in the review Report, Members noted that review groups had identified a range of indicators that could be useful to track progress on delivering their associated outcomes. Members acknowledged that the indicators that were ultimately recommended in the Report were those that strongly aligned to SMART principles and where the data and information was readily available to support a baseline of evidence to be established in 2016.

3.7 Members noted that underlying analysis of the information being collected on indicators could identify related factors, should the need to fine-tune indicators become apparent in the future as the understanding of progress on delivery of outcomes developed. It was agreed to keep this under review, particularly with regard to motorcycle accident rates and motorcycle usage and whether primary school children road safety education information might usefully inform pre-driver indicators.

3.8 Subject to minor drafting changes in the final report to simplify and clarify the Speed indicators, presentational amendments to emphasise the “social-norms” approach to emphasising positive behaviours in prioritising commitments and terminology used to describe “deprived communities”, the Board agreed the recommended overarching outcomes, indicators and revised framework commitments supporting the outcomes. Any final suggestions for minor drafting changes should be fed back to the Secretariat before the draft Report was put to the Minister.

**Action: All Members and Secretariat**

## **Delivery Partners’ High-Level Activity 2016/17**

3.9 Members noted the draft Annex which set out delivery partner high-level activity in support of the Priority Focus Areas and overarching outcomes. It was agreed that this document, subject to any further additions or drafting changes, should be published alongside the review report. This would serve as a useful baseline summary of partner activity and commitment and could be updated on an ongoing basis and subject to regular SPB review in monitoring progress being delivered to 2020.

**Action: All Members and Secretariat**

3.10 The Board, in concluding its consideration of the review, endorsed and ratified the review Report and registered its’ formal thanks to the Review Secretary, secretariat and respective Review Group Chairs and Members for the significant work and effort that had gone into successfully delivering the mid-term Review. Members noted the timetable for publication of the final report, subject to Ministerial agreement, on or before 23 March.

#### **4. Strategic Partnership Board Governance and Remit**

4.1 The Board in considering Discussion paper 2, agreed the need for a revision to its' governance structure and Membership to align with the Strategic Delivery Plan. The recommended two tier-approach, as set out in Option A in the paper, had unanimous and strong support from Members. It was noted that LA representation required to be discussed and agreed between SOLACE and SCOTS and that the Chair of a revised Operational Partnership Group would be the conduit between the two tiers and would report to the SPB, being accountable on behalf of the OPG.

4.2 It was agreed to revise the governance structure in line with Option A summarised as follows:

- The OPG would meet twice a year in February and August, in advance of the SPB meetings. Existing SPB Members, with a delivery role, would become OPG members enhancing the capability of the OPG and allowing the OPG to fulfil an expanded role which would see them report to the Board on their activity and
- The fundamental role of the OPG would be to assess, analyse and distil the evidence and information on activity being undertaken by partners towards delivery of commitments and identified outcomes and to report that to the Board. Through coordinating Framework delivery they would and support the SPB in shaping and steering strategic direction.

4.3 The SPB also considered the proposals and recommendations on utilising the 2016/17 Framework budget, including funding criteria and suggested funding opportunities outlined in Discussion Paper 2. The Board agreed the recommend approach and criteria to utilise the 2016/17 budget. It was noted that any spend must directly contribute to the overarching outcomes identified by the Review and that supported activity should be subject to outcomes-based evaluation to inform and complement data being measured through identified indicators.

4.4 The Secretariat will take forward the necessary arrangements to facilitate the revised Governance and funding recommendation before the next meeting of the SPB.

**Action: Secretariat**

#### **5. Safety Camera Programme update**

5.1 Members were updated on the Safety Camera Programme activity and performance since the last meeting of the SPB in June 2015. To maximise the Programme's collision and casualty reduction potential, following consideration of the road network from Road Authorities and Police Scotland, and in line with the new Handbook, new sites will be established in 2016/17 with those not assessed as a priority to be decommissioned and assessed. An explanation of the decommissioning process was provided, following the approach set out in the Handbook.

5.2 The Programme Office will continue to manage the Programme and its performance, evaluating and benchmarking Unit enforcement activity on a national basis. Formal quarterly reporting will commence from April 2016, with future SPB reports to reflect this. Police Scotland Human resources processes have progressed well, with attention now shifting to back-office and enforcement staff that are required. LAs have retained flexibility to provide the most appropriate local arrangements and LA representative Members expressed their continued strong support of the SCP. The deployment of covert camera sites was raised by MAG Scotland and it was confirmed that such a policy did not operate in Scotland; rather, site selection was

based strictly on the criteria in the Handbook. The Programme Office agreed to provide MAG Scotland with a link for the revised handbook. **Action: SCP Programme Office**

5.3 The Board noted that the A9 Average Speed Camera system was delivering excellent compliance with improved safety performance on the route. There had been an observed decrease in casualties and collisions in the face of increased levels of traffic, with no fatal accidents anywhere on the route from July to December 2015. The system has also generated interest from and was attracting both domestic and international recognition.

## **6. AOB and Date of next meeting**

6.1 No items of AOB had been received. The next meeting of the SPB will be held on 28 September 2016.

## **7. Thanks and close**

**Road Safety Framework Strategic Partnership Board Secretariat  
March 2016**