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Road Safety Framework Mid-term Review

March 2016

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Ministerial Foreword

Scotland has taken the distinctive approach with its national road Safety Plan towards realising a Vision Zero where there will be “A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no one is killed on Scotland’s roads, and the injury rate is much reduced.”

We continue to make steady progress towards that Vision through Scotland’s Road Safety Framework to 2020, with a Safe System approach to road safety that sets out priorities, commitments and challenging intermediate casualty reduction targets to 2020, which will deliver the outcome of safer road travel in Scotland for everyone. [Reported Road Casualties Scotland 2014](#) was published on 21 October 2015, with casualty figures being the lowest since records began in 1950. However, it was saddening to see a rise in the 2014 fatality figures.

In recognition of that, and as we approach understanding how Scotland is placed in achieving it’s milestone 2015 checkpoint casualty reduction targets, I requested that a mid-term review of the Framework be undertaken. This has assessed the progress made to date, identified three key Priority Focus Areas around Speed, Age and Vulnerable Road Users, and sets out an approach to ensure continued delivery of road safety outcomes to 2020 and beyond.

I wanted the Review to build on the strong partnership approach the Framework is renowned for. I therefore requested that a ground-up participatory approach was adopted to ensure that all stakeholders in the Framework had an equal role to play in conducting the Review. That has resulted in overarching outcomes and a Strategic Plan to 2020 that have the agreement, support and co-ownership of Scotland’s Road Safety Delivery Partners.

The Review has resulted in a strengthened and enhanced Road Safety Framework to 2020. This recognises the importance of acknowledging the positive behaviours displayed by the majority of road users, to ensure we take the general public with us, as I believe embedding a cultural change in drivers’ attitudes to speeding on Scotland’s Roads will be fundamental to realising our Vision Zero.

This will allow the Scottish Government and all our road safety partners to continue to reduce the number of people killed and seriously injured on our roads.

We can only save lives by continuing to work together, and the Review Report and Strategic Plan, which I am publishing today, charts the route and approach towards realising our Vision for Safer Roads in Scotland to 2020 and beyond.

A handwritten signature in black ink, appearing to read 'Derek Mackay'.

Derek Mackay MSP

Minister for Transport and Islands

Executive summary

A mid-point review (the Review) of [Scotland's Road Safety Framework to 2020](#)¹ (the Framework) was undertaken in 2015 & 2016 to assess the progress that has been made to date, to identify key Priority Focus Areas, and to agree the approach we will take to ensure continued delivery of road safety outcomes to 2020 and beyond. The key outputs of the Review are shown below.

- **Three Priority Focus Areas for further consideration were identified**
 - **Speed and Motorcyclists**
 - **Pre-drivers, Drivers aged 17 to 25 and Older drivers**
 - **Cyclists and Pedestrians**
- **Overarching outcomes, which aim to effect positive behavioural and attitudinal change, have been identified for the Priority Focus Areas;**
- **Indicators have been identified to monitor and report on respective overarching outcomes;**
- **A number of revisions to existing Framework commitments and a new commitment that support the priority areas have been identified;**
- **The commitments supporting the Priority Focus Areas have been ranked, in terms of their likely impact on reducing casualty numbers to 2020 and**
- **A number of high-level risks and issues have been identified, that may have a bearing on the delivery of the overarching outcomes.**

¹ <http://www.gov.scot/resource/doc/274654/0082190.pdf>

Background

1.1 Scotland's Road Safety Framework to 2020 is Scotland's National road safety plan and has a high-level aim of a **Vision Zero** where there will be:

“A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no one is killed on Scotland's roads, and the injury rate is much reduced.”

1.2 The Scottish Government believes that this is an ambitious vision and one capable of being shared by all. It is not a vision for a single point in time, but is ongoing and aspirational.

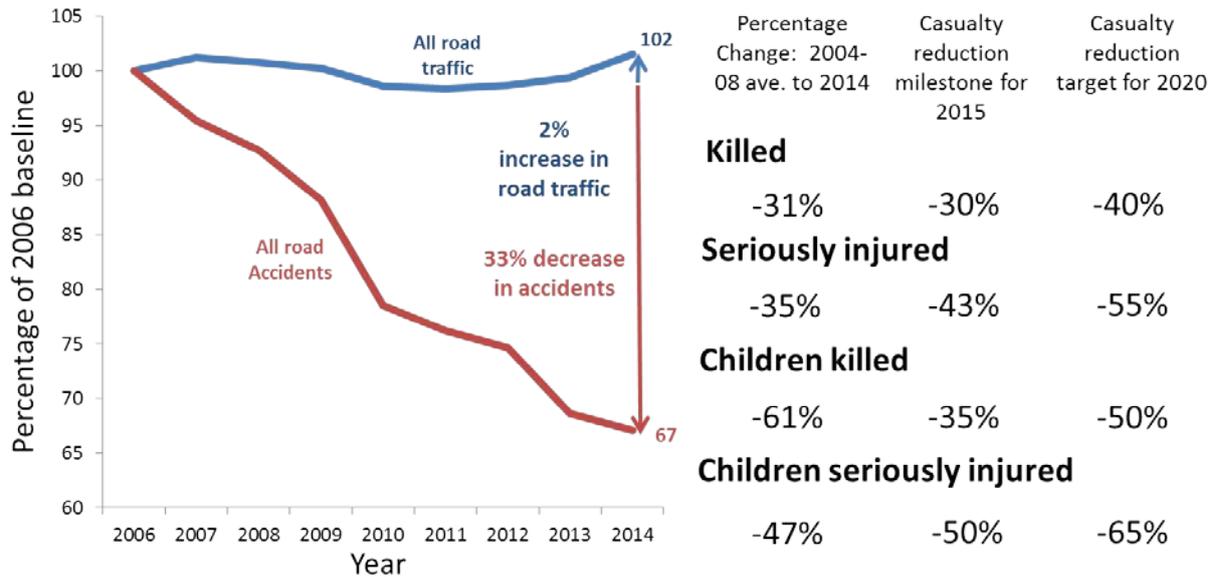
**The Framework has a Vision Zero where there will be
“A steady reduction in the numbers of those killed and seriously injured, with the ultimate vision of a future where no one is killed on Scotland's roads, and the injury rate is much reduced”**

1.3 The Framework takes a distinctive approach in setting commitments, priorities and challenging casualty reduction targets to 2020, which will deliver the outcome of safer road travel in Scotland for everyone. The targets are:

- **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.**

1.4 Scotland's long-term casualty reduction trends show that the number of people killed in road accidents in Scotland reduced by 31%, from an average of 292 between 2004/08 to 200 in 2014. The overall number of people killed or injured in road accidents fell from the 2004/08 average of 17,097 to 11,268 in 2014.

Road traffic and accidents – change over time



1.5 The Review was undertaken at a key milestone in the journey towards the 2020 casualty reduction targets, to assess progress, identify priorities and recommend an approach towards 2020. This also coincided with a review and refresh of both the [National Transport Strategy](#)² and the [Strategic Road Safety Plan](#)³ (to be completed later in 2016) for the Trunk Road Network.

1.6 The Framework is intrinsically linked to those strategic plans and delivers road safety outcomes that contribute to them. However, the impact of the Framework reaches beyond road safety and it also contributes to shared outcomes and compliments other strategic plans of Government and other National Agencies. In addition, there is a National Indicator within the Scottish Government National Performance Framework to ["Reduce deaths on Scotland's roads"](#)⁴. The strategic landscape and linkages of the Framework are shown in Annex 1.

² <http://www.transport.gov.scot/report/national-transport-strategy-nts-8780>

³ <http://www.transport.gov.scot/report/j9041-00.htm>

⁴ <http://www.gov.scot/About/Performance/scotPerforms/indicator/roaddeaths>

Introduction

2.1 The Review was evidence-based and established that a fundamental re-working of the Framework was not required. Rather, there should be an ongoing focus and activity on all the existing priorities and commitments through a continued emphasis across the five Framework Pillars of Education, Engineering, Enforcement, Encouragement and Evaluation.

2.2 The Strategic Partnership Board identified three Priority Focus Areas for further consideration, where the evidence, including reported Road Casualties Scotland Statistics, indicate a re-focussing of activity would most likely provide the greatest contribution towards the 2020 casualty reduction targets. Those priority areas are shown below:

- **Speed and Motorcyclists**
- **Pre-drivers, Drivers aged 17 to 25 and Older Drivers**
- **Cyclists and Pedestrians**

2.3 The Framework contains many components of the “Safe System”⁵ approach to road safety. The Framework takes an approach that aims to reduce risk from the system and sets intermediate road safety targets for casualty reduction in 2015 and 2020, to help move systematically towards Vision Zero. The Review has identified that the Safe System approach should be formally adopted in progressing towards 2020 targets.

2.4 A key Scottish Government priority is to protect all our children and young people, and ensure they get the best possible start in life. In moving towards a Vision Zero aim, and embodying a Safe System approach to policy throughout the population, there should be an ongoing focus with delivery partners on “early years” where educational and awareness raising interventions around road safety with nursery and primary school children will help support the delivery of longer-term overarching road safety outcomes beyond 2020. Scotland has a strong record in doing this, for example, through Road Safety Scotland educational resources and awareness campaigns. Through continued effort on educating and protecting

⁵ 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 (e.g. 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.

children and young people, the whole population, can then link into the Priority Focus Areas and their associated overarching outcomes and indicators.

2.5 The Review also provided the opportunity to enhance Framework performance by setting outcomes and indicators for Priority Focus Areas. This will allow a better understanding of the underlying impact that is actually contributing to the long-term trend in casualty numbers as opposed to primarily relying solely on the annual high-level national statistics to track progress.

2.6 A ground-up participatory approach was adopted to ensure that all stakeholders in the Framework had an equal role to play in conducting the review. This has helped ensure that the output, outcomes and indicators, have the agreement, support and co-ownership of all of Scotland's Road Safety Delivery Partners.

Review Output and Strategic Delivery Plan

Priority Focus Areas

3.1 **The overarching aim, in moving towards the Framework's Vision Zero, is to reduce the number of people killed and seriously injured across all three Priority Focus Areas.**

3.2 The past five years, since the publication of the Framework, have seen continuing progress in delivering a sustained reduction in road casualties across Scotland. This has been supported by the positive partnership approach of road safety partners working with the general public.

3.3 Casualty reduction targets are likely to become increasingly challenging as we approach 2020. Focussing effort on those areas where maximum impact can be achieved will support ongoing momentum towards delivering 2020 targets. This will be important at this stage, in the face of an apparent slowing of casualty reduction trends across a number of European countries, as we approach the 2015 Milestone casualty reduction targets. **The alignment of strategic planning activities by Road Safety Delivery Partners with the three Priority Focus Areas will support renewed coordination, focus and effort through to delivery of the identified outcomes.**

3.4 The Review has recognised the importance of continuing public engagement and support to deliver long-term casualty reduction targets and outcomes that support them. The Review therefore recommends building upon the success by continuing to recognise and acknowledge the positive behaviours of the majority of road users.

Overarching Outcomes

3.5 The Review adopted an outcomes-focussed approach to identify the key intended changes that will be realised by road safety activity directed within the Priority Focus Areas to 2020. In addition, those outcomes should be mapped to Scottish Government and road safety delivery partners stated national and local outcomes.

3.6 The identified outcomes (Table below) are considered sufficiently challenging to be in step with the Framework's ambitious casualty reduction targets but are still achievable for road safety delivery partners.

Indicators

3.7 Indicators are the data or the information that will be measured to understand whether, and to what extent progress is being made on achieving the outcomes and the desired changes that they will deliver. This will allow the underlying impact that is actually contributing towards the casualty reduction targets to be better understood.

3.8 The Review considered a number of possible indicators which could be used to monitor progress against each outcome. The feasibility of using some of those was compromised because some of the data was unattainable and some data would require unreasonable additional financial and human resources to effectively use them.

3.9 The indicators that are recommended to be adopted (Table below) were those that were specific, measurable, achievable, realistic and timely. This is important both for road safety delivery partners to be able to ensure progress is made and to allow a baseline of the evidence to be established in 2016. This can then be used to measure progress towards the 2020 casualty reduction target.

3.10 The identified overarching outcomes, for each Priority Focus Area, and their associated Indicators are shown below. The indicators will be measured using data collected from reported [Road Casualties Scotland Statistics](#)⁶, the [Road Safety Information Tracking Survey](#)⁷ and from Schools, Colleges of Further Education and Service providers, where appropriate.

Table – Priority Focus Areas, Outcomes and Indicators

Speed and Motorcyclists
Speed
<p>Outcome Increase the proportion of vehicles travelling at appropriate⁸ speeds on Scotland’s roads to support reducing road casualty numbers.</p>
<p>Indicators The number of injury accidents where at least one of the two “speed” contributory factors are recorded.</p> <p>Positive behavioural or attitudinal trends in drivers including driving at appropriate speeds and awareness and understanding of speed limits and what they mean.</p>
Motorcyclists
<p>Outcome Improve the safety of motorcycling by reducing levels of motorcycle injury accidents on the road network to support reducing road casualty numbers.</p>
<p>Indicator Number of motorcyclists involved in injury accidents, including those where vehicles hit objects off the carriageway.</p>

⁶ <http://www.transport.gov.scot/statistics/reported-road-casualties-scotland-all-editions>

⁷ <http://www.road-safety.org.uk/research/road-safety-information-tracking-study-rits/>

⁸ For the purpose of the review, appropriate speed refers to speeds which are in accordance with the stated speed limit of the road and are safe for the road or the driving conditions.

Pre-Drivers, Drivers ages 17 to 25 and Older Drivers
Pre-drivers
<p>Outcome Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.</p>
<p>Indicators Number of secondary school or college pupils receiving interactive pre-driver educational intervention.</p> <p>Number of people completing the Scottish Qualifications Authority safe road user award or other accredited assessment or training.</p>
Drivers aged 17 to 25
<p>Outcome Increase safer driving behaviours by young drivers after they pass their test.</p>
<p>Indicators The proportion and number of drivers aged 17 to 25 involved in injury accidents.</p> <p>Number of risk behaviours undertaken by drivers aged 17 to 25 whilst driving in the preceding 12 months.</p>
Older drivers
<p>Outcome Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving.</p>
<p>Indicators The proportion and number of drivers aged 65 and older involved in injury accidents.</p> <p>Number of risk behaviours undertaken by drivers aged 65 and older whilst driving in the preceding 12 months.</p>
Cyclists and Pedestrians
Cyclists
<p>Outcome 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.</p>

<p>Indicators</p> <p>Number of cyclists involved in injury accidents across both the built up and non-built up road network.</p> <p>Number of cyclists and all other road users displaying positive attitudes towards each other.</p> <p>Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months.</p>
<p>Pedestrians</p>
<p>Outcome</p> <p>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>Indicators</p> <p>Number of pedestrians involved in injury accidents across both the built up and non-built up road network.</p> <p>Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months.</p>

Framework Commitments

3.11 In conducting the Review, it was necessary to take account of the progress already made on the existing Framework commitments supporting each of the Priority Focus Areas. This has helped to identify any gaps in activity since the launch of the framework in 2009 that should now be addressed

3.12 A number of revisions to existing Framework commitments and a new commitment on Elderly Pedestrian Casualties were identified. In addition, the commitments contributing to the Priority Focus Areas have been ranked in terms of their likely impact on reducing casualty numbers to 2020. This will help delivery partners to prioritise and coordinate their road safety activity where most effect can be achieved. This will directly support delivery of the outcomes, whilst retaining the element of flexibility of offering local solutions that the Framework affords. The revised Commitments supporting the Priority Focus Areas are shown at Annex 2.

Monitoring Progress

3.13 The Framework is governed by a Strategic Partnership Board (SPB) which is responsible for collective decisions on strategic approaches, identifying and resolving high-level problems and issues, and public ownership of the Framework and its delivery.

3.14 The SPB will be responsible for monitoring the progress being made towards delivering the identified overarching outcomes. Evidence will be reviewed on a regular basis to measure Framework performance against the identified indicators. Outcomes-based evaluation of partner activity aligned to the Priority Focus Areas will provide supporting qualitative evidence to measure those outcomes that will change behaviours and attitudes of road users.

3.15 The SPB will, through a regular monitoring process, identify where strategic focus on activity or resources should be best directed and coordinated by delivery partners to achieve the 2020 casualty reduction and working towards Vision Zero.

Delivery Partners' High-Level Actions

3.16 The organisation of road safety policy in Scotland and throughout the UK has changed significantly since the launch of the Framework in 2009. There has been further devolution of powers through the Scotland Act 2012, which saw powers devolved to amend both the drink drive limit and speed limits on some roads. The 2015 Smith Commission recommended that the remaining powers to change speed limits be devolved along with powers over road traffic signs. The Scotland Bill implements these recommendations and is currently progressing through the UK Parliament.

3.17 The road safety delivery landscape has also undergone significant changes with the creation of both single Scottish Police and Fire and Rescue Services which have created opportunities for a coordinated approach to service delivery which retains flexibility at local level. Both the Scottish Government and Local Government are still managing the consequences of the global financial crisis. This has highlighted the value in prioritising and coordinating road safety activity by local partners to deliver road safety outcomes through Community Planning Partnerships and Community Safety Partnerships.

3.18 The Framework remains a collaborative approach to delivery which is supported by strong partnership working between Transport Scotland, Police Scotland, Local Authorities, the Scottish Fire and Rescue Service, Road Safety Scotland, Scottish Safety Camera Programme, Scottish Ambulance Service and other key Agencies and organisations. The Review adopted the participatory approach, and a wide range of partners have contributed to the production of this report. To demonstrate their commitment to this process, many of these partners have committed to align their high-level activity, through their own respective strategic plans, to the Priority Focus Areas. This will support the delivery of the overarching road safety outcomes identified in the Review. A summary, which, at the time of publication, maps Key Partners' high-level activity in 2016/17 to the Priority Focus Areas, will be published alongside the Review Report. This will represent a baseline for regular review by the SPB.

3.19 A Strategic Delivery Plan, with a common outcome-based approach, will help to guide road safety activity aligned to the Priority Focus Areas, will help guide partners through to 2020 and beyond. The Overarching Road Safety Framework Strategic Delivery Plan to 2020 sets out these roles and responsibilities as shown below.

Road Safety Framework Strategic Delivery Plan to 2020

Overarching Assumption: The Safe System

The Safe System approach recognises that humans as road users are fallible and will make mistakes and that there are limits to the severity of an impact or collision that people can withstand. A key part of the Safe System approach is that the road system is 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.

Progress towards Vision Zero

Partners

Scottish Government

TRBO, SSCP, Transport Scotland Analytical Services, Community Safety Unit, Transport Scotland Road Safety Policy, RSS, SCSN

Local Government

COSLA, SCOTS, SOLACE, LAs

National Agencies

PS, SFRS, NHS Scotland, SAS, COPFS

Road User Groups

MAG Scotland, RHA Scotland

Third Sector

Cycling Scotland, IAM, Living Streets Scotland, RoSPA Scotland

High Level Activity Delivered through:

- National Transport Strategy
- Strategic Road Safety Plan
- Building Safer Communities Programme Phase II
- Scottish Government's Climate Change Report on Policies and Proposals
- Police Scotland Road Safety & Crime Strategy
- The Scottish Fire and Rescue Service Strategic Plan for 2013-2016
- The Town Centre Vision
- Community Planning Partnerships
- Local Authority Single Outcome Agreements
- Scotland's Economic Strategy 2015
- NHS Scotland 2020 Vision
- Cycling Action Plan
- Scottish Government Active Travel Strategy
- The Walking Strategy
- Cycling by Design 2010

Priority Focus Areas

Overarching Outcomes

Speed

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

Pre-drivers

Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.

Cyclists

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.

Drivers aged 17 to 25

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

Pedestrians

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.

Motorcyclists

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

Older drivers

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

Indicators:

STATS19, RITS, Local Authority, Service Providers & Schools and College information

Road Safety Targets to 2020

- 40% reduction in fatalities
- 55% reduction in serious injuries
- 50% reduction in fatal child casualties
- 65% reduction in children seriously injured
- 10% reduction in slight casualties

National Outcomes

- We live our lives safe from crime, disorder and danger
- We live longer healthier lives
- We have tackled the significant inequalities in Scottish society
- We realise our full economic potential with more and better employment opportunities for our people
- We reduce the local and global environmental impact of our consumption and production
- We value and enjoy our built and natural environment and protect it and enhance it for future generations

Vision Zero

Remaining Challenges, Risks and Other Considerations

Risks

4.1 There are high-level risks including capacity and resources at both local and national level which may impact on the ability to deliver the Framework's casualty reduction targets in 2020. In considering the outcomes, indicators and commitments identified by the Review, the Strategic Partnership Board (SPB) will regularly monitor whether there is sufficient capacity to deliver both in their own representative organisations and collectively across other national road safety delivery partners, and to take a view on what possible mitigating action may be required.

Socio-economic disadvantaged Communities

4.2 The Cyclists and Pedestrians Review Group recognised the value in conducting further work on the evidence base of the apparent road safety inequalities in socio-economic disadvantaged communities, with a particular focus on evidence which may reduce the proportion of road casualties in these communities.

Pre-Drivers

4.3 The Pre-driver, Drivers aged 17 to 25 and Older Driver Review Group recognised the emerging evidence of behavioural and attitudinal change that they identified through an independent study on "Evaluation Support for Safe Drive Stay Alive", performed in 2015. The Review identified there was value in the study and the Evaluation Framework which had been developed for pre-driver educational initiatives to give practitioners a tool that they could use to evaluate the outcomes and effectiveness of their interventions and recommended that further assessment of the evidence base and impact of Safe Drive Stay Alive (SDSA) should be developed through outcomes-focussed evaluation.

Graduated Driving Licence

4.4 The Pre-driver, Drivers aged 17 to 25 and Older Driver Review Group also identified the desirability of continuing to press for the development of a Graduated Driving Licence (GDL) system for young and new drivers. However, the current UK Government appears to have ruled out the development of GDL arrangements in Great Britain in the immediate term. A GDL system will be introduced in Northern Ireland once the legal provisions for its introduction have been implemented. In that context, the Review recognised the value in considering, with stakeholders, how voluntary pre-test measures might be developed in Scotland in the absence of formal GB-wide GDL.

Risk Monitoring

4.5 The monitoring process will allow the SPB to consider and recommend further activity as necessary to address identified risks and issues or the need for further work or activity in associated policy areas. This will support coordination of focus on supporting the continued long-term downward trend in Scotland's road casualty figures to 2020 and towards Vision Zero.

Conclusion

5.1 The Review adopted a participatory approach and aimed to assess progress, identify priorities and recommend an approach for Scotland's Road Safety Framework to 2020, to support the sustained downward trend in road casualties towards achieving the 2020 targets and moving towards realising **Vision Zero**.

5.2 The Review is evidence-based and establishes that a fundamental re-working of the Framework is not required. Rather, there should be continued and ongoing focus and activity on all the existing priorities and commitments, with a sharpened focus on three Priority Focus Areas, where maximum effect could contribute towards the 2020 targets. Key Framework commitments, including a new commitment on elderly pedestrians, are updated and ranked in terms of the likely impact the associated activity may have in contributing to a reduction in road casualties.

5.3 Overarching outcomes are identified and should be mapped to Scottish Government and road safety delivery partners stated national and local outcomes. The Strategic landscape of the Framework is mapped to demonstrate where such shared outcomes can be delivered.

5.4 Indicators are recommended which can baseline and measure progress in delivering the outcomes to better understand the underlying impact that is actually contributing towards the casualty reduction interim targets. The value of outcomes-based evaluation as an adjunct in the tracking the progress of behavioural and attitudinal outcomes is acknowledged.

5.5 The Review highlights where further consideration should be given to high-level risks and other issues which may have a bearing on progress in achieving the Framework's casualty reduction targets in 2020.

5.6 The evidence-based approach has not specified early years interventions as a Priority Focus Area for review. However, the value of continued effort on educating and protecting children and young people, is recognised as a means of linking the whole population, into the Priority Focus Areas and their associated overarching outcomes and indicators.

5.7 The Review recognises and recommends building upon the success to date by continuing to recognise and acknowledge the positive behaviours of the majority of road users. In so doing, and by adopting the outputs and enhancements as identified, the Framework should now formally adopt the Safe System approach in progressing towards 2020 targets.

Annex 1 Road Safety Framework Strategic Landscape and Linkages:

Overarching Policies and Legislation	Road Traffic Act 1988	Road Traffic Regulation Act 1984	Equalities Act 2010	Road traffic Offenders Act 1988	British Road Safety Statement 2015	European Commission's Road Safety Policy Orientations 2011-2020	UN Decade of Action for Road Safety 2011-2020							
The Road Safety Framework contributes to four Strategic Objectives and six National Outcomes of the Scottish Government														
Scottish Government Strategic Objectives	Wealthier and Fairer		Healthier		Safer and Stronger		Greener							
National Outcomes	We live our lives safe from crime, disorder and danger		We realise our full economic potential with more and better employment opportunities for our people		We have tackled the significant inequalities in Scottish society		We reduce the local and global environmental impact of our consumption and production	We have improved the life chances for children, young people and families at risk	We value and enjoy our built and natural environment and protect it and enhance it for future generations					
Key Strategic Scottish Government National Plans, Policies & Strategies	SG's Climate Change Report on Policies and Proposals (RPP)	Building Safer Communities Programme Phase II	The Town Centre Vision	Scottish Government Active Travel Strategy	Scotland's Cities: Delivering for Scotland	National Planning Framework	Scotland's Road Safety Framework to 2020	Scotland's Economic Strategy	Public Bodies Climate Change Duties	SG Delivery Plan 2016-2020 on UNCRPD	Strategic Road Safety Plan	National Transport Strategy	Cleaner Air for Scotland	
Road Safety Framework Vision	<p style="text-align: center;">Vision Zero where there will be:</p> <p style="text-align: center;">"A steady reduction in the numbers of those killed and seriously injured, with the ultimate vision of a future where no one is killed on Scotland's roads, and the injury rate is much reduced"</p>													
Priority Focus Areas to 2020	Pre-Drivers, Drivers aged 17 to 25 and Older drivers				Speed and Motorcyclists				Cyclists and Pedestrians					
Overarching Outcomes	Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.		Increase safer driving behaviours by young drivers after they pass their test.		Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving.		Increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers.		Improve the safety of motorcycling by reducing levels of motorcycle injury accidents on the road network to support reducing road casualty numbers.		Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness and compliance with, road traffic laws and safe practices by all road users.		Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness and compliance with, road traffic laws and safe practices by all road users.	
Key National Agency Plans & Strategies	The Scottish Ambulance Service Towards 2020: Taking Care to the Patient	Police Scotland Road Safety and Crime Strategy 2015 to 2018	The Scottish Fire and Rescue Strategic Plan for 2013 to 2016	Strategic Transport Projects Review (2008)	Cycling Action Plan for Scotland (2013)	National Walking Strategy (2014)	NHS Scotland 2020 Vision	Long Term Vision for Active Travel in Scotland (2014)	Cycling by Design 2010					
Local Policies & Plans	Community Planning Partnerships		Local Outcomes Improvement Plans			Community Safety Partnerships			Single Outcome Agreements					

Annex 2 – Key Commitments supporting Priority Focus Areas

The following priority rankings are not indicative of a short-, medium- or long-term ranking. They are indicative of the perceived priority in terms of the likely impact the associated activity may have in contributing to a reduction in road casualties.

Speed and Motorcyclists	
Speed	
Priority level 1	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 74 Encourage local authorities to introduce 20 mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice guide on 20 mph Speed restrictions.
	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 19 Continue to publicise, and educate people about, the risks associated with speeding.
Priority level 2	RSF 21 Continue to support the Safety Camera Programme.
	RSF 72 Consider if the introduction of a Speed Awareness Scheme focused on speeding would be an appropriate contribution to road safety in Scotland.
Priority level 3	RSF 70 Further develop the evidence base to support consideration of a pilot in Scotland to test out the effectiveness of speed limiting technologies.
	RSF 69 Support the voluntary use of Intelligent Speed Adaptation (ISA) and other technologies designed to encourage compliance with speed limits, through engagement with employers and the commercial sector.
	RSF 73 Provide information on the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.
Motorcyclists	
Priority level 1	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.
Priority level 2	RSF 92 Consider the needs and vulnerabilities of motorcyclists in developing motorcycle-friendly roads and roadsides where this may support casualty reduction, while ensuring that motorcycle safety is fully considered when other traffic calming schemes are introduced.
	RSF 77 Through RSS, support targeted publicity campaigns aimed at motorcyclists.
Pre-drivers, Drivers aged 17 to 25 and Older Drivers	
Pre-Drivers	
Priority level 1	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.
Priority level 2	RSF 80 Support outcomes-based evaluation of pre-driver interventions with a view to further developing a guide to organising pre-driver events for senior secondary school pupils.
Priority level 3	RSF 29 Support the promotion of and encourage take up of the safe road user award and evaluate the uptake and completion of the course.
Drivers Aged 17 to 25	
Priority level 1	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.
Priority level 2	RSF 60 Encourage younger drivers to undergo post-test training, by engaging with the private sector including the insurance industry to explore incentivisation, and to support national coordination of the use of outcomes-based evaluation of post-test training.
Priority level 3	RSF 61 Encourage initiatives which lead to qualifications and safer driving attitudes and behaviours and explore flexible delivery and certification approaches to increase uptake.
Older Drivers	
Priority level 1	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.
Priority level 2	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.
Cyclists and Pedestrians	
Cyclists	
Priority level 1	RSF 27 Ensure that all road users receive appropriate education and training to encourage safer cycling in the road environment, including journeys to and from school and in residential areas.
Priority level 2	RSF 28 Continue to monitor and develop Bikeability resources for dissemination to those responsible for co-ordinating the Bikeability programme.
	RSF 93 Ensure cyclists are considered in new road and maintenance schemes, through the implementation of the Trunk Road Cycling Initiative and the standards and advice contained in “Cycling by Design 2010”, where the (re-) design of identified higher risk road locations such as junctions may contribute to the reduction of casualty numbers.
Priority level 3	RSF 78 Encourage the wearing of correctly fitted helmets.
Pedestrians	
Priority level 1	RSF 74 Encourage local authorities to introduce 20 mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice Guide on 20 mph Speed Restrictions.
Priority level 2	RSF 75 Investigate whether alcohol is playing a greater part in pedestrian casualties and, if it is, consider what we can do to reverse the trend.
	NEW Conduct further research to enhance the evidence base for elderly pedestrian casualties which may allow consideration of further measures that will help to reduce casualties, taking into account the impact of an ageing population.
Priority level 3	RSF 24 Encourage the implementation of the guidance for Scottish roads authorities on designing streets, focusing on the needs of pedestrians, and investigate the levels of it’s’ adoption and usage.
Related	
Children and Young People	
Priority level 2	RSF 58 Review the evidence base and consider whether this supports the need for further research to investigate the apparent links between road safety and people living in socio-economic disadvantaged communities or ethnic minority groups and to consider action that may reduce the proportion of road casualties in these communities.

Glossary of acronyms used in this document:

COSLA	Convention of Scottish Local Authorities
GDL	Graduated Driving License
IAM	Institute of Advanced Motorists
ISA	Intelligent Speed Adaptation
LAs	Local Authorities
MAG	Motorcycle Action Group
mph	Miles per Hour
NHS	National Health Service
PS	Police Scotland
RHA	Road Haulage Association
RITS	Road Safety Information Tracking Study
RoSPA	Royal Society for the Prevention of Accidents
RPP	Report on Policies and Proposals
RSS	Road Safety Scotland
SAS	Scottish Ambulance Service
SCOTS	Society of Chief Officers of Transportation in Scotland
SSCP	Scottish Safety Camera Programme
SCSN	Scottish Community Safety Network
SDSA	Safe Drive Stay Alive
SFRS	Scottish Fire and Rescue Service
SOLACE	Society of Local Authority Chief Executives
SPB	Strategic Partnership Board
STATS19	STATS19 is the technical description for the national data source of detailed information on accident circumstances, vehicles involved and resulting casualties in Great Britain
TRBO	Transport Scotland Trunk Roads & Bus Operations
UK	United Kingdom
UN	United Nations
UNCRPD	United Nations Convention on the Rights of Persons with Disabilities



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Published by Transport Scotland, March 2016

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