



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Road Safety Framework to 2030

Annual Progress Report 2024/25 & Delivery Plan 2025/26

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Executive Summary

Having reached the midpoint of the Road Safety Framework to 2030 (RSF2030), we remain committed as ever to achieving our goal 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.

Unfortunately there was an increase in road fatalities in 2024 with 160 people being killed in collisions on Scotland's roads which represented a 9% increase from 2023. However, in the same period total casualties decreased by 4%, serious casualties by 1% and slight casualties by 7%.

We recognise that priority actions with a focused and disciplined approach are required to strengthen on the delivery of our commitments set out in Scotland's RSF2030.

Even with the decrease in the number of total casualties on Scotland's roads, all delivery partners resolve to be more bold and ambitious in bringing forward innovation and opportunities to minimise preventable casualties has not wavered.

Our commitment to ongoing actions and new ambitious activity will aim to give confidence to road users that actions are being prioritised, to address emerging casualty trends, as well as continuing to build on previous outcomes.

Appropriate and relevant resourcing is fundamental to progress and delivery of the RSF2030, and in the current economic climate, we will need to be pro-active in making evidenced and informed choices that will support streamlined approaches to build capacity to support the delivery of priority actions.

Finally, we would like to offer a personal thanks to all road safety partners for their work carried out this year. Looking ahead, there is undoubtedly much still to do. We all have a part to play in improving Scotland's roads and delivering our national casualty reduction targets, whether at a national, local or individual level, to make Scotland's roads safer.

Introduction

To monitor road safety initiatives undertaken by partners which contribute to the delivery of the framework, we have committed to undertake an Annual Delivery Plan and Annual Report over the lifetime of the framework.

As noted within the 2023/24 publication, going forward the Annual Delivery Plan and Annual Report will be published under the title of 'Annual Progress Report & Delivery Plan'.

This document will report on specific actions, set out as deliverables, taken directly by the framework's governing bodies and partner organisations who are undertaking activities/projects to assist in the delivery of the RSF2030.

Deliverables undertaken over 2024/25, and the deliverables forecasted to be delivered by partners over 2025/26, are detailed within this publication.

This publication continues to focus on actions that target immediate, longer-term and emerging trends to address casualty and risk reduction on Scotland's roads. Deliverable timescales may be modified over time and any other changes reflected as the document is published annually.

A focused approach remains prevalent in the deliverables recognising the need to continue the longer-term downward trend on road casualties as well as delivering on the objectives of RSF2030.

This Annual Progress Report & Delivery Plan provides the following information about deliverables:

Deliverable number and title.

Status be it Delivered / Ongoing / New.

Lead Partner which is the name of organisation whom has taken forward the deliverable.

Timescale be it Immediate or Long-term.

Detail of the deliverable whither it be actions undertaken during 2024/25 and/ or planned actions to be taken forward in 2025/26.

Governance & Lead Delivery Partners

Progress against the Annual Progress Report & Delivery Plan will continue to be monitored through the three-tier governance structure set out in the framework as shown below.



Strategic Partnership Board (SPB)

Membership brings together senior partnership stakeholders to provide a high level strategic role in identifying and resolving high-level issues and providing policy direction based on collective decision making. The SPB is responsible for ensuring their decisions are carried out by monitoring the progress made towards delivery of the framework with particular focus on the 2030 targets and the twelve strategic actions.

Operational Partnership Group (OPG)

Membership brings together partners with relevant expertise and a vested interest in road safety. The OPG supports the SPB by monitoring and distilling the information on progress made by the various road safety partners against the overall national performance management system and the twelve strategic actions through tracking of delivery of the deliverables set out in this delivery plan. The OPG provides feedback from SPB to the Local Partnership Forums (LPFs) and vice versa.

Local Partnership Forums (LPFs)

LPFs improve the connectivity between what is happening at national and local levels in terms of road safety. They support monitoring at local level of the framework's performance management and deliverables set out in this delivery plan. LPFs provide feedback to the OPG.

Lead Delivery Partners

Lead Delivery Partners will have a direct responsibility to put into action and monitor what they have committed to do in this delivery plan wherever they are nominated in a deliverable as a Lead Partner. The frameworks Lead Delivery Partners are as follows:

Transport Scotland

Police Scotland

RoSPA

SCOTS

IAM RoadSmart

Cycling Scotland

Scottish Ambulance Service

Living Streets

Road Haulage Association

Scottish Fire and Rescue Service

COSLA

ScORSA

Association of British Insurers

Public Health Scotland

British Horse Society

Motorcycle Action Group

Road Casualty Reduction Figures 2024

The RSF2030 identifies the part every one of us has to play in ensuring our long-term aspiration for Vision Zero becomes a reality. Scotland’s RSF2030 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 includes statistics on the RSF2030 mode and user-specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over represented age groups.

The following statistics are from the [Key Reported Road Casualty Scotland 2024](#) publication. Please note, these statistics are provisional. Final figures will be published in Reported Road Casualties Scotland in October 2025. Figures may change as a result of late returns and amendments to the data. These changes are likely to be limited.

Progress towards the 2030 national casualty reduction targets

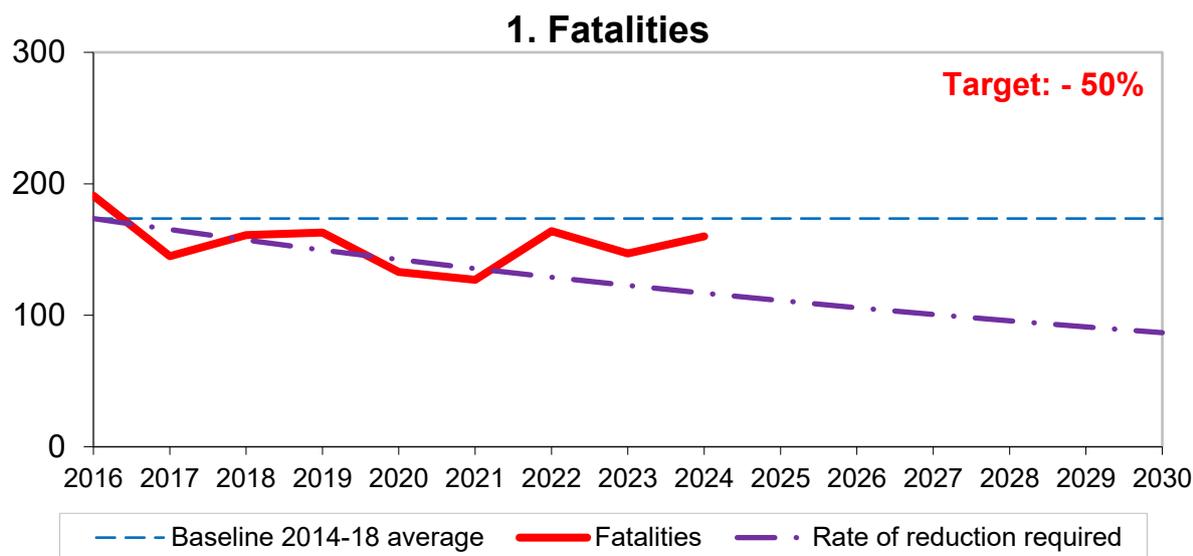


Figure 1: Fatalities

Figure 1: Shows fatalities have risen from 147 in 2023 to 160 in 2024.

2. Serious injuries

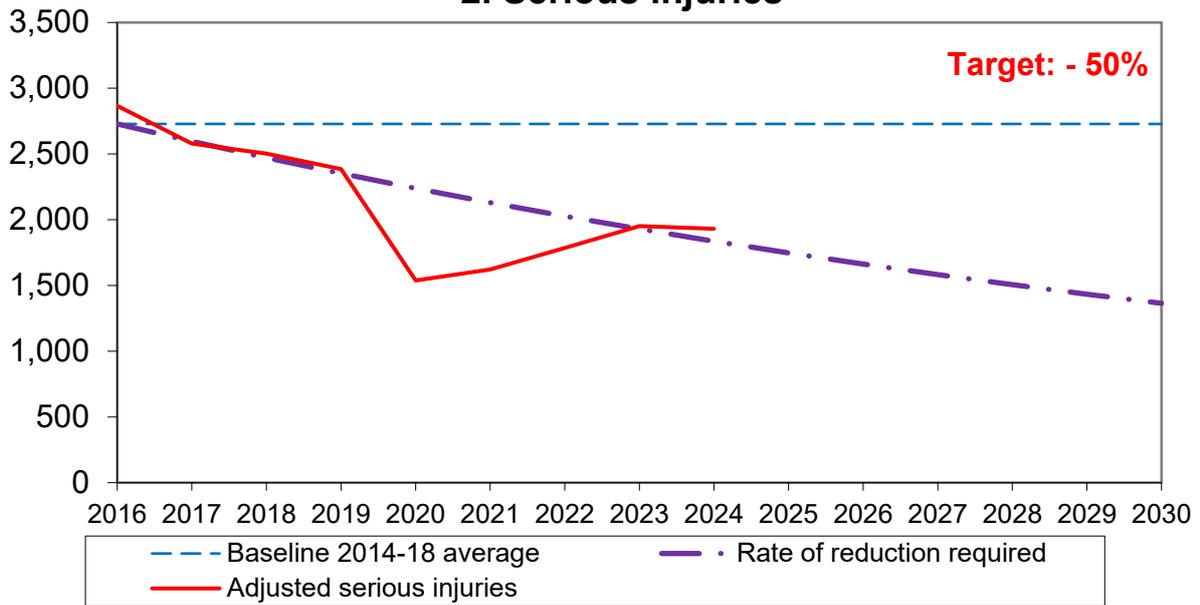


Figure 2: Serious Injuries

Figure 2: Shows serious injuries have reduced from 1,952 in 2023 to 1,931 in 2024.

3. Child fatalities

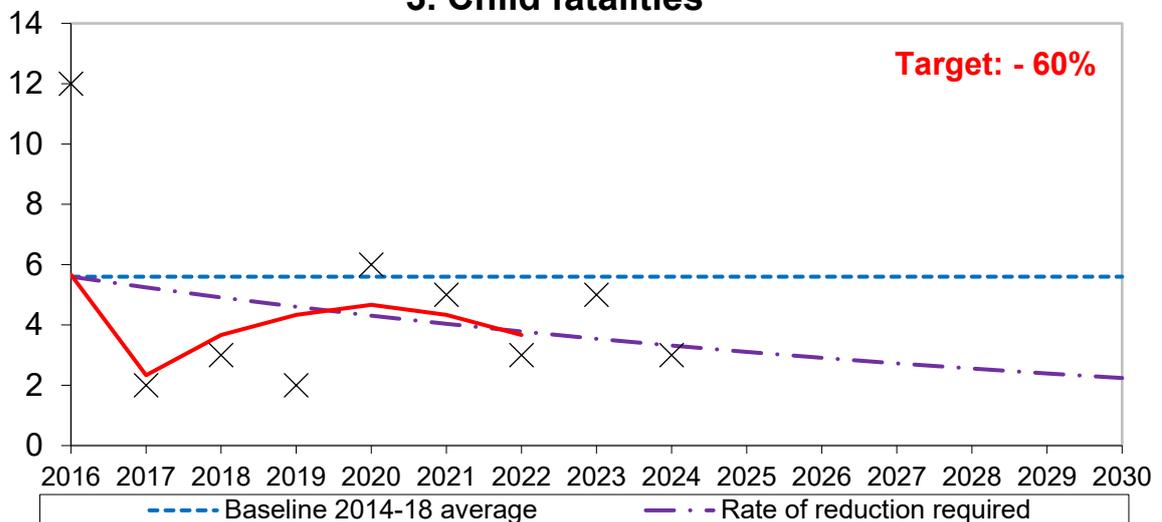


Figure 3: Child Fatalities

Figure 3: Shows child fatalities have reduced from 5 in 2023 to 3 in 2024.

4. Children seriously injured

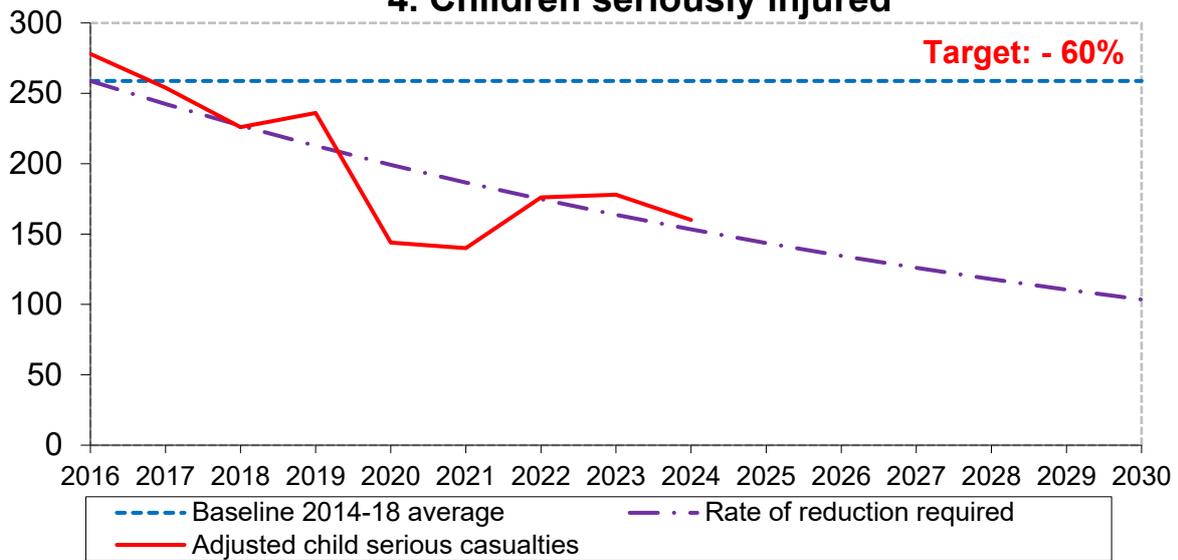


Figure 4: Child Seriously Injured

Figure 4: Shows the number of children seriously injured has reduced from 178 in 2023 to 160 in 2024.

RSF2030 mode and user-specific targets for key priority groups and over represented age groups

5. Pedestrians killed or seriously injured

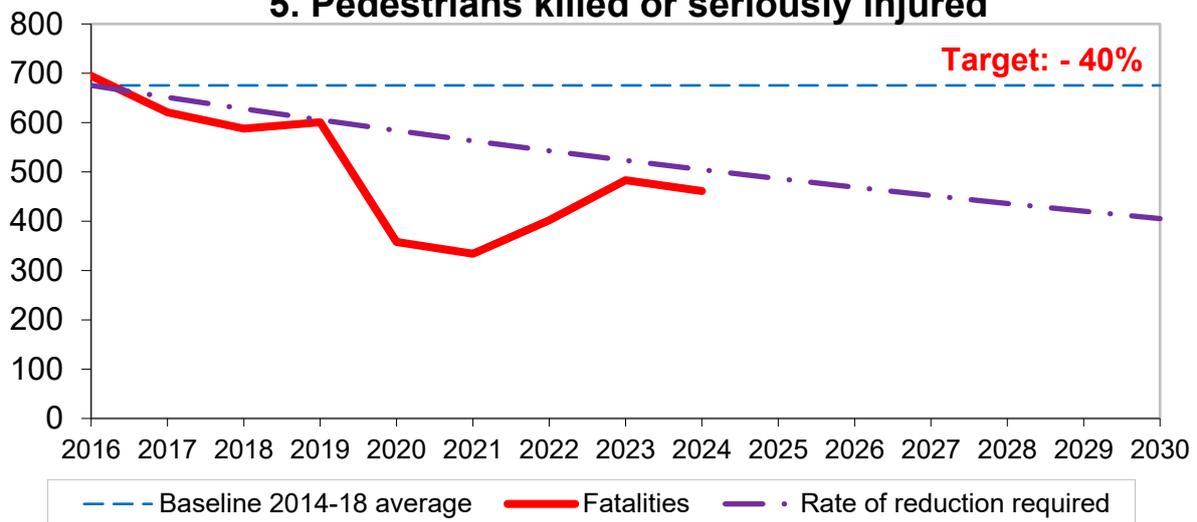


Figure 5: Pedestrians killed or seriously injured

Figure 5: Shows the number of pedestrians killed or seriously injured has reduced from 483 in 2023 to 461 in 2024.

6. Cyclists killed or seriously injured

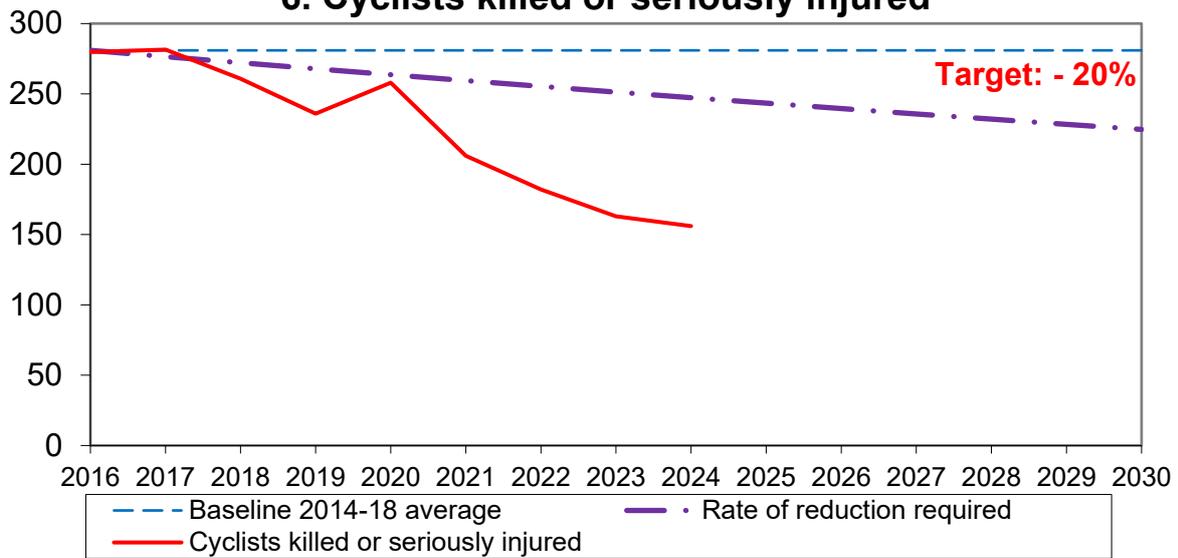


Figure 6: Cyclists killed or seriously injured

Figure 6: Shows the number of cyclists killed or seriously injured has reduced from 163 in 2023 to 156 in 2024.

7. Motorcyclists killed or seriously injured

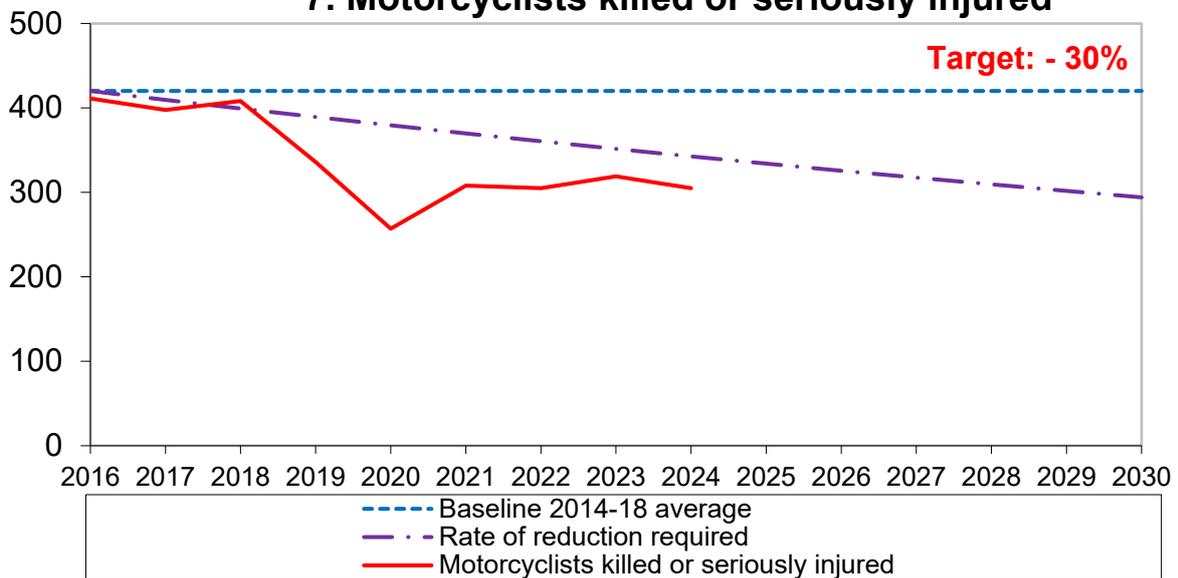


Figure 7: Motorcyclists killed or seriously injured

Figure 7: Shows the number of motorcyclists killed or seriously injured has reduced from 319 in 2023 to 305 in 2024.

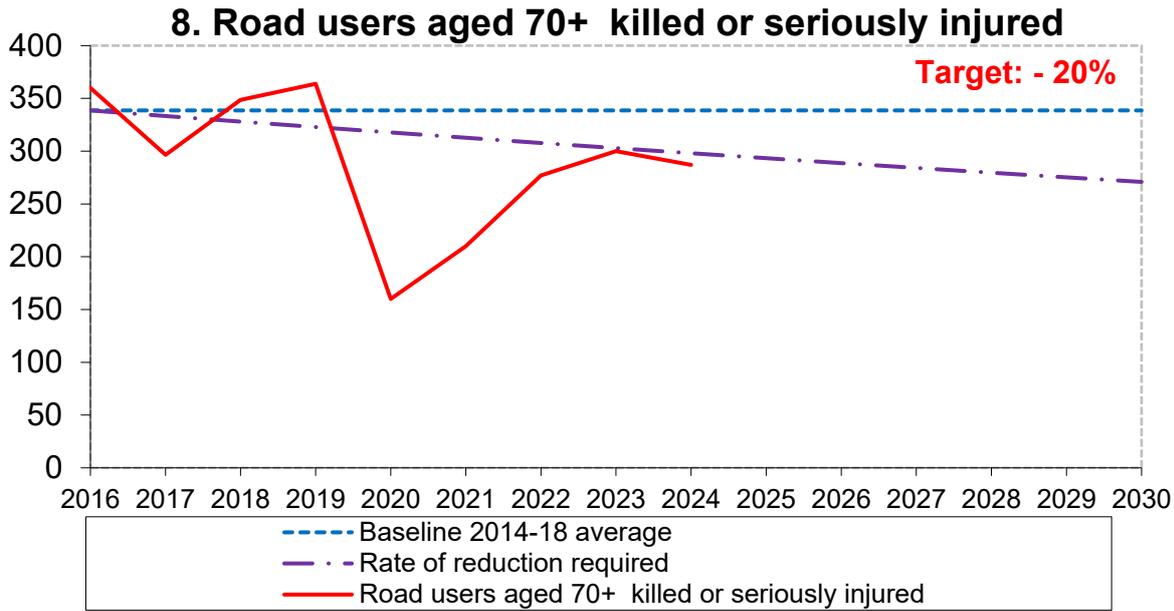


Figure 8: Road users aged 70+ killed or seriously injured

Figure 8: Shows the number of road users aged 70+ killed or seriously injured has reduced from 300 in 2023 to 287 in 2024.

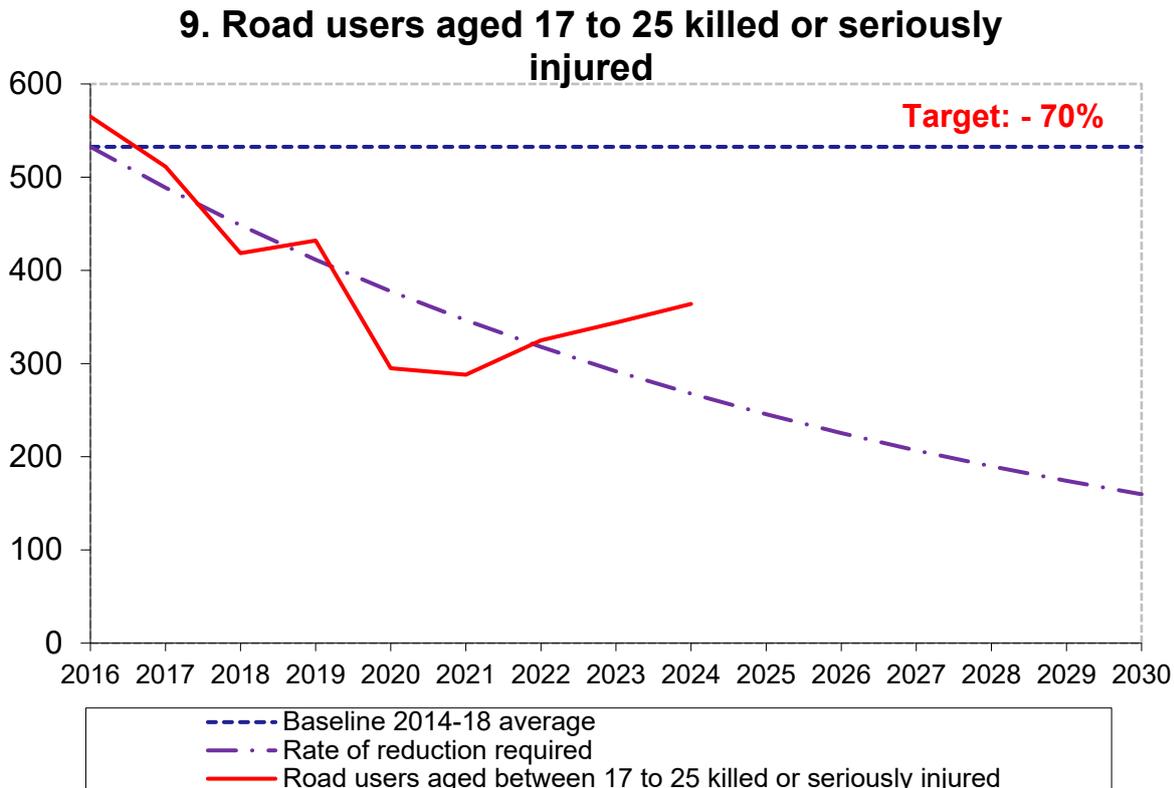


Figure 9: Road users aged 17 to 25 killed or seriously injured

Figure 9: Shows the number of road users aged 17 to 25 killed or seriously injured has increased from 344 in 2023 to 364 in 2024.

Road Safety Deliverables

<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> 

Strategic Action: Speed

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

Deliverable: 21/01 – We will undertake a National Speed Management Review.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: A public consultation on the National Speed Management Review took place between 27 November 2024 to 5 March 2025, receiving over 19,500 responses.

Planned actions for 2025/26: Transport Scotland will carefully analyse the feedback, with findings and recommendations to be published later in 2025.

Deliverable: 21/04 – We will continue development of Road Traffic Diversionary Courses (RTDC) in Scotland.

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: The Lord Advocate agreed in principle in January 2019 to the introduction of RTDC provision, including Speed Awareness Courses. Driver and Rider Improvement Scheme Diversionary Courses were introduced and referrals continue to be offered as an alternative to prosecution where appropriate by COPFS, following submission of a careless driving / riding prosecution report. Some prerequisite steps to police direct offer of RTDCs in Scotland, including the adoption of PentIP force wide, are in place. However, unlike in England & Wales, direct offer of the full range of RTDCs has yet to be achieved.

The [HMICS Thematic Inspection of Road Policing in Scotland](#) recommended that “Police Scotland should engage with UK Road Offender Education and other key stakeholders to progress the full implementation of educational training courses for people who commit driving offences that may be appropriately addressed through learning”.

On 4th February 2025 Police Scotland’s Force Change Board decided that the HMICS recommendations / areas for development will be reviewed and progressed as part of a new project. This project will include RTDCs within a holistic review of Police Scotland’s approach to keeping people safe on the roads and road crime.

Planned actions for 2025/26: In 2025/26 we will continue to seek to progress towards implementation of RTDC courses in Scotland, as a legitimate tool to educate drivers in relation to the dangers of driving at excessive speeds and other relevant adverse driving behaviours.

Strategic Action: Climate

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

Deliverable: 24/03 – We will consider the impacts of the designs for new Low Emission Zones (LEZ) signs.

Status: Delivered

Lead Partner: Transport Scotland – Environment & Sustainability

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Consultations were held between Transport Scotland, Dundee City Council (DCC), and the Trunk Road Operator AMEY, on the requirement for advance Low Emission Zone (LEZ) warning signage on the trunk road network around Dundee LEZ.

It was decided by DCC that no additional signage would be required on the trunk road network as signage on roads surrounding the LEZ, which are maintained by DCC, would provide sufficient warning to drivers.

Deliverable: 24/01 – We will continue the maintenance of Network Management Contract (NMC), Vulnerable Locations and Disruption Risk Management Plan Sites.

Status: Ongoing

Lead Partner: Transport Scotland – Network Maintenance

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: In the 2024/25 financial year, a total of 22 climate adaptation schemes were successfully delivered across the network through the Vulnerable Locations (VLOG) budget. With an allocated budget of £7.3 million, the programme focused on addressing critical vulnerabilities through a range of strategic interventions. These included enhanced drainage improvements, which are integral to sustainable flood risk management as well as landslide remediation strategies for high-risk areas. The funding also supported a balanced mix of investigation and design activities, reflecting a targeted investment in strengthening the resilience of Transport Scotland's infrastructure in the face of growing climate-related challenges.

Planned actions for 2025/26: During the 2025/26 financial year, the implementation of adaptation schemes under the Vulnerable Locations Programme continues to support the resilience of Scotland's Trunk Road Network by targeting critical areas most susceptible to climate-related risks, including flooding, landslides, high winds and scour, which have the potential to disrupt connectivity and compromise public safety. This work aligns with Transport Scotland's Approach to Climate Change Adaptation and Resilience (ACCAR), a national strategy that promotes a structured, risk-based approach to addressing the challenges posed by a changing climate. Through continued investment and strategic planning, the Vulnerable Locations Programme will remain central to Transport Scotland's efforts to adapt its infrastructure to the realities of climate change.

Deliverable: 24/02 – We will encourage and promote Electric Vehicle (EV) ownership in Scotland.

Status: Ongoing

Lead Partner: Transport Scotland – Low Carbon

Delivery timescale: Long-term (Continuing Beyond 2025/26)

Achieved in 2024/25: In 2024/25 we continued to support the uptake of EVs by offering over 700 interest free loans to consumers, taxi operators and small-to-medium enterprises for the purchase of electric vehicles. We continued our strong focus on supporting those groups who typically require the greatest financial support to make the switch to EV, including lower income households. For consumers the focus continued to be on used EVs as it was in 2023/24. Scottish Ministers also promoted the transition to EV through the continuation of an EV infrastructure grant programme, funding over 450 installations. Grants funded the installation of charge points at homes in rural and island locations, eligible recipients of the used electric

vehicle loan as well as at flatted & factored properties. Recipients of the Plugged in Communities (PiC) grant also received funding for the installation of charging infrastructure at their premises.

The PiC scheme enabled community transport operators to make the switch to zero emission vehicles. The community transport sector plays a vital role in many communities, providing access to zero emission mobility for groups who may have few other opportunities to take part in transport's Net Zero journey. Since the scheme was launched in 2021 it has supported 55 community transport organisations to procure 64 zero emission vehicles.

Planned actions for 2025/26: The low carbon transport loan reopened for 2025/26 on 28 May. A suite of EV infrastructure grants will also be launched in Q2, including new initiatives aimed at expanding rural & island public charging and residential on-street charging. The Energy Savings Trust will continue to administer the EV consumer incentives as per 2024/25.

Deliverable: 24/04 – We will promote smooth driving through various education methods.

Status: Ongoing

Lead Partner: ScORSA

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Managing driving and riding for work remains a key theme in conversations with ScORSA members and non-members. We have continued to highlight speed, distraction, vehicle maintenance, including tyres in relation to smooth driving. We have also highlighted the importance of factoring in climate related issues into risk management from the standpoint of business resilience and road safety.

Planned actions for 2025/26: Continue working on: The Road Safety Hour webinars include core information and partner updates that assist business to understand the benefits of smooth driving.

Publish two business benefits case studies relating to smooth driving and climate resilience based on ScORSA member experience.

Funding for the ScORSA programme runs from August 2024 to August 2025.

Strategic Action: Funding and Resourcing

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

Deliverable: 24/05 – We will support road safety projects, grant-funded through the Road Safety Framework Fund.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: A call for framework initiatives was launched in January 2024 and closed March 2024. The fund is resource only, and applications which supported the Safe System were welcomed. A total of seven applications were submitted, of which five were successful following OPG and SPB scrutiny.

Grant offer letters were developed and issued for the successful projects, and the team has continued to support project managers to establish their projects.

Deliverable: 24/06 – We will consider the development and implementation of a Road Safety Improvement Fund.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: In 2024/25, the Road Safety Improvement Fund had a capital budget of £10m. This funding aimed to support local authorities in reducing road-related risks and casualties across Scotland.

Of the £10m, £2m was specifically earmarked for targeted road safety measures promoting active travel on the local road network. The goal is to enhance safety for

pedestrians and cyclists in high-risk areas, ensuring safer journeys for those opting for sustainable modes of transport.

Deliverable: 25/01 – To deliver a Road Safety Improvement Fund for 2025/26 to support local authorities in reducing road-related risks and casualties across Scotland.

Status: New

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: In 2025/26, Transport Scotland through the Road Safety Improvement Fund will provide £14.25m grant funding to local authorities with the aim to reduce road-related risks and casualties across Scotland.

Deliverable: 25/02 – We will support road safety projects, grant-funded through the Road Safety Framework Fund 2025/26.

Status: New

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: To continue to deliver the commitments in the Road Safety Framework to 2030. The 2025/26 framework fund was launched in December 2024, closing at midnight 19th March 2025.

Road Safety Framework Fund 2025/26 was promoted to road safety stakeholders to encourage them to develop road safety initiatives that will reduce road casualties, initially in their areas, but if evaluated positively, across Scotland.

Deliverable: 25/28 – Identify and then fully support the new SCOTS Traffic and Road Safety Working Group Chair.

Status: New

Lead Partner: SCOTS

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: To appoint a new SCOTS Chair and undertake work to refocus the group to progress many of the actions / roads related topics affecting Council's across Scotland.

Deliverable: 25/29 – Support the 32 local authorities as they continue to roll out projects under the RSF and provide a collaborative space to share and develop that work.

Status: New

Lead Partner: SCOTS

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: The SCOTS voluntary partnership between Scottish councils and Police Scotland, combined with a strong emphasis on training in schools and support for vulnerable groups, reinforces a commitment to enhancing road safety and encouraging responsible behaviour among all road users across Scotland.

However, there are varying levels of resources available across councils in Scotland to deliver these initiatives, SCOTS recognise this disparity and are committed to reviewing this issue. By assessing current capabilities and identifying areas for improvement, we are looking to strengthen road safety training and promotion efforts, ensuring a more uniform approach across all communities.

Strategic Action: 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: 21/14 – We will raise a national conversation on road safety across all of Scotland.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Due to the late approval of spend, efforts concentrated on delivering behaviour change campaigns and work on the national conversation was delayed.

Planned actions for 2025/26: The commitment is within the framework to develop a National Conversation on Road Safety. In 2025/26 we will finalise the shaping of this work with the aim to galvanise support for Vision Zero and bring road safety to the forefront of road users' considerations.

Deliverable: 24/07 – We will continue to maintain Scotland's Road Safety Framework online portal to share road safety information and changes.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: New content and sharing of publications continued, with news releases added to coincide with Police Scotland's campaign calendar. The Info Hub and FAQs were kept up to date. The website is also open to partners for a platform to promote their campaigns/ activity at both a local and national level. Along with the addition of the Framework Delivery Page.

Planned actions for 2025/26: Continue to publish and share new content in line with partner campaigns and activity. Continue the redesign of the Info Hub and FAQ pages.

Deliverable: 24/08 – We will work with organisations on 'driving for work' policies.

Status: Ongoing

Lead Partner: ScORSA

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: As reflected in the Research Scotland Evaluation published at the end of the 24/25 project, 41% of participants mentioned the project helping their organisation to comply with legislation. Building on the wider evaluation findings we have delivered 4 of the 6 episodes of the Road Safety Hour providing guidance on, Driving Tired and managing the risk, Driving for Work Strategy, Winter Driving and Weather Resilience in addition to Safe Loading and Unloading of vehicles and slow vehicle manoeuvres from a business and insurance perspective.

We also had the opportunity to highlight Scotland's Road Safety Framework to 2030 and road safety as a sustainability issue within the context of the ScORSA project working with organisations on driving for work policies and the positive benefits that brings at Intersec in Dubai.

Planned actions for 2025/26: Continue working on: Cross Party Group on Accident Prevention and Safety Awareness , Theme Road Safety from a ScORSA member perspective.

Road Safety Hour Work Related Road Traffic Accidents and research findings from In-depth Fatality Review.

Road Safety Hour Scotlands Roads as Shared Spaces.

Complete the series of 3 sessions with ScORSA members and others within LPF community.

ScORSA member Newsletter April and July

Funding for the ScORSA programme runs from August 2024 to August 2025.

Deliverable: 25/30 Work with Transport Scotland, Scottish Government, Public Health Scotland, Police Scotland, Road Safety Scotland and other national agencies on workstreams that require a national approach such as the Speed Limit review, speed awareness training, public reporting portals, graduated licences, older driver support and behaviour change.

Status: New

Lead Partner: SCOTS

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: SCOTS continues to support the Strategic Partnership Board and Operational Partnership Group.

The rollout of 20mph speed limit initiatives across council's has also taken a varied approach, reflecting the differing needs and contexts of different local authorities.

Some councils have progressed initiatives and are assessing these, while others are adopting a more targeted phased strategy, focusing on specific streets or neighbourhoods. This variability is informed by local consultations and the specific characteristics of each community and considering political priorities.

SCOTS continue to share good practice for the planning, design and roll out of 20mph initiatives allowing Councils to continue to assess their road networks and review the impacts of 20mph limits implemented elsewhere in the UK and Scotland. This will continue over the next 12 months.

Strategic Action: Technology

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

Deliverable: 22/10 – We will research the impacts of technology on road safety.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Police Scotland will utilise the Digital Evidence Sharing Capability (DESC) Programme, currently in use across a range of areas in Scotland. DESC makes it easy for a member of the public to submit digital evidence as part of an investigation following a report to the police. DESC will enable development of further capabilities where scope to further improve the service to the public is identified.

Planned actions for 2025/26: Transport Scotland and Police Scotland will continue to progress the introduction of technology aimed at reducing driver distraction.

Deliverable: 24/09 – We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.

Status: Ongoing

Lead Partner: Transport Scotland - Intelligent Transport Systems (ITS)

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: We have continued to invest in our national estate of ITS throughout the year through comprehensive annual delivery programmes, ensuring

the availability and security of systems and infrastructure to support the safe operation of the trunk road network.

As part of this we have delivered phase 1 of a multi-year investment programme to replace obsolete variable message signs with modern / upgraded equipment at 27 gantry locations throughout the Glasgow Motorway Network.

Assessment of obsolete Emergency Roadside Telephone (ERT) estate completed. Plan formed, and work programmed.

A rolling programme of tackling Traffic Scotland systems equipment obsolescence has also been progressed to ensure that roadside equipment remains operational.

Our Traffic Scotland Operator completed an initial study into the potential use of e-Call data as an operational tool to support early incident identification within the Traffic Scotland National Control Room. This has identified a series of next steps and further work needed to resolve existing barriers and identify a route for data access i.e. so it can be obtained and integrated into control centre.

Planned actions for 2025/26: We will continue the delivery of our programmes of investment to address obsolete Traffic Scotland equipment replacements (both roadside and systems) to ensure ongoing delivery of Traffic Scotland services to support safe operation of the network.

To support this we will procure a new 5 year contract to support the replacement of roadside variable message signs.

We will review our approach to the use of CCTV and develop / implement a plan to take best advantage of contemporary CCTV technology to improve incident detection and management.

Within the period 25/26 we will also publish our Future Vision for the Traffic Scotland Service, setting out how we will develop the service to make best use of technology opportunities to improve outcomes.

We will undertake a trial of new ERT technology solution to address obsolescence and future proof communications to safely support stranded motorists .

We will also progress an ongoing project to undertake large scale transformation of the Traffic Scotland system, allowing better use of new data and technologies and enhancing outcomes from the service.

Deliverable: 24/10 – We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.

Status: Ongoing

Lead Partner: Transport Scotland – ITS

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: We have continued to seek opportunities to develop and harness the benefits that Connected and Autonomous Vehicles can offer the Traffic Scotland Service. The area of focus of these potential benefits is in connecting our service through emerging data and technology opportunities. Our approach to connecting our service is covered by two broad areas of delivery: directly communicating with road users in trip; and harnessing the benefits of connected vehicle data.

Better connecting our services could enable us to communicate directly with road users in trip, providing timely and granular information at any location. During the period we undertook a trial of an app with a closed user group that can facilitate this in-vehicle.

The in-vehicle pilot was successfully completed, meeting its stated aim to establish a platform which could be used to develop and test Traffic Scotland in-trip services in a safe space.

We undertook a study to highlight the top harsh braking events on our network and overlaid this with our own incident data. Subsequently this output has been shared with road safety and asset management teams to evaluate its usefulness and to consider whether it could be added to their data sources.

We have investigated access to other connected vehicle data sets that, subject to being able to ingest the data, could enable us to obtain a much more granular insight into near-live operational conditions (has an air bag been deployed, has there been a harsh braking event etc).

Planned actions for 2025/26: We will continue to seek opportunities to develop and harness the benefits that Connected and Autonomous Vehicles offer the Traffic

Scotland Service. In particular we will look to take advantage of opportunities to better connect our service and take advantage of emerging data and technology initiatives.

We will also evaluate the next steps in taking forward our in-vehicle pilot. Although the trial successfully met its aim we now need to determine the future direction of the provision of in-vehicle services before deciding whether to continue to progress.

We are also at the early stage of evaluating a number of connected vehicle data set opportunities, some of which could have a key role in the future development of the service by providing valuable intelligence and informing our operational response.

Strategic Action: Active and Sustainable Travel

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

Deliverable: 24/11 – We will deliver a People and Place Programme.

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: For 2024/25, £19m was invested in establishing the new People and Place programme. This new programme enabled Scotland's seven statutory Regional Transport Partnerships (RTPs) to strategically commission and deliver comprehensive programmes of sustainable and active travel behaviour change interventions on a regional basis. These projects were tied to their local and regional transport strategies, their LA's programmes of active travel infrastructure delivery, and through their statutory membership of Community Planning Partnerships, specific community needs. The programme was established in 2024/25 as part of our active travel transformation work, moving Transport Scotland away from the centralised national funding of services to a devolved model. This new funding model brought together the previous 'behaviour change' and 'access to bikes' policy teams, alongside a streamlined funding model.

The People and Place programme is focused on these key themes: Active Schools; Active Workplaces; Accessibility and Inclusion; Capacity and Capability.

Deliverable: 24/12 – We will implement an Active Travel Infrastructure Fund.

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: The Active Travel Infrastructure Fund (ATIF) is the primary vehicle for the Scottish Government to fund active travel infrastructure. In 2024-25, we launched ATIF Tier 1 the ATIF Tier 2 Construction Fund. ATIF Tier 1 investment supports the design, development, and delivery of active travel infrastructure measures across all 32 LAs in Scotland, and replaces the former Cycling, Walking, and Safer Routes fund (CWSR). Local Authorities are provided this funding directly through their General Capital Grant and have the flexibility to use it as they see fit to meet the active travel needs and priorities of people living and working in their communities.

The ATIF Tier 2 Construction Fund builds upon the Active Travel Transformation Fund (ATTF), which successfully piloted a new approach to delivery. Funding was delayed in 2024-25 due to economic constraints where importance was placed on balancing the Scottish Government and Transport Scotland's budget for the financial year. However, the Scottish Government announced £10 million in funding for ATIF Tier 2 Construction to help make walking, wheeling and cycling easier and safer for short everyday journeys. Projects are assessed using a number of criteria including deliverability and potential for modal shift. The fund supported the implementation of new and improved cycle paths, shared surfaces, footway/pavement improvements and pedestrian/cycle crossings across Scotland to deliver upgraded and new infrastructure.

Deliverable: 21/22 – The Scottish Government made a commitment to implement 20mph speed limits on those roads where it is appropriate to do so by end 2025/26.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: The Scottish Government is committed to ensuring that 20mph speed limits are implemented on appropriate roads nationwide by the end of 2025, enhancing road safety and creating safer, more liveable communities.

To support this ambition, £4 million was allocated for 2024/25 to assist local authorities in delivering targeted road safety initiatives. These measures are specifically designed to protect pedestrians and cyclists by facilitating the rollout of 20mph speed limits in key areas.

In addition, the [Implementation guide for 20mph](#) in Scotland has been published to provide clear and consistent national guidance. This ensures a coordinated and effective approach to implementation, helping to create safer environments for all road users across Scotland.

Planned actions for 2025/26: To support the continued rollout of 20mph speed limits on appropriate roads, the Scottish Government has allocated £7.5 million to support road authorities implement lower speed limits on the roads identified as meeting the criteria for 20mph.

Deliverable: 23/15 – We will deliver 20mph speed limits on the trunk road network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: On the Trunk Road Network a total of 104 locations were assessed. Of the 104, 75 locations were considered for implementation of a 20mph speed limit. Six have been made permanent in the Scottish Borders, 21 sites have been progressed to a temporary 20mph speed limit order in the Highland Council area and there have been a further 7 temporary 20mph speed limit orders put in place across Stirling, Perth and Kinross, Fife Dumfries & Galloway and Midlothian.

Planned actions for 2025/26: There remains 41 locations across Scotland which are currently being or planned to have a temporary 20mph speed limit in place before the end of 2025. 20mph speed limits are not being progressed at the remaining 29 locations as the assessment criteria was not met. Permanent orders will also continue to be promoted for the temporary 20mph speed limit orders currently in place across the trunk road network.

Deliverable: 25/24 – We will implement a Tier 1 Active Travel Infrastructure Fund

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: Distribution of the £37.5 million Tier 1 Active Travel Infrastructure Fund to Local Authorities through the General Capital Grant for the design, development and delivery of active travel infrastructure measures.

Deliverable: 25/25 – We will implement a Tier 2 Active Travel Infrastructure Fund - Design**Status: New****Lead Partner: Transport Scotland – Active Travel****Delivery timescale: Immediate (2025/26)**

Planned actions for 2025/26: Funding for Tier 2 of the Active Travel Infrastructure Fund (ATIF) to develop and design projects to make it easier for people to walk, wheel and cycle for everyday journeys. These are to be delivered through Local Authorities, Regional Transport Partnerships and National Park Authorities. Subject to budget approval.

Deliverable: 25/26 – We will progress Tier 2 Active Travel Infrastructure Fund - Construction**Status: New****Lead Partner: Transport Scotland – Active Travel****Delivery timescale: Immediate (2025/26)**

Planned actions for 2025/26: The Scottish Government announced over £26 million in funding for Tier 2 of the Active Travel Infrastructure Fund (ATIF) to make it easier for people to walk, wheel and cycle for everyday journeys. Further awards for construction projects are anticipated, alongside funding for other projects which support uptake, which are delivered through local authorities and regional transport partnerships.

Deliverable: 25/27 – We will continue to deliver a People and Place Programme for 2025-26

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: This is a continuation of the programme which enables Scotland's seven statutory Regional Transport Partnerships (RTPs) to strategically commission and deliver comprehensive programmes of sustainable and active travel behaviour change interventions on a regional basis. These projects were tied to their local and regional transport strategies, their LA's programmes of active travel infrastructure delivery, and through their statutory membership of Community Planning Partnerships, specific community needs.

The People and Place programme is focused on these key themes: Active Schools; Active Workplaces; Accessibility and Inclusion; Capacity and Capability; sustainable travel and community projects.

Deliverable: 25/31 We will implement the 2025-26 Sustrans Places for Everyone, Infrastructure Development Support and National Cycle Network and Walking Scotland Ian Findlay Paths Funds

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: Distribution of the £20.26 million across the four programmes to conclude close off of Places for Everyone, continued investment and delivery of National Cycle Network, additional skills, capacity support and research in Infrastructure Development Support, and investment in community led active travel infrastructure projects in Ian Findlay Paths Fund.

Strategic Action: Knowledge and Data Analysis

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

Deliverable: 24/14 – We will introduce three new Key Priority Groups on Age, Vulnerable Road Users and Driver Behaviour & Enforcement.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: The Driver Behaviour and Enforcement group commenced on the 11th December. Next meeting to be determined.

Police Scotland previously led on the 'Older Driver' group, there has been several discussions and email regarding incorporating all ages into this group to establish the 'Age' group. The first meeting took place in April 2025.

The Vulnerable Road User group has been established and met in May 2025.

Deliverable: 24/15 – We will contribute to the delivery of the Road Safety Framework to 2030 by coordinating and chairing the Key Priority Working Group on Vulnerable Road Users.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: In 2024, we have reiterated our offer to chair the Vulnerable Road Users Key Priority Working Group and supported Transport Scotland to

prepare Terms of Reference, an agenda and identify appropriate working group members, with a first meeting potentially in 2025.

Deliverable: 24/33 – We will undertake research to inform policy on cycling and safety.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: In September 2024, Cycling Scotland released the [Annual Cycling Monitoring Report 2024](#) which tracks and reports on key information on everyday cycling in Scotland. It provides a national picture of progress on cycling, using data from 2013 to 2023, with a national picture of cycling behaviour, road safety, access to bikes and attitudes to cycling as well as snapshots of cycling at a local authority level.

In 2024, we published research on the Give Cycle Space campaign and on [Attitudes and Behaviours towards Cycling in Scotland](#) alongside similar data for minority ethnic groups. Findings from these reports are highlighted in our Annual Cycling Monitoring Report.

We have also published research on [Scottish road safety sentencing data](#). This work highlighted that in the 10-year period from 2012 to 2022, 68,700 people were convicted in court of driving offences serious enough for a driving ban of any duration, having created a risk to themselves and other people.

- Only 121 (0.2%) received a lifetime driving ban, and only 95 people (0.1%) were banned for more than 10 years
- Of people convicted of causing death by careless or dangerous driving, only 2% were banned for longer than 10 years, and less than a third required to re-sit a driving test
- Only 13% of those convicted of careless driving were disqualified for any duration, with just 6% of speeding convictions resulting in a ban

The report, [Justice outcomes for road traffic crimes](#), highlights how greater use of driving bans and lengthier bans for the most serious and repeat offenders could reduce casualties by removing drivers who pose the greatest risk.

Deliverable: 24/13 – IAM RoadSmart will continue to engage with partners in Scotland.

Status: Ongoing

Lead Partner: IAM RoadSmart

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Introduction of a dedicated Regional Road Safety Manager for Scotland to support Road Safety Activity and partnership work for the IAM and Scottish Road Safety Partners.

Planned actions for 2025/26: Focus on increasing Road Safety Activities in Scotland. Key focus areas are motorcyclists, young drivers and mature drivers.

Deliverable: 24/16 – Transport Scotland will identify what guidance documents need to be created or updated, to assist in Safe System implementation.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Transport Scotland are to meet with SCOTS to consider what guidance needs to be created or updated.

Transport Scotland have published the [PRIMEs installation toolkit](#) and [The Implementation Guide for 20 mph Speed Limits in Scotland](#).

Planned actions for 2025/26: Identify a prioritised list of guidance documents that require to be updated or created to align with safe system principles and consistency in road delivery across Scotland. Then develop a programme to complete and publish them.

Deliverable: 25/03 – We will contribute to the delivery of the Road Safety Framework to 2030 by coordinating and chairing the Key Priority Working Group on Vulnerable Road Users.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: Cycling Scotland will work in partnership with Transport Scotland and working group members to address the risks posed to vulnerable road users.

Deliverable: 25/04 – We will undertake research to inform policy on cycling and safety.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: In 2025/26, Cycling Scotland will continue to monitor, analyse and publish data from a range of sources to identify key insights and information on everyday cycling in Scotland, publishing an Annual Cycling Monitoring Report.

Building on our previous work to understand the risks posed by work-related journeys to vulnerable road users, we will work with key stakeholders to identify practical interventions to improve road safety.

Deliverable: 25/05 – We will support Police Scotland road safety activity.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: In 2025/26, Cycling Scotland will continue to support Police Scotland's Operation Close Pass and efforts to implement a Digital Evidence Sharing Capability (DESC) system that would enable journeycam footage to be used for road safety enforcement activity, as happens in England & Wales.

Deliverable: 25/06 – Continue to work with stakeholders to consider and deliver the recommendations / counter measures identified within the In Depth Fatality Research report.

Status: New

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: Assist in the prevention and the reduction of the severity of the most severe collisions on Scotland's Road network Transport Scotland and Police Scotland have been working collaboratively to carry out an in-depth analysis of all fatal road traffic collisions. The analysis conducted for the years 2015-20 has identified recommendations / countermeasure that if implemented may prevent or reduce the severity of the collision. These recommendations are being considered through the key priority group.

A newly created report for motorcycle fatalities and the recommendation will be taken forward by the 'motorcycle group' once finalised.

Additional priority groups will be identified and analysis conducted until the end of the framework.

Strategic Action: Enforcement

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

Deliverable: 24/18 – Enforcement of parking prohibitions contained in the Transport (Scotland) Act 2019.

Status: Delivered

Lead Partner: Transport Scotland – Road Policy

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: All regulations to give local authorities the powers to enforce pavement, dropped kerb and double parking have now been completed. As of the end of March 2025 85% of the population live in areas that are actively enforced by local authorities.

Deliverable: 24/20 – We will deliver road policing operational / campaign activity.

Status: Delivered

Lead Partner: Police Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Police Scotland continues to meet its RSF2030 commitment to incorporate specific campaigns, initiatives and directed activity targeting the safety of Vulnerable Road Users - including cyclists, motorcyclists and pedestrians. Our Engage / Educate / Enforce approach is enhanced by Corporate Comms and Social Media support for campaigns within our National Calendar of Road Safety Activity. Campaign activity in the past 12 months included -

Fatal 5 Campaign - 29 March to 14 April 2024

Despite updated legislation and increased penalties, the Fatal 5 offences -

- Speeding
- Drink & drug driving

- Using a handheld mobile phone
- Careless driving
- Not wearing a seatbelt

remain prevalent. Each increases the likelihood of a collision and often its severity / survivability. This campaign sought to influence road users against these adverse behaviours, increasing the safety of our roads through appropriate interaction and enforcement. 1069 relevant offences were detected by police officers during the course of the campaign, with our Safety Camera Unit colleagues detecting an additional 4161 speeding offences.

Motorcycle Safety Campaign - 29 March to 27 September

This campaign, running throughout the peak spring/summer riding period, promoted safe and responsible riding and driving across Scotland's roads. Road Policing and NMU officers carried out dedicated patrol activity on popular biker routes, with a strong focus on the contribution all road users can make to reducing rider casualties by adopting the right attitude and driving behaviours. Local initiatives by Road Policing Units across Scotland, plus national Weekends of Action, saw 2259 riders stopped, with 309 offences detected amongst them. An additional 72 offences committed by other road users were also detected during these initiatives.

National Seatbelt Campaign - 3 to 16 June

Road Policing carried out engagement and enforcement amongst motorists to encourage wider compliance, with supporting social media work ahead of and during the initiative. 32 offenders were reported during the course of the campaign.

Summer Drink Drug Drive Campaign - 1 to 14 July

A total of 357 drink and drug driving offences were recorded during this analysis and intelligence-led national campaign.

Mobile Phone Campaign - 22 to 28 July

Road Policing carried out engagement and enforcement amongst motorists to encourage wider compliance, with supporting social media work ahead of and during the initiative. 27 offenders were reported during the course of the campaign.

VRU Child Safety Return to School Campaign - 12 to 25 August

Speed remains the most significant determinant of injury severity / survivability for collisions involving children and other vulnerable road users. Speed enforcement, including in the vicinity of schools and on high active travel routes, took place during this campaign. 124 offences were detected by officers, with our Safety Camera Unit colleagues detecting 1701 offences.

Drug Driving Week - 19 to 25 August

193 drink and drug driving offences were recorded during this campaign, with social media utilised to improve road user engagement throughout.

National Speed Campaign - 9 to 15 September

399 speeding offences were detected by officers during the course of this campaign, with Safety Camera Units detecting an additional 718 offenders.

Fatal 5 Young Drivers Campaign - 23 September to 6 October

This campaign aligned with an NPCC UK-wide campaign over these dates, intended to educate and protect young drivers against the risk-taking driving behaviours of speeding, drink & drug driving, using a handheld mobile phone, careless driving and not wearing a seatbelt. Each of these behaviours increase the likelihood of a collision and often its severity / survivability. During the campaign, officers detected 1541 Fatal 5 offences, with our Safety Camera Unit colleagues detecting an additional 1897 speeding offences.

VRU Pedestrian Safety Campaign - 14 to 20 October

This campaign highlighted the predicted statistical peak in pedestrian strike collisions as days shortened and available light diminished. Enforcement took place on high active travel / other routes against risk taking driving behaviour, particularly speeding. Officers were also encouraged to challenge pedestrians placing themselves at heightened risk, through device distraction when crossing etc., and where appropriate to interact sensitively with pedestrians around the topic of their clothing visibility. A total of 171 speeding offences were detected by officers, with an additional 587 Safety Camera Unit detections.

Operation Drive Insured - 11 to 17 November

364 offences of failing to insure against third party risks were detected across Scotland during this UK wide education, engagement and enforcement campaign, run in partnership with the NPCC and Motor Insurers' Bureau.

Festive Drink / Drug Drive Campaign - 1 December 2024 to 19 January 2025

An extended campaign this year saw markedly increased levels of roadside breath tests from the previous campaign, from 3219 to 4779, with roadside Drug Wipes up from 481 to 963. A total of 1367 drink and drug driving offences were recorded, up from 831.

Seatbelt Campaign - 13 to 19 January

79 offenders were reported for committing this Fatal 5 offence during the campaign, with social media work by Road Policing officers expanding the public safety messaging reach of this campaign.

Amongst the ongoing / permanent road safety initiatives and projects progressed during the last 12 months were -

Driver Engagement North

Launched in N Division and since extended to A and D Divisions, the pilot has been funded by Transport Scotland's Road Safety Initiative Fund. Participants in this person-centred initiative utilise a desktop driving simulator, with a fitness to drive input also included to assist older road users and their families make informed choices about their fitness to drive safely. The simulators enable drivers to assess their hazard awareness in a safe virtual environment. This project has evaluated well, and further funding has now been secured from Transport Scotland to expand Driver Engagement into East and West command areas.

Fitness to Drive Matters

Considerable work is currently being progressed toward our Fitness to Drive Matters initiative, within our Older Road User Group, working with partners and older road users to reduce numbers killed or seriously injured in collisions. Road Policing have now secured funding from Transport Scotland's Road Safety Framework Fund to support the roll-out of Fitness to Drive Assessments. The funding will cover 100 assessments in the north of Scotland, providing greater opportunity for older people there to access this help than would otherwise be possible from their Glasgow base.

New Driver Early Intervention Scheme

The New Driver Early Intervention Scheme is being rolled out nationally and partners, such as Scottish Fire and Rescue Service, have adopted the scheme and deliver it in conjunction with Police Scotland to internal and external groups. NDEIS is aimed at 17–25-year-olds to positively influence this vulnerable group of road users, whilst providing a reminder of their responsibilities toward themselves and other road users. Several local authorities have adopted the scheme for delivery to modern apprentice / skills and employability students. Empowering young people with information allows them to make informed decisions when starting their driving careers, with a view to improving road safety for all.

Operation Tramline

Road Policing officers are being deployed on busy commuter routes, in vehicles that drivers would not typically associate with the police. Lorry tractor units and minibuses are amongst vehicles being utilised to afford high vantage point observations of driver behaviour from vehicles that blend into the roadway environment, rather than a marked police vehicle. The aim is to engage, educate and enforce legislation in respect of Fatal 5 offending, particularly distraction offences such as use of handheld mobile telephones.

Operation Close Pass

Road Policing and Community officers continue to work in partnership for this cycle safety initiative. A Community police cyclist and supporting Road Policing officers deploy to monitor driver behaviour in the vicinity of cyclists, particularly when carrying out passing manoeuvres. Drivers passing too closely, or otherwise placing the cyclist at risk, are predominantly provided with guidance during a 'chat on the mat' but may also be issued with a fixed penalty or reported to the Procurator Fiscal, depending on the presenting circumstances.

Deliverable: 24/17 - We will continue operation of the Scottish Safety Camera Programme.

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Whilst noting the important contribution of the SCU to enforcement and road safety more broadly, the [HMICS Thematic Inspection of Road Policing in Scotland](#) found scope for improvement in its existing enforcement capability.

The HMICS report also noted the involvement of equivalent agencies in facilitating back-office functionality for public journey-cam portals (see above), enabling the introduction of portal provision elsewhere in the UK. The report cited Welsh equivalent GoSafe Wales as an example of effective working in this regard. HMICS outlined the following area for development - "Police Scotland should review the Safety Camera Unit to improve the manner in which this important resource is managed and deployed".

On 4th February 2025 the Force Change Board decided that the HMICS recommendations / areas for development will be reviewed and progressed as part of a new project. This project will include the SCU within a holistic review of Police Scotland's approach to keeping people safe on the roads and road crime. Distracted driver technology, already trialled on a short-term, non-enforcement basis, will be included as part of this wider review. Any change proposals would be made in consultation with the Safety Camera Programme / Transport Scotland and other key road safety partners.

Planned actions for 2025/26: In 2025/26 we will seek to review the management and deployment of the Safety Camera Unit.

The SCU review was recently remitted to a project team, that has yet to assume work upon it. It is therefore not currently possible to provide quarterly 2025/26 delivery milestones.

However, in 2025/26 we will –

- Ensure the continued operation of the Scottish Safety Camera Programme
- Ensure the safety camera site selection criteria is appropriately used to inform the annual site prioritisation process
- Publish the Safety Camera Annual Progress Report 2024/25 by winter 2025.

Deliverable: 24/19 – 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.

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: 2024/25 tactical plans developed by Roads Policing Area Commanders included a speed enforcement focus within the key area of influencing driver / other road user behaviour.

Police Scotland undertook speed enforcement as a daily activity, supplemented by campaigns targeting speeding as part of the National Calendar of Road Safety Activity, with activity tailored to suit local areas and public messaging support from RSS and other key partners. Detections were recorded and reported upon to relevant forums throughout the year.

Locations identified as speed complaint areas, through collision history or public information, were investigated and addressed as appropriate, by both Road Policing and Local Policing officers trained in speed enforcement.

The Safety Camera Unit continues enforcement efforts via fixed point, mobile and average speed cameras in each command area, with a view to reducing the instances of speeding and improve driver attitudes and behaviours. Detections were recorded and reported upon throughout the year.

Police Scotland continues in its ongoing commitment and work to address speeding. Speed is the most significant determinant of injury severity and survivability for collisions involving pedestrians and other vulnerable road users, and speeding is among the main contributory factors for collisions more generally.

Planned actions for 2025/26: Speeding remains a strong focus and is included within our 2025/26 National Calendar of Road Safety Activity, developed in consultation with partners and reviewed & ratified at the TOWG.

In 2025/26 we will:

- Undertake speed enforcement as a daily patrol activity, supplemented by campaigns targeting speeding as part of the National Calendar, with activity tailored to suit local areas and public messaging support from RSS and other key partners.
- Ensure 2025/26 tactical plans developed by Road Policing Area Commanders include a speed enforcement focus.
- Address locations identified as speed complaint areas by collision history, reports from road safety partners and members of the public etc. Engagement, education and enforcement will be carried out by appropriately trained and authorised Road Policing and Local Policing officers.
- Via the Safety Camera Unit (see above future deliverable), continue enforcement efforts with fixed point, mobile and average speed cameras, with a view to reducing the instances of speeding and improving driver attitudes and behaviours.
- Record and report detected offences to relevant forums throughout the year. Activity will be measured, summarised and reported to partners via the Tactical Options Working Group.

Deliverable: 24/21 – We will make it easier to submit digital evidence in respect of poor or unlawful road user behaviour. (This has replaced the previous deliverable: 21/30 - We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.)

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Police Scotland advised that the intended provision of a dashcam safety portal and associated back-office functions could not be progressed meantime, due to IT / wider resourcing challenges. Digital evidence submission would instead be accommodated via our Digital Evidence Sharing Capability (DESC) system, but without the ability for members of the public to do so proactively and prior to police contact.

However, the [HMICS Thematic Inspection of Road Policing in Scotland](#), published November 2024, recommended that “Police Scotland should progress the facility for members of the public to report road traffic offences by directly uploading journey-cam footage”.

On 4th February 2025 the Force Change Board decided that the HMICS recommendations / areas for development will be reviewed and progressed as part of a new project. This project will include NDSP / journey-cam within a holistic review of Police Scotland's approach to keeping people safe on the roads and road crime.

Planned actions for 2025/26: In 2025/26 we will seek to review and progress provision of an appropriate facility for members of the public to report road traffic offences by directly uploading journey-cam footage.

Deliverable: 25/07 – We will deliver road policing operational / campaign activity.

Status: New

Lead Partner: Police Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: In 2025/26 we will deliver the following road policing operational/campaign activity:

- A National Calendar of Road Safety Activity covering April 2025 to March 2026. Campaign activity will focus on the Fatal Five (careless driving, drink/drug driving, mobile phones, seatbelts and speeding). Campaigns will be national but locally delivered, supported by partners and with media support to ensure appropriate key messages are delivered.
- Other areas of focus to include vulnerable road user groups including cyclists, motorcyclists and pedestrians. These will be run alongside partners where appropriate to maximise effectiveness and highlighted via social media.
- General road safety enforcement delivered on a daily basis by Police Scotland, including by Road Policing officers and the Safety Camera Unit, as part of their core roles, supported by Local Policing officers where appropriate. To improve driver attitudes and behaviours, deployment of resources will be informed by intelligence and data analysis to identify routes where injury and fatal collisions occur and/or offending is prevalent.
- Police Scotland will work with internal and external partners to consider new and innovative approaches to enforcement and campaign activity in order to improve driver behaviour and reduce casualties.

Enforcement activity will be measured with data, captured by Police Scotland's Analysis and Performance Unit (APU) wherever possible, and published in quarterly performance reports.

Deliverable: 25/22 – Trial technology capable of enforcing distracted driver behaviours and failure to wear a seatbelt.

Status: New

Lead Partner: Transport Scotland – Scottish Safety Camera Programme

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: Aim to deploy roadside equipment to determine the frequency of distracted driver and failure to wear a seatbelt behaviours, followed by an analysis of the trial deployment results.

Deliverable: 25/23 Work with Police Scotland to introduce technology capable of enforcing distracted driver behaviours and failure to wear seatbelts.

Status: New

Lead Partner: Transport Scotland – Scottish Safety Camera Programme

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: Assess viability of enforcement and the implications for resource and technology and identify site selection criteria.

Strategic Action: 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: 22/19 – We will review the clinical model to prioritise response to road collisions.

Status: Delivered

Lead Partner: Scottish Ambulance Service

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: The Scottish Ambulance Service have in place our Specialist Services Desk (SSD) which is a 24-07 hub comprising of specialist clinicians and coordinators maintaining an overview of all our emergency trauma calls (including Road Traffic Collisions).

This team can access and deploy a wide range of specialist assets, such as pre-hospital trauma teams, Helicopter Emergency Medical Service (HEMS) in addition to our own critical care and Specialist Operations paramedics as an integral part of the critical care and Major Trauma networks for Scotland.

Deliverable: 24/24 – We will publish a report on unintentional injuries that includes information on road traffic injury hospital admission and deaths.

Status: Delivered

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: The 2023/24 Unintentional Injuries report was published in October 2024.

Deliverable: 24/22 – We will publish new transport pages on the Scottish Public Health Observatory (ScotPHO) site.

Status: Delivered

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: The update of the transport and health pages on the Scottish Public Health Observatory is now complete. The new section on transport is now available on ScotPHO: [ScotPHO: Transport: Key Data Sources](#)

Deliverable: 24/25 – We will publish new transport pages on the Scottish Public Health Observatory (ScotPHO) site.

Status: Delivered

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: A new section on road casualties is now complete and included on the transport pages of the Scottish Public Health Observatory. The pages are now published on ScotPHO: [ScotPHO: Transport: Key Data Sources](#)

Deliverable: 24/23 – We will share evidence on road traffic collision injury prevention with strategic partners.

Status: Ongoing

Lead Partner: Public Health Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: The first stage of the review has been completed and has focussed on public health evidence regarding the proposals for the national speed management review.

First stage delivered and shared with partner organisations at a recent health impact scoping workshop.

Planned actions for 2025/26: The scope of the full review focussing on public health evidence of effectiveness of road safety interventions has been agreed and work is ongoing.

Deliverable: 24/26 – We will continue to support the Scottish Trauma Audit Group (STAG) in auditing trauma care.

Status: Ongoing

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: STAG continued to audit the care of severely injured patients and published its 2024 annual report on 20th August 2024. This report includes information on injuries involving moving vehicles.

Planned actions for 2025/26: Work continues on auditing care of severely injured patients. The 2025 annual report is due for publication on the 26th of August 2025.

Deliverable: 25/08 – We will publish a report on unintentional injuries that includes information on road traffic injury hospital admissions and deaths.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: We will publish a report on unintentional injuries that includes information on road traffic injury hospital admission and deaths. The publication date is set for October 2025.

Deliverable: 25/09 – We will published an umbrella review synthesising evidence of effectiveness for road safety interventions.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: We will publish an umbrella review synthesising evidence of effectiveness for road safety interventions.

Deliverable: 25/10 – We will recruit a health analyst to strengthen the input of health data into the National Safer Systems Observatory, with priorities for work in 2025-26 agreed with Transport Scotland

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: Papers have been submitted for further evaluation in relation to securing funding for an advanced epidemiologist role.

Strategic Action: Education

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

Deliverable: 22/24 – We will develop and trial a Safe System training course for all.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Through this Safe System Training and Education programme, we trained over 500 road safety partners by end of May 2025. This training comprised of 10 half-day foundation courses and eight two-day in person sessions. We will also publish a world's first Safe System Manual in July, which will be specific to all road safety professionals and will outline exactly how to deliver the Safe System.

Deliverable: 24/27 – We will continue to promote and refine Road Safety Scotland learning resources.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Initial findings from evaluating RSS early years resource, 'Go Safe with Ziggy' found it remained popular with this age-group and educators. The report recommendations will be taken forward into 25/26.

New content has been developed for RSS main primary resource, 'Roadstars', and the new 'JRSO' site will go live on roadsafety.scot by end of March 2025.

A new resource for Complex Additional Support Needs is ongoing and a steering group will help develop this resource going forward.

The new resource for secondary school, which replaces 'Your Call' and 'Crash Magnets' is being finalised with content being tested with pupils and teachers. It is expected the resource will launch in summer 2025.

Deliverable: 24/28 – We will deliver national road safety campaigns.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Following the cessation of spend, the comparison between 2023 and 2024 weekly fatalities led to campaign activity being reinstated. Working closely with the Scottish Government Safer Marketing Team, RSS delivered the following behavioural change campaigns:

November/December: Fatigue

December/January: Drink- and Drug-Driving

January/February: Seatbelts

February/March: Distractions (Vulnerable Road Users)

Deliverable: 24/29 – We will promote road safety and highlight our learning resources, by attending various events across Scotland.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: To highlight the resources, the annual distribution of 'Road Safety within Curriculum for Excellence' was completed with copies distributed to all Early Years' establishments, Primary and Secondary schools.

RSS attended, and exhibited at, the two-day Children in Scotland conference in May 2024.

Deliverable: 24/30 – We will provide accredited training and provide safety checks on In-Car Child Safety.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: To date in 2024/25, 22 Community Events and 12 Police Enforcement Events have been undertaken.

During the Community events, 418 Checks were completed with 142 seats (34%) correct-fitted and 276 (66%) incorrectly-fitted.

During the Police Enforcement events, 259 checks were completed with 90 (35%) correctly-fitted and 169 (65%) incorrectly-fitted.

Deliverable: 24/31 – We will deliver National Coach/Lorry & Van week, and host Spring/Autumn Seminars, to continue to engage with membership on road safety & compliance.

Status: Delivered

Lead Partner: Road Haulage Association

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: National Coach week delivered in April 24 which seen a rise in RHA coach membership to over 150 UK wide. We held our Scottish annual conference at the Donald Malcolm Heritage Centre in November 24 which seen over 20% of the Scottish members attend. We also had Snr Traffic Commissioner, Richard Turfitt in attendance who spoke to members about the importance of training drivers/planners on Avoiding Bridge Strikes. Our membership team continues to engage with our members on safety & compliance.

Deliverable: 24/34 – We will deliver an annual Give Cycle Space campaign.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: The 2024 [Give Cycle Space campaign](#) ran on TV, video-on-demand, radio digital and bus backs in May, reaching 93.5% of adults in Scotland on average 12 times.

The campaign won two awards - Gold at the Marketing Star Awards Public Sector Category and also a PRCA (public relations) Award.

Independent research was carried out with a representative sample of drivers in Scotland, to measure the impact of the campaign. Results include:

- 79% % of drivers remembered at least one element of the campaign
- 78% of drivers who had seen the campaign had or were planning to take positive action
- 72% of drivers thought the main message of the ads were to give people cycling space, with 1/3 specifically mentioning 1.5 metres
- Drivers who recognised the campaign were twice as likely to identify the message of keeping people safe
- 84% of drivers need to hear the core message of the campaign – either as a reminder or because they did not know it

The campaign has not been funded in 2025.

Deliverable: 24/35 – We will offer Practical Cycle Awareness Training.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Cycling Scotland's [Road User Awareness Training](#) (RUAT) includes an 'On-Cycle' course with both theory and practical elements that is Driver CPC accredited and aimed at drivers of HGVs and PSVs. We also provide theory-based training which is tailored for Fleet Driver and Learner Driver audiences.

In 2024/25, a number of training providers throughout Scotland were granted funding to deliver RUAT On-Cycle training to HGV and bus drivers:

- 213 Large Goods Vehicle / Passenger Carrying Vehicle drivers have completed DVSA accredited RUAT On-Cycle as driver CPC.
- Lothian Buses has received "train the trainer" sessions and now has four dedicated Cycle Trainers. The company is committed to training 2,400 drivers in the upcoming calendar year.
- QTS, Parks of Hamilton, Galt Transport and Aberdeen City Council have all received training.
- Morrison Data services have received train-the-trainer support to roll out RUAT Fleet Driver outcomes to all mobile staff. T French & Sons received grant funding to become FORS-accredited and provide RUAT On-Cycle for their fleet and external owner-drivers, targeting 80 to 100 drivers.
- 2,057 secondary school pupils have received the RUAT Learner Driver input at schools across Scotland.

Ongoing expansion of Road User Awareness Training in 2025/26 is planned.

Deliverable: 24/36 – We will provide adult cycle training.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: In 2024/25, Cycling Scotland worked with 73 delivery partners to increase access to cycle training for adults and families:

- 1,635 people received training between April 1st and 31st December 2024.
- A grant funding offer to provide targeted, free-to-access training for adults and families was launched and funding has been awarded to 14 providers across Scotland to provide a minimum of 620 free-to-access National Standard adult cycle training sessions between now and the end of August 2025.

Deliverable: 24/37 – We will deliver Bikeability Scotland.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: [Bikeability Scotland](#), the national cycle training programme for school children, helps to increase road safety awareness in young people, equipping them with the skills and confidence to make everyday trips by bike more safely. The programme is free for pupils and is funded by Cycling Scotland through grant funding from Transport Scotland.

Local authorities supported 60% of primary schools to deliver Level 2 on-road training in 2023-24. This maintains the record high delivery rate for cycle training in Scotland, while responding to a reduction in the overall budget and increased uncertainty. In total, over 1,200 schools took part in Bikeability Scotland training during the last academic session, with 54,039 pupils participating across all levels.

Other notable results during 2023-24:

- 10 local authorities delivered Level 2 on-road training in all primary schools – a record number
- 7 local authorities achieved their highest Level 2 delivery rate on record
- Half (16) of Scottish Authorities are now delivering on-road cycle training in more than 85% of primary schools

Delivery results for the 2024/25 academic year will be available by September 2025.

Deliverable: 24/40 – We will deliver road safety education to secondary schools.

Status: Delivered

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: Significant education provided across Scotland. This has been done as a single agency and in partnership.

Deliverable: 24/41 – We will deliver road safety education to older drivers.

Status: Delivered

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: SFRS has been working with partners to deliver targeted education to older drivers.

Deliverable: 24/44 – We will deliver Horse transportation education and driver training.

Status: Delivered

Lead Partner: British Horse Society

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: We have held a popular online events on the subject of safe transportation. 117 people subscribed to 'Safe Travels: Ensuring Your Horse's Safety During Transportation' With Scottish Fire & Rescue Service, Mon 24 Feb 2025 7:00 PM - 8:30 PM GMT Online, Teams.

BHS Ayrshire Trailer Safety Day was held on Sat 8 Mar 2025 9:00 AM - 1:00 PM GMT TH Jenkinson, Whitefordhill Cattle Market, Ayr, KA6 5JW.

Deliverable: 24/32 – IAM RoadSmart will support a further national roll out of the Rider Refinement programme.

Status: Ongoing

Lead Partner: IAM RoadSmart

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: IAM engaged with Police Scotland and other partners to deliver a further year of Rider Refinement courses. With over 20 courses being delivered over the course of the year.

Planned actions for 2025/26: IAM has engaged with Police Scotland and other partners to deliver a further year of Rider Refinement courses. We now provide 50% of the observers reducing the burden on the Police. We now also manage all the bookings and admin support for these courses. The number of courses has almost doubled for 2025 with 42 being offered.

Deliverable: 24/38 – We will continue deliver RoSPAs road safety activities.

Status: Ongoing

Lead Partner: ScORSA

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: In addition to the marcomms associated with the overall ScORSA project, we have continued to support OPG partner campaigns to our network. In addition to the core project this year we are delivering 3 research projects that will continue widen conversations and educate in relation to;

1. Work related KSI on Scotland road's mining data from the Police Scotland in Depth Fatalities Research report. This will also explore the process involved in raising awareness of work related KSI and liaison between Police Scotland and the Health and Safety Executive.
2. Managing driving and riding for work within a local authority context. Examine and research existing good practice of driving and riding for work policies within local authorities, underpinning data, procurement, supply chain engagement and risk mitigation related linked to the interface between those who drive and ride for work within a local authority context and vulnerable users. Identifying potential interventions and the potential benefits/impact of their wider implementation across Scotland. Thereby enabling a conversation at LPF meetings about work related road safety within respective communities alongside data already provided by Transport Scotland.
3. Impact of a lower drink and drug drive limit on road traffic collisions in Scotland, identifying those driving for work. Are people at work less likely to be involved in collisions where drink is a contributory factor? Learning from businesses that manage the risk.

Work relating to 1 and 2 is underway and insights for ScORSA members and others will be presented at the Driving and Riding for Work Summit 20th March 2025.

Planned actions for 2025/26: Will continue working on: Third research project delivered Impact of a lower drink and drug drive limit on road traffic collisions in Scotland, identifying those driving for work. Are people at work less likely to be involved in collisions where drink is a contributory factor? Learning from businesses that manage the risk.

'A Socio-ecological Model of Drowsy Driving in the UK: Are we there yet? Publication in The Journal of Road Safety, opportunity to consider a Scotland wide model to target driving tired bringing together OPG and SPG partners, building on RSS campaign.

Deliverable: 24/39 – We will deliver educational cycle safety package for schools.

Status: Ongoing

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Educational package is in place SFRS road safety champions to utilise. By the end of 2024/25 none have been delivered.

Planned actions for 2025/26: SFRS are looking to support with one or two LSO area's running pilot initiatives to trial capacity and training with a view to incorporate it with community engagements activities when presenting within school or at youth groups.

This will be an ongoing activity that will have no designated funding for and will be driven by a local need and requirement which will be ongoing.

Deliverable: 24/42 – We will deliver Henry The Horse campaign, to educate school pupils on road safety and raise awareness of the increasing number of reported incidents involving horses and vehicles.

Status: Ongoing

Lead Partner: British Horse Society

Delivery timescale: Immediate (2024/25)

Achieved in 2024/25: This programme was sadly on hold as we wait the appointment of a new member of staff in our safety dept.

Planned actions for 2025/26: The Henry the horse programme is currently being redeveloped and modernised by the newly appointed manager; it will be rolled out using our safety volunteers. No time scale is given for this.

Deliverable: 24/43 – We will deliver a Dead Slow campaign to reduce incidents and fatalities involving horses and riders.

Status: Ongoing

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Dead Slow: Statistics are from 01.01.2024 – 31.12.2024 were published in January. We are promoting the dead slow campaign and horse app constantly on social media. There were 37 Dead slow talks in the UK reaching over 1000 people directly. This campaign won an award from the Institute of Driving Instructors.

Three years on from the highway code changes we are concentrating on raising awareness of the hierarchy of road users

The details of the stats are as follows

- 3,118 road incidents involving horses have been logged with The British Horse Society
- Of these, 58 horses have died and 97 have been injured
- 80 people have been injured
- 33% of riders were victims to road rage or abuse
- 81% of incidents occurred because a driver passed by too closely to the horse
- 81% of incidents occurred because a driver passed by too quickly

Media coverage broadcast been very good along with social media – Dead Slow is the top performing campaign of the BHS.

Further information can be found via the following link:

[BHS - Dead Slow Campaign](#)

Scotland stats as follows

Area	Incidents in 2023	Horse fatalities in 2023	Incidents in 2024	Horse fatalities in 2024
Aberdeen	16	0	9	0
Angus	3	0	5	0
Argyll & Bute	4	0	6	0
Ayrshire	11	0	9	0
Banffshire	0	0	0	0
Berwickshire	0	0	0	0
Borders	11	0	5	0
Caithness	0	0	0	0
Clackmannanshire	0	0	0	0
Dumbartonshire	2	0	1	0
Dumfriesshire & Galloway	8	0	7	0
East Lothian	2	0	0	0
Fife	7	0	3	0
Highlands	5	0	12	0
Kirkcudbrightshire	0	0	0	0
Inverness	0	0	0	0
Lanarkshire	28	0	25	0
Midlothian	10	0	14	0
Morayshire	1	0	2	0
Orkney Islands	1	0	2	0
Outer Hebrides	0	0	0	0
Perthshire	4	0	10	0
Renfrewshire	3	0	7	0
Ross-Shire	0	0	0	0
Roxburghshire	0	0	0	0
Shetland Islands	2	0	5	0
South Lanarkshire	23	0	0	0
Stirlingshire & Falkirk	5	0	25	0
Tayside	0	0	0	0
West Lothian	4	0	6	0
TOTAL	150	0	153	0

Figure 10: Table of Scottish statistic for horse incidents and fatalities 2023 and 2024

Planned actions for 2025/26: Dead Slow will continue to be promoted at every event we run and showcased on social media regularly.

Deliverable: 25/11 – We will offer Road User Awareness Training.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: In 2025/26, Cycling Scotland will continue to educate drivers of large vehicles and fleet drivers to raise awareness of the risks they pose to more vulnerable road users, including those on bikes, on foot and those with disabilities, through delivery of Road User Awareness Training.

Cycling Scotland will continue to promote Road User Awareness Training to three audiences:

- Driver CPC, for LGV and PCV operators, with practical on-cycle experience
- Fleet driver, working with all fleet operators to promote safety for any staff driving for business
- Learner driver, bespoke seminars delivered in the secondary school setting for pupils applying for a provisional licence.

Further information at [cycling.scot](https://www.cycling.scot)

Deliverable: 25/12 – We will provide adult cycle training.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: In 2025/26, Cycling Scotland will continue to support a network of delivery partners to increase opportunities and uptake of cycle training for adults and families. This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.

Cycling Scotland is supporting a network of 75 delivery providers across Scotland. A grant fund, aimed at providers to offer fully-funded training to identified target audiences has opened to further promote inclusion to expand the reach and promote inclusion. An evaluation into the impact of training on rider confidence is underway.

In quarter one training providers will be identified and awarded grant funding, with training delivered throughout the year.

Deliverable: 25/13 – We will deliver Bikeability Scotland.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: In 2025/26, Cycling Scotland will continue to support local authorities to ensure school children have access to on-road cycle training through delivery of Bikeability Scotland in schools.

A grant fund to support local authorities has opened, with funding targeted at removing barriers to participation and reaching more pupils through increased capacity.

To address the growing challenge of pupils unable to ride a bike, additional support is available to local authorities to increase provision of learn-to-ride activities in the nursery and early primary setting.

An evaluation into driver attitudes and behaviours towards Bikeability training is underway, led by Strathclyde University's Active Mobility Hub.

Updated resources, including new content on vehicle blind spots and the hierarchy of road users are now being distributed to all pupils.

Deliverable: 25/14 – We will continue to promote and refine Road Safety Scotland learning resources.

Status: New

Lead Partner: Transport Scotland - Road Safety Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: We will continue the promotion of learning resources from 3-18 years using as many platforms as possible.

Completion of work on resourced development/renewal, in regards to Ziggy, Roadstars and Mechanimals and complex needs.

Pending budget approval for 2025-26.

Deliverable: 25/15 – We will deliver national road safety campaigns.

Status: New

Lead Partner: Transport Scotland - Road Safety Scotland

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: While the proposed campaign laydown for the year is outlined below, budget has not yet been confirmed.

2025-2026 campaigns to be delivered:

- Drive on the Left
- Motorbikes
- Fitness to Drive
- Young Drivers
- Speed
- Drink/Drug-Driving
- Distractions

Deliverable: 25/16 – We will Deliver Operation Lose The Blinkers

Status: New

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: Launched in 2017 this partnership with Police Scotland aims to educate on safe road use, increase road users competency and knowledge of the hierarchy of road users changing attitudes and behaviour to reduce road harm for vulnerable road users.

Deliverable: 25/17 – Create Temporary Road Side Posters

Status: New

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: Pilot Project partnership with The BHS and Police Scotland Tayside Roads Policing. A pilot will be run in Tayside, the pilot will cover the new approach aiming to address the issue that roadside furniture can be a safety issue and circumvent the issue of getting permission for local authorities. The plan is to get landowner permission to place the TIPS on private land at locations where they can be safely and easily viewed from the road.

The pilot will focus on three locations in Angus and 1 in Perth and Kinross. Rory has already identified sites and spoken to landowners and local horse riders.

Sign redesign - Will take a multiuse approach and produce three new signs: one equestrian one pedestrian and one cyclist each with the relevant messages on from the Highway code. These will be switched around and interspersed to keep interest and maximise the message, they are designed to be temporary, educational and aiming to protect vulnerable road users. To have the maximum impact they need to carry the least amount of information.

Deliverable: 25/18 – Continue to engage with members.

Status: New

Lead Partner: Road Haulage Association

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: We will continue to engage with members on topics such as Skills, Net Zero, Infrastructure. The spring briefings will be held in Aberdeen, Perth and Lanarkshire with guest speakers from DVLA, DVSA, BHJ Legal team. We also have National Coach week in April 25. Dates and locations for autumn briefings are still to be confirmed.

Deliverable: 25/19 – Work in collaboration with Partners.

Status: New

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Long-term (Continuing beyond 2025/26)

Planned actions for 2025/26: SFRS will continue to liaise with partner agencies as per the Road Safety Framework at local level with all council areas. These collaborations will provide opportunity to implement new initiatives based on local intelligence, one example is an exercise which will take place in University of Highlands and Islands in September 2025. A road traffic scenario will be delivered by SFRS supported by Accident Investigation, Scottish Ambulance Service and Police Scotland targeting students and apprentices on campus whilst the college media channel will live stream the demonstration across other educational establishments in Scotland.

At national level we will continue to work with partners including Public Health Scotland on Health Impact assessments and Speed Management Consultation and continue to work with National Fire Chiefs Council to share best practice and understand the work of colleagues across the UK.

Deliverable: 25/20 – Expansion of Biker Down Scotland Units.

Status: New

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: Biker Down Scotland (BDS) offers a great opportunity for motorcyclists (bikers) to learn practical skills to help avoid being involved in a crash, as well as essential first-aid awareness and advice. Participants learn what to do should they find themselves first on the scene of a crash where someone is injured, who is most at risk, how to protect the area and whether they should remove the helmet of a downed rider. Actions taken in the first few moments after an accident can be crucial in minimising injuries and can make a real difference to the lives of those involved.

BDS is a free training course run by bikers for bikers; by participating in this scheme, all our staff, volunteers and partners play a crucial role by using their expertise to prepare motorcyclists should the worst happen on the roads.

SFRS currently have five units and are looking to implement three additional units across the country in the next 12 months.

Deliverable: 25/21 – Virtual Reality use in delivering Road Safety.

Status: New

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Immediate (2025/26)

Planned actions for 2025/26: SFRS have been utilising Virtual Reality (VR) headsets when delivering road safety messaging at roadside events, Station Open Days and within schools to S5 & S6 pupils across Scotland when delivering;

- New Drivers Scheme,
- Drive to Arrive - Highlighting the Fatal Five (Speeding, Careless Driving, Drink & Drug Driving, Mobile Phone Usage and Not wearing a Seatbelt)
- Virtual Reality 360* Road Traffic Collision. Allowing pupils to experience and discuss good practices and behaviours as a car driver and passenger within a vehicle.
- The VR RTC allows pupils to experience what they may encounter if involved in an accident.

Strategic Action: Engineering

We will improve road infrastructure and maintenance.

Deliverable: 22/33 – We will publish a new Strategic Road Safety Plan for the Trunk Road.

Status: Removed

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team

Delivery timescale: Immediate (2024/25)

Update: It was agreed by the Strategic Partnership Board that this deliverable is to be removed from the Annual Progress Report and Delivery Plan.

Deliverable: 24/45 – We will trial interventions for motorcyclists on the Trunk Road Network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: We continued with Phase 2 of the PRIME road marking trials (2023-2025) which include right hand bends and speed reductions. An installation toolkit was published in December 2024.

Planned actions for 2025/26: In 2025/26 Phase 2 will be completed with an investigation of how PRIMES might achieve greater speed reduction effects. The intention is to publish the full findings of the three years of Phase 2 by the end of 2025/26. At that point PRIMES will have been installed at a total of 34 sites and consideration will be given to their further use at locations identified through established processes together with any further research opportunities.

Deliverable: 24/46 – We will implement road safety measures to reduce motorcycle casualties and severities on the Scottish road network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team / local authorities

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25:

TRCRT Update- In addition to Phase 2 of the field trials, as reported in Deliverable 24/45, Transport Scotland installed PRIME markings on the A68 trunk road in the Scottish Borders as a result of collision data analysis.

Local Authorities Update- Many councils across Scotland are embracing and took part in the training covering the developing Safe Systems approach to road safety. In line with this approach, councils reviewed their road networks and analysed accident rates to identify potential safety interventions.

The Road Safety Improvement Fund was warmly welcomed by councils, as it provided vital financial support for implementing necessary interventions. SCOTS had proactive engagement with Transport Scotland on developing the funding model associated with this. This fund enabled councils to pursue targeted projects aimed at reducing accidents (including motorcycle casualties) and improving safety for all road users. Local authorities will deliver targeted road safety schemes to reduce road-related risks and casualties, with schemes aligning to the Safe System approach and supporting the delivery of the Road Safety Framework 2030.

Overall, the commitment to the Safe Systems approach, combined with the support of the Road Safety Improvement Fund, positions councils to make strides in reducing road traffic incidents and promoting safer travel across Scotland. However, as above, there are varying levels of resources, both in terms of skills and finance, available across Councils in Scotland to deliver this workstream.

SCOTS are also developing a comprehensive State of the Nation report focused on local roads, aiming to ensure fair and consistent levels of investment is available to ensure safety for all road users in the future. This report will assess current road

conditions, identify critical maintenance needs, and highlight the importance of sustained investment levels.

Planned actions for 2025/26:

TRCRT Update- On the Trunk Road Network, Transport Scotland and its Operating Companies will undertake analysis to understand known collision locations and outline and implement a range of measures to reduce casualties and severities. This will include the roll out of PRIME markings where appropriate at known collision locations.

Transport Scotland's Trunk Road Casualty Reduction Team is implementing various Roadside hazard reduction projects on the A9, M9 and A985, making verges safe for all users. This includes upgrading or renewing vehicle restraint systems, landscaping works and potential introduction of motorcycle VRS at relevant locations.

On the A82 Trunk road, collision investigations have identified a site at Erskine Bridge involving motorcyclist, where the vertical road profile is being investigated for amendments. Whilst on the A96 investigations are being undertaken regards suitable improvements for motorcyclists.

We will undertake analysis to understand known collision locations and outline and implement a range of measures to reduce casualties and severities. This will include the roll out of PRIME markings at appropriate collision locations.

Local Authorities Update- Councils across Scotland will continue to embrace and take part in the training covering the developing Safe Systems approach to road safety. In line with this approach, councils continue to review their road networks and analysed accident rates to identify potential safety interventions. Work will also continue in relation the State of the Nation report focused on local road.

Deliverable: 24/47 – We will deliver widespread road safety engineering initiatives and risk reduction measures on the local and trunk road network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team / local authorities

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25:

TRCRT Update- We delivered road safety measures through available local and trunk road casualty reduction budgets ensuring that they align with the principles of the Safe System. Examples of schemes Transport Scotland has delivered on the trunk road include the signalisation of the A702/A703 4-way junction to mitigate collisions and a number of schemes on the M9 (between Junction 10 and 11 and northbound between junctions 4 to 6) to support safer roadsides by installation of vehicle restraint systems, passively safe signs and targeted tree removal.

Signalisation of the A77 Doonholm Road and Corton Road junctions was delivered to improve vehicular movements and reduce vehicle collisions. In addition, work has been substantially complete on the short term road safety measures on the A9 between Perth and Inverness that was identified following an increase in fatal collision on this stretch of the A9 in 2022.

Local Authorities Update- Many councils across Scotland are embracing and took part in the training covering the developing Safe Systems approach to road safety. In line with this approach, councils reviewed their road networks and analysed accident rates to identify potential safety interventions.

The Road Safety Improvement Fund was warmly welcomed by councils, as it provided vital financial support for implementing necessary interventions. SCOTS had proactive engagement with Transport Scotland on developing the funding model associated with this. This fund enabled councils to pursue targeted projects aimed at reducing accidents (including motorcycle casualties) and improving safety for all road users. Local authorities will deliver targeted road safety schemes to reduce road-related risks and casualties, with schemes aligning to the Safe System approach and supporting the delivery of the Road Safety Framework 2030.

Overall, the commitment to the Safe Systems approach, combined with the support of the Road Safety Improvement Fund, positions councils to make strides in reducing road traffic incidents and promoting safer travel across Scotland. However, as above, there are varying levels of resources, both in terms of skills and finance, available across Councils in Scotland to deliver this workstream.

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Planned actions for 2025/26:

TRCRT Update- We will deliver road safety measures through available local and trunk road casualty reduction budgets ensuring that they align with the principles of the Safe System.

Local Authorities Update- Councils across Scotland will continue to embrace and take part in the training covering the developing Safe Systems approach to road safety. In line with this approach, councils continue to review their road networks and analysed accident rates to identify potential safety interventions. Work will also continue in relation the State of the Nation report focused on local road.

Strategic Action: Inequality

We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Deliverable: 22/35 – We will gather evidence to understand if there is a link between speed and the casualty rate in the most deprived 10% Scottish Index of Multiple Deprivation (SIMD) areas.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Transport Scotland worked with local authorities to install 80 speed indicator devices across a range of local roads with a speed limit of 20 and 30 mph. These devices were installed in the most 10% deprived areas with comparison sites installed in the 10% least deprived areas.

The data collected from these devices will be taken to the Operational Partnership Group meeting in 2025 for analysis and discussion. This could inform future road safety initiatives.

Planned actions for 2025/26: Begin analysis of data from indicator sites and work with partners in the Operational Partnership Group to identify any possible trends in the data and how any road safety messaging/action can be strengthened.

Deliverable: 24/48 – We will identify and deliver Safe System wide initiatives to reduce casualties in the most deprived Scottish Index of Multiple Deprivation (SIMD) areas.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2024/25: Progress of implementing 20mph speed limits where appropriate by the end of 2025 is continuing to be made across Scotland, enhancing road safety and creating safer, more liveable communities. The road criteria set for all road authorities to identify those appropriate roads and ensure a level of consistency is applied across Scotland was aligned to the Stockholm declaration, which identified a maximum road travel speed of 20mph in areas where vulnerable road users and vehicles mix in a frequent and planned manner. Residential areas have the highest volume of children travelling by foot or bike, lowering speed limits in these areas could help reduce the number and severity of accidents that affect children in disadvantaged and deprived communities, leading to an improvement in health opportunities and longer-term benefits in reducing inequalities.

£10m was allocated to the Road Safety Improvement Fund, which aims to support local authorities in reducing road-related risks and casualties. Schemes have been delivered across the whole of Scotland, including the most deprived SIMD areas. All schemes align with the Safe System approach to road safety.

The Scottish Safety Camera Programme continues to work with the three units to identify locations which will meet short-term and flexible deployment criteria as defined by the handbook which allows for enforcement in areas which may not meet permanent site selection criteria but are identified as areas of road safety concern and where vulnerable road users are likely to be present.

Planned actions for 2025/26: We will implement targeted road safety initiatives in areas of deprivation to reduce casualties and risks for all road users, with a particular focus on addressing child inequalities. These area-wide measures will include engineering solutions, educational programs, enforcement strategies, the national rollout of 20mph speed limits, potential reallocation of road space, and the adoption of new technologies. Some of these efforts will be supported by the Road Safety Improvement Fund.

The Scottish Safety Camera Programme will continue to encourage greater engagement between Safety Camera Units and road authorities to identify additional areas of concern which may benefit from mobile camera deployments to support safety around vulnerable road users.

Conclusion

Over the course of the 2024–2025 period, road safety partners demonstrated significant progress by successfully delivering a total of 27 deliverables. In addition to these completed deliverables, a further 30 long-term remain ongoing and are being carried forward into the 2025–2026 period, ensuring continued momentum. Furthermore, 27 new deliverables have been identified through ongoing collaboration, and these will be actively pursued by partners.

Although we seen an overall reduction in casualties, 2024 has been a challenging time for road safety across Scotland, with fatalities increasing. Transport Scotland and partners have a huge challenge ahead of us to ensure that we meet our ambitious casualty reduction targets by 2030.

Embedding the Safe System approach, which is regarded as international best practice in road safety delivery, will be fundamental to meeting our targets, and delivering our Safe System training to road safety practitioners in Scotland will support this.

Transport Scotland has committed to publish an Annual Progress Report & Delivery Plan throughout the lifetime of the framework. An update will be published on deliverables for the retrospective year, and deliverables forecasted to be delivered for the year ahead.

Transport Scotland will continue to work in collaboration with road safety partners, and the framework will continue to be delivered collaboratively with partners through a three-tier governance structure, to achieve our ambitious targets and fully deliver the RSF2030.



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