

ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD
Thursday 4 June 2015, 09:00 – 12:00
MacDonald Holyrood Hotel, Edinburgh

Minute of meeting:

Attendees

Derek Mackay MSP	Minister for Transport and Islands (Chair)
David Middleton (DM)	Chief Executive, Transport Scotland (Co-Chair)
Donald Carmichael (DC)	Director, Transport Policy, Transport Scotland
Graham Thomson (GT)	Transport Scotland, Road Safety & Blue Badge Policy
George Eckton (GE)	Convention of Scottish Local Authorities
Bernie Higgins (BH)	Assistant Chief Constable, Police Scotland
Iain Murray (IM)	Chief Superintendent, Police Scotland
Lewis Ramsay (LR)	Assistant Chief Officer, Scottish Fire and Rescue
Martin Millar (MM)	Area Manager, Scottish Fire and Rescue
Peter Connor (PC)	Head of Service, Scottish Ambulance Service
Sandy Allan (SA)	Royal Society for the Prevention of Accidents Scotland
Michael McDonnell (MMc)	Director, Road Safety Scotland, Transport Scotland
Andrew McNab (AM)	Society of Chief Officers of Transportation in Scotland
Neil Greig (NG)	Director of Research & Policy, Institute of Advanced Motorists
Paul Miele (PM)	Crown Office & Procurator Fiscal Service
Hugh Gillies (HG)	Head of Network Operations, Transport Scotland
Luke Macauley (LM)	Head of the Scottish Safety Camera Programme, Transport Scotland
Stuart Wilson (SW)	Strategic Road Safety Manager, Transport Scotland
Chris Newson (CN)	Transport Scotland Analytical Services

Secretariat

Stuart Baxter (SB)	Road Safety Framework Manager, Transport Scotland
Brendan Rooney	Road Safety Policy Officer, Transport Scotland
Sarah Guy	Road Safety Policy Officer, Transport Scotland
Sharon Grant	Observer - Transport Accessibility
Clair Fisher	Independent Facilitator, Pashley Fisher

Apologies

Willie Munro	Society of Local Authority Chief Executives
Dr Graham Foster	NHS Forth Valley, Director of Public Health & Planning
Donald Henderson	Head of Public Health Division, Scottish Government
Louise Cameron	Scottish Youth Parliament
Karen McDonnell	Royal Society for the Prevention of Accidents Scotland

1. Welcome and Introductions

1.1 The Minister welcomed Members and reiterated that road safety remained one of the Scottish Government's key priorities and that there remained a continued commitment to the successful partnership approach in working towards delivering the vision of safer roads for all pedestrians and road users.

1.2 The Minister noted the significant progress that had been made in delivering work on Framework priorities and commitments and highlighted the recent achievements on the drink drive limit, the A9 average speed camera system, devolved powers on school bus seatbelts and 20 mph speed limit guidance.

1.3 The work delivered in the first five years of the framework had resulted in good progress in contributing to the steady downward trajectory in long-term casualty reduction trends towards the Framework targets. However, the Minister highlighted the importance to review and re-focus efforts on key priority areas to maintain the momentum in the long-term downward trends toward delivering Scotland's road casualty reduction targets to 2020 and beyond. This would become increasingly important in the face of observed slowing of casualty reduction trends across a number of European countries or of possible fluctuations in annual casualty numbers.

1.4 In noting the commencement of the mid-term review of the Framework, the Minister noted the opportunities to do more and to re-double efforts on key areas as well as what further powers Scotland may gain from the outcome of the Smith Commission recommendations. The Minister opened discussion by seeking Members' views on what particular Framework themes and priorities had worked well over the previous five years, and based on the available evidence, what the key priority areas for increased focus should be over the next five years through to 2020 and beyond.

2. Framework priorities for the next 5 years to 2020 - Discussion paper

2.1 Members noted the discussion paper which provided a summary of progress on Road Safety Framework targets and commitments. Individual Member's expressed the view of their respective organisation, of where the available evidence and intelligence indicated the priority themes where activity should be further focussed over the next five years.

COSLA

- **GE** advised that COSLA view was that speed and appropriate management of speed limits should be a key priority. Consideration should be given to how to influence and change driver behaviour regarding speed and speeding and how best to utilise available measures such as 20 mph limits across LA areas and the use of alternative disposals to speeding, such as speed awareness courses. There was the opportunity to realise wider strategic cross-cutting outcomes with the Board Membership in general and in particular on considering how to influence the motivation for drivers to reduce speed on journeys. There was an opportunity to explore enhanced joint working between strategic LA representation and operational road safety representation to realise cross-cutting outcomes on economic and carbon themes. COSLA was sympathetic to opportunities for contributing to accessibility outcomes through work on the Framework to be explored, e.g. through the proposed Regulation of Dropped Kerbs and Pavement Parking (Scotland) Bill but had previously questioned the potential implementation routes utilising significant numbers of Traffic Regulation Orders.

Police Scotland

- **BH** noted that three separate collisions had resulted in thirteen fatalities in 2014, and that Police Scotland management information suggested there could be a rise in fatality numbers in 2014. More effective management of Speed remained a top priority for Police Scotland and the need for more options available for traffic officers to tackle behavioural changes in drivers was important. Police Scotland will pilot the use of Formal Adult Warnings as an alternative disposal with drivers suspected of speeding from July 2015. The partnership approach in delivering the Framework had resulted in good progress being made. However, the mid-point review afforded the occasion to identify where there may be opportunities to add value to the operational and strategic delivery partnership to increase road safety outcomes at National level. The streamlined single force Governance structure, through the Police Scotland Tactical Options Group, was an example of where Strategic representation from the Board may establish a stronger linkage and information sharing mechanism, which could enhance the delivery of specific priority road safety themes over the next five years. Police Scotland agreed to provide further detail to inform the mid-point review process.

ACTION 1: Police Scotland to update Board on interim findings from the FAW pilot at the next meeting.

ACTION 2: Police Scotland to share information from the Tactical Options Group work which indicated where opportunities existed for enhanced local and regional partnership working.

ACTION 3: Secretariat and Police Scotland to consider opportunity for strengthening alignment of SPB and Tactical Options Group

Scottish Fire and Rescue Service

- **LR** noted that the SFRS, as one of the principle statutory first responders to road traffic collisions, has a key role to play in contributing to road safety outcomes. The SFRS view was that their priorities for the Framework lay in preventative themes including speed, younger drivers, older people/drivers, management of occupational road risk and education/awareness campaigns as a means of modifying the behaviours of road users. The SFRS remained a trusted “brand” with younger and older people and opportunities existed to deliver on these respective priority areas through SFRS young driver interventions and home safety visits. There were also opportunities to realise cross-cutting outcomes with the Building Safer Communities Programme phase II on unintentional injury, which LR Chaired, as well as the desire of the SFRS, in developing their strategic plan as a single service, to align that to the Framework and the outcome of the mid-point review. Evaluation of identified outcomes and setting measurable indicators over the next five years would be an important factor for the mid-point review to consider as this would help identify the priority areas where greatest impact on casualty reduction could be realised and therefore merit further investment.

Society of Chief Officers of Transportation in Scotland

- **AM** commented that one consequence of the good progress that had been made on engineering measures at accident hot-spots was that there were significantly fewer sites where significant impact on collision risk could be made effectively through engineering measures. However, there was an opportunity to review data quality to support 'cluster sight' methodology. SCOTS' view was that the evidence indicated priority areas for reviewing activity were the management of inappropriate speed, older drivers and pedestrians and cyclists. Reviewing targeted awareness & education campaigns as well as new in-car technology may help contribute towards the desired outcome of changing road user behaviours and also in supporting older road users and pedestrians remain safe on the road. Safety measures such as segregation lanes for cyclists should be considered, however, it was recognised that the effectiveness of such an approach, although desirable, is likely to be dependent on specific environments and the cost of implementation in individual Local Authority areas. The Minister noted that there would be an opportunity to consider this during the review of the National Transport Strategy.

Crown Office and Procurator Fiscal Service

- **PM** advised that COPFS support priorities and initiatives which are aimed at improving driver behaviour. More effective management of speed and speed limits is a top Framework priority. The use of Formal Adult Warnings by the police and the development of thinking on the possible use of speed awareness courses as an alternative disposal for speeding will provide valuable evidence on which to base the policy of speed management on tackling speeding on Scotland's roads. The Minister noted that speeding thresholds had been raised recently in Parliament and that this particular issue, in terms of development of possible alternative disposals, would require consideration. In addition to better management of speed and changing driver's behaviour towards that, it was noted that COPFS considered vulnerable road users including pedestrians, cyclists and older people are currently a priority area in terms of COPFS prosecution policy in relation to careless/dangerous driving and should continue to be considered as a priority area in further developing the Framework over the next five years.

Transport Scotland Trunk Road and Bus Operations

- **HG** noted that Speed and vulnerable road users should be priority areas for consideration in the mid-point review of the Framework. A review of the Strategic Road Safety Plan (SRSP) is currently underway and will be aligned closely with the review of the Framework. The SRSP will take account of recent developments in road safety engineering in other countries and funding had been made available to support innovation by operators in developing novel and more impactful road safety initiatives. In addition, the Safety Camera Programme review is now completed and the revised Handbook published online. This presents an opportunity to maximise the Programme's casualty and collision reduction potential through greater flexibility of deployment as well as improved strategic oversight and local accountability.

Road Safety Scotland

- **MM** noted that the Framework partnership approach had worked well and that the mid-point review provided the opportunity to consider how to enhance partnership delivery across the country in identified priority areas at national level. This would be important as there was the possibility of increasing challenge in meeting Framework targets as we approached the 2015 milestones and the 2020 casualty reduction targets. It would be important to measure the effectiveness of activity so to monitor and focus on areas which had the most impact on casualty figures. The Road Safety Scotland view for areas of priorities focus over the next five years included speed, vulnerable road users, distraction of drivers and managing occupational road risk.

Scottish Ambulance Service

- **PC** advised that the Ambulance Service has played an active role in education and awareness raising. This approach was in line with changing attitudes and behaviours in the current and future generation of road users across all travel modes. Building on this approach, the Service considered supporting priority focus on education and awareness initiatives, young people in particular, rural roads, and distraction of drivers and vulnerable road users, particularly pedestrians and cyclists, over the next five years.

Institute of Advance Motorists

- **NG** noted that evidence from across Europe suggested there was an apparent levelling off of casualty reduction figures across Member States, with human error emerging as an important contributory factor in road collisions. The IAM was able to provide a number of commercial services and tools that could be used in addressing priority focus areas, including speed & speed awareness course, young driver training and the need to continue to press for Graduated Driving Licenses, older drivers and driver training, motorcyclists and increasing awareness and driver qualification and the management of occupational road risk, where the introduction of ISO 3901 standards should be promoted amongst employers. In relation to the older drivers priority, it was noted that it would be worth considering the outputs of the DfT report on the Older Driver Task Force, due to be published in 2016.

RoSPA Scotland

- **SA** suggested that RoSPA Scotland's view on priority areas going forward should include a focus on older drivers and older pedestrians, younger drivers, with an emphasis on GDL, and managing occupational road risk. SA noted that in doing so, monitoring and tracking progress on underlying outcomes that could be delivered over the next five years should be an important consideration in assessing relative impact of priority areas in contributing to casualty reduction figures. It was noted that RoSPA Scotland, in focussing on their activity on MORR, would be reviewing their own practices and policies as an employer.

2.2. The Minister noted that good progress, under the Framework, had been made and that appeared to be general support, both publicly and politically, of the road safety measures being put in place in Scotland. However, it was important to remain focussed and to use evidence and local intelligence to guide the most appropriate

package of means and activity towards areas which had the greatest impact on improving road safety. The Minister, George Eckton and Lewis Ramsay tendered their apologies for the remainder of the meeting.

3. Minutes from previous meeting

3.1 SB noted apologies received, and advised that all actions from the previous meeting in November 2014 had been completed or subsumed within ongoing business. Members agreed the minute of the previous meeting as an accurate record.

ACTION 4: Secretariat to Publish minute of November 2014 meeting on Transport Scotland website.

4. Framework priorities for the next 5 years to 2020 – DM

4.1 A creative workshop session, the purpose of which was to seek wider discussion on the priority areas identified in the first hour and enable creative thinking to identify gaps and delivery approaches, was facilitated by **CF**. The outcome of the workshop session is shown in the report at the Annex. There was agreement amongst Members that the workshop approach had been of value in stimulating and enabling some collaborative thinking.

4.2 The Board acknowledged that a useful start had been made in identifying priority focus areas for further consideration under the mid-term review. However, it was evident from discussion that further consideration was required on how individual themes and priorities could be categorised for the purposes of reviewing progress and recommending further action. This could be particularly helpful in considering approaches to influencing road user behaviour. The discussion sessions identified priority focus areas which will be the starting point for further more detailed consideration in the next stages of a review, including how these may be categorised and what the current underpinning commitments should be. The areas identified for further consideration were:

- **Speed**
- **Vulnerable road users (cyclists and pedestrians)**
- **Motorcyclists**
- **Young road users**
- **Older road users**

5. Safety Camera Programme – progress update and revised Handbook – Information Paper 1

5.1 **LM** introduced Information Paper 1. Members noted that a number of changes agreed through the review had already been implemented with the revised Programme Handbook published in May. This latest edition advises the first major changes to the Programme in over three years, setting out the rules and guidance to which it must operate, and which contribute to our road safety targets. The Programme will be re-branded accordingly, with an informal soft-launch in due course. The Board will provide strategic Governance and direction to the

Programme, and will scrutinise performance through a standing item on the agenda for meetings of the Board.

6. AOB & Date of next meeting

6.1 Members acknowledged that the break-out session had permitted a useful opportunity for more thinking around priorities for the mid-term review. A number of issues had been identified, which included a fundamental consideration of how to explore the likely benefits of enhanced partnership working approach at a National level to best support a common approach to continued delivery of road safety outcomes. The review of the National Transport Strategy would also provide an opportunity for greater clarity on the role of the Board in the wider National approach to delivering Transport outcomes.

6.2 Members considered the scope and scale of the mid-term review and agreed that that there should not be a fundamental re-working of the Framework and that there should be a continued ongoing level of activity on existing themes and priorities. In identifying areas of priority focus for the next five years, it was proposed that, once formally agreed, specific “themed” working groups could be tasked with taking forward the proportionate review of individual respective themes. There was a proposal that such Groups should be Chaired by a respective Board Member and should include a focussed membership drawn from the Board, the Operational partnership Group and other expertise as appropriate.

6.3 **Members discussed the merits in producing a report on the mid-term review of progress and a forward delivery plan on priority focus areas. It was agreed that Transport Scotland should work with safety partners, over the next few months, to examine performance, review options and recommend Framework priorities for the next 5 years.**

ACTION 5: Transport Scotland to develop a timetable and plan to commence elements for a Framework Mid-term Review and to report back to the Board at their next meeting.

ACTION 6: Secretariat to circulate the date of the next meeting.

Action Summary

Action 1: Police Scotland to update Board on interim findings from the FAW pilot at the next meeting.

ACTION 2: Police Scotland to share information from the Tactical Options Group work which indicated where opportunities existed for enhanced local and regional partnership working.

ACTION 3: Secretariat and Police Scotland to consider opportunity for strengthening alignment of SPB and Tactical Options Group

ACTION 4: Secretariat to publish minute of November 2014 meeting on Transport Scotland website.

ACTION 5: Transport Scotland to develop, with road safety partners, a timetable and delivery plan for a mid-term review to come forward for the next meeting of the Board.

ACTION 6: Secretariat to circulate the date of the next meeting.