

# Road Safety Framework Strategic Partnership Board

Wednesday 22 March 2017, 13:30-16:00  
Rooms 8W02 & 8W03, Buchannan House, Glasgow

## Minute of meeting

### Attendees

#### Members

Roy Brannen, Chair (RB)	Transport Scotland
Jeanne Breen OBE (JB)	Independent
Donald Carmichael (DC)	Transport Scotland
Derek Crichton (DCr)	SOLACE Scotland
Dr Graham Foster (GF)	NHS Scotland
Hugh Gillies (HG)	Transport Scotland
ACC Bernard Higgins (BH)	Police Scotland
ACO David McGown (DM)	Scottish Fire and Rescue Service
Robert Nicol (RN)	COSLA
Graham Thomson (GT)	Transport Scotland

#### Others

Luke Macauley (LM)	Transport Scotland
Michael McDonnell (MM)	Road Safety Scotland and OPG Chair
Richard Morrison (RM)	Transport Scotland Analytical Services Division

#### Secretariat

Donna Turnbull (DT)	Transport Scotland
Dario Dalla Costa (DDC)	Transport Scotland

### Welcome and introductions

1. The Chair welcomed Strategic Partnership Board (SPB) Members, extending a particularly warm welcome to ACO David McGown, Scottish Fire and Rescue Service, who is replacing ACO Robert Scott.
2. No apologies were received for this meeting.
3. Members noted that MM, who was attending in his capacity as Operational Partnership Group (OPG) Chair, would present the OPG Report, and LM would present the Scottish Safety Camera Programme (SCP) Report. Also attending was RM, a Technical Analyst from Transport Scotland Analytical Services Division, who would support the Board on the 2015 casualty figures and the outcomes and indicators papers.
4. The Chair advised that Jill Mulholland (TS Transport Accessibility and Road Safety Unit Head), responsible for developing and publishing the original Framework in 2009, and Stuart Baxter (TS Framework Manager), responsible for undertaking the Framework Mid-term Review, had both moved to new positions within the Scottish Government. The Group formally noted its thanks for their contributions to the Framework. GT has replaced Jill as interim Unit Head, and has therefore taken on Jill's position as a formal member of the SPB, while DT is the new Framework Manager and SPB Secretary.

5. The Chair also advised the Board that both the A9 Safety Group and the Framework were awarded Prince Michael International Road Safety Awards in December. He said that the award for the Framework was a testament to the document itself and the organisations and people in Scotland committed to achieving its objectives, including the Members of the SPB.

**Minutes of previous meeting**

6. The draft minutes of the 28 September 2016 meeting were agreed as an accurate record and would be published on the Transport Scotland website.

7. Members noted that all resulting actions had been completed, or subsumed within on-going business.

8. LM presented a paper stemming from Minute item 6.3 on an alternative speed indicator assessing average speeds by vehicle and road type. The paper tabled data from a number of sample speed counter sites across the Trunk Road Network only, and as a means of exploring further the established link between speed and serious and fatal accident injury outcomes. Board Members were asked to consider whether this research should be scaled up and built into a national assessment, and extended to local partners to support an amended indicator.

9. Board members commented that the information presented would be useful for setting up a baseline data set for future speed management; however, it would also be useful to have contextual information and to add supplementary data on speed limit compliance. LM stated that this could be carried out.

10. The Board discussed to what extent this data can lead to action, as the impact on the priority focus areas, specifically the speed and motorcycle outcomes, would require further exploration. The Board highlighted that examining average speeds and how the data could potentially influence future work, would also require consideration.

11. The Board agreed that the work should be scaled up into a national assessment, including data from the local road network. By gathering data from more locations and across various speed limits the research would be more robust and capable of scrutiny. This would allow for a more detailed data analysis to be carried out, including an investigation on why speeding is more prevalent in certain areas. DCr offered his assistance in including local road authorities in this exercise.

<b>Agreement points</b>	<b>Action</b>
Publish Minutes of previous meeting on Transport Scotland website	Secretariat
Work up the sample average speed analysis into a national assessment, including data from more locations across the trunk and local road networks	LM
Include speed limit compliance as part of the research	LM
Analyse the data in more depth, and prepare a paper to present at the next SPB meeting also contending if an additional indicator should be created	LM
Contact Local Authorities to extend the research to local roads	DCr & LM

**Speed Awareness Courses – Discussion paper 1**

12. BH provided an update on the progress made on introducing Speed Awareness Courses (SAC) in Scotland.

13. BH pointed out that Police Scotland has agreed, in principle, that a SAC pilot in Scotland should be carried out, with the Lord Advocate having granted Police Scotland permission to commence preparatory scoping work. Nevertheless, the Lord Advocate has indicated that he would not make a decision on whether to consent to SAC being carried out in Scotland until after the results from the UK Government’s evaluation into the effectiveness of SAC are published.

14. As the SPB is awaiting the outcome of the UK Government’s evaluation, discussions turned to how SAC could potentially be carried out within Scotland, and the various options contained within Police Scotland’s paper. Members queried how a pilot might be carried out and BH highlighted that any pilot would not focus on one particular division but would be carried out by trained road policing unit officers throughout Scotland. Members considered this to be an effective way forward and stressed that any pilot should have a robust before and after evaluation methodology.

15. GT stated that the UK Government’s Vehicle Technology and Aviation Bill would create a statutory footing for the charging of SAC throughout the UK but that provisions would not commence in Scotland unless a decision was made to introduce SAC here. Ministers and the Lord Advocate have ensured that the legislation has been drafted in a way that will provide the flexibility in the way that SAC are introduced in Scotland, suitable to Scotland’s needs.

16. Discussions then turned to consideration of threshold variations; however, as only the Lord Advocate can set the thresholds, it was recommended that the OPG should be asked to consider any possible impact of threshold variations, including examining evidence on international best practice and report back to SPB in September.

17. It was agreed that a further, more detailed, paper on SAC would be presented at the next SPB meeting. The paper would provide in-depth information on the model for both the pilot programme and wider roll out, if that was the agreed outcome from the pilot, together with comprehensive descriptions of its monitoring and evaluation.

Agreement points	Action
Produce and options paper on threshold reductions	OPG & Secretariat
Prepare a more in-depth paper on proposed implementation plan, including a timeline and the monitoring and evaluation programme	BH

**Operational Partnership Group Report – Discussion paper 2**

18. MM, in his capacity as the OPG Chair, provided a verbal report on the main outputs of the OPG meeting held on 26 January 2017. Members discussed matters relating to the outcome of discussions held by the Board at its last meeting, the current position of Framework funded projects – including a new bid received – and any perceived continued gaps in activity. In particular, the Group monitored and assessed the progression of activity and management of risk to support the individual outcomes and the downward trend towards Framework 2020 casualty reduction targets. Consideration was also given to the future of road safety in Scotland beyond 2020, and the scope of any future Framework.

19. Members agreed that the reports provided by the OPG chair met the needs of the SPB. In addition, Members expressed full confidence in the OPG and praised the work carried out to date.

**Framework Outcomes / 2015 Milestone reduction targets – Discussion paper 3**

20. RM provided an update to the Framework Outcomes graphical summary sheets, baselined at the last board meeting, and BH provided an update on the Police Scotland provisional data for 2016 to help inform discussion.

21. The Board noted that the updated outcome indicator toolkit has been considered in detail by the OPG, which mandated action where appropriate. The Board was content with the OPG’s recommended actions relating to elderly pedestrians and advanced motorcycle training, although it was noted that work done in these areas should seek to establish an evidential link to the outcomes which were to prevent death and serious injury outcomes.

22. The Board reflected on the emerging picture from the indicative statistics provided by BH and decided that, whilst the data did cause concern, this needed to be seen against longer term trends. , , The SPB will not become complacent and will continue to monitor the data and activity closely as this year’s picture begins to emerge. The Board noted that preliminary reconciled figures for 2016 will be published as National Statistics in June 2017.

23. The Board requested that further analysis be carried out on those external factors which can influence accident rates; for example, increases in car ownership, economic recovery and any correlating behaviours and other performance indicators. This would assess the Framework’s long-term strategy and assist the SPB in determining any possible future changes in direction.

<b>Agreement point</b>	<b>Action</b>
Carry out further analysis on any external factors which could potentially cause accidents	RM

**Framework Risk Register – Discussion paper 4**

24. Board members were content with the existing risk scoring and approved amendments made to the SPB Risk register.

25. Members acknowledged that risk 1.1 remains a high priority area and would require more systematic systems in place to explore how this risk would be tackled.

26. Regarding Risk 2.1, it was recommended that one means of addressing risk might be to review the assessment of road safety benefits in project appraisals and resource allocation processes to take account of longer term benefits, as is the case with the benefits to reduce other unwanted transport externalities such as congestion. This would be consistent with embedding Safe System into mainstream policies.

27. The SPB gave permission to the Secretary to consider the relationship between the OPG and SPB Risk Registers and how to ensure that the relationships between the two are evident and available to both groups

<b>Agreement points</b>	<b>Action</b>
Develop a more systematic approach for dealing with Risk 1.1	Secretary
Provide a paper for the next SPB meeting on how to better prioritise road safety and allocate funds	Secretary
Update both OPG and SPB Risk Registers to allow for better relationships between the two	Secretary

## **Horizon Scanning – Discussion paper 5**

28. The Board acknowledged that any horizon scanning should initially examine the current environment, followed by an exploration of both potential society and technological developments. This would be necessary to create appropriate future baselines.

29. JB emphasised the importance of producing a road safety management capacity review, useful for benchmarking both capacity and activity, particularly when pursuing the Safe System approach and the development of new strategy and targets. The review should compare benchmark current activity and capacity against international good practice in implementing Safe System effectively. JB also agreed with the suggestion in GT's papers to go forward with analytical work. Good practice in setting a safety performance framework for Safe System includes steps towards:

- Producing high quality analytical work to assess the safety quality of the road traffic system; to identify baselines and them to target and monitor progress. ;
- Using better methods of assessing and improving the road network by using network safety ratings;
- Gauging the safety quality of the current vehicle fleet to produce a baseline for future measurements using European New Car Assessment ratings and other tools;
- Generating good national information on compliance with speed limits and vehicle mean speed for different types of roads; measure cycling helmet wearing use; seat belt and restraint use in front and rear;
- Measuring and improve emergency medical system response times.

30. JB stressed that analytical activity could also lead to identifying co-benefits in other key areas such as the environment, work-related activity and tourism.

31. It was noted that going forward would require Board leadership on new ideas and new thinking, with Ministerial support, and with road safety embedded in the wider transport landscape (e.g. National Transport Strategy, Strategic Transport Projects Review). In addition, consultation on both a national and local level would be required before going wider on any issue.

32. The Board requested a more detailed paper for its next meeting with proposals on analytical and evidence gathering methods. The OPG would be asked to provide a steer.

<b>Agreement points</b>	<b>Action</b>
Carry out a more in-depth review on how the Framework will develop post 2020	OPG & Secretariat
Produce a paper for the next SPB meeting on which analytical and evidence gathering methods could be used to assist with horizon scanning	Secretariat

## **Framework Funding Proposal 2017/18 – Discussion paper 6**

33. DT presented an update on the Framework funding committed for 2016/17 and 2017/18, stressing that all funding bids were progressing well since the last Board meeting.

34. The Board discussed how issues covering all outcomes must be considered over the next financial year, emphasising that it would be essential to maintain realistic expectations on how to contribute positively to the priority focus areas. The SPB agreed that the OPG would be responsible for developing the criteria for bids and then present finalised proposals for SPB approval. It would then be a matter for the OPG to assess any submitted bids and update the SPB on successful bids. Focus should be placed on the priority areas and interventions which sought to prevent and reduce numbers of people being killed and seriously injured.

<b>Agreement point</b>	<b>Action</b>
Develop finalised funding proposals to present to the Board in the next financial year	OPG & Secretariat

### **Safety Camera Programme Report – Discussion paper 7**

35. LM provided the Board with an update on the SCP covering the implementation of outstanding recommendations from the SCP review and the programme's performance in advance of the next Annual Performance Report.

36. LM highlighted how site prioritisation and the agreed performance management arrangements were a focus of activity through 2016/17. The first site prioritisation process under the revised *Handbook* criteria is now complete, ensuring that the Programme's casualty and collision potential reduction potential is maximised. Deploying the right technology at the right place and at the right times, twelve new sites were approved for enforcement across six Local Authorities including average speed camera enforcement on local roads for the first time in Scotland. Six sites were assessed as no longer a priority for enforcement and approved for decommissioning.

37. The Board welcomed the report and praised the positive developments taking place with the SCP. The Board also requested that the SCP's future potential, beyond that of its current remit, be explored, particularly by taking into account new technological possibilities.

<b>Agreement point</b>	<b>Action</b>
Explore the SCP's future potential, beyond that of its current remit, by taking into account new technological possibilities	LM

### **AOB & date of next meeting**

38. DT reminded members that any comments for the draft 2016 Road Safety Framework Annual Report were due by close of play on Friday 24 March 2017.

39. Members discussed the possibility of approving the Minutes prior to the next meeting in order that they are published online earlier. Members noted that this proposal was agreed by the OPG for their minutes and operated successfully after their last meeting.

40. The next meeting of the SPB will be held on Wednesday 27 September 2017 at 10:00 hours in Victoria Quay, Edinburgh.

<b>Agreement point</b>	<b>Action</b>
In future, SPB minutes would be approved by Members within one week of receipt from the Secretary, rather than at the next meeting, and subsequently published online.	All