

OPERATIONAL PARTNERSHIP GROUP

25 January 2018, 09:30 hours

Scottish Government, Conference Room 3, Victoria Quay, Edinburgh EH6 6QQ

Minute of Meeting

Attendees

Members

Michael McDonnell (Chair)	Road Safety Scotland (RSS)
John Alexander (JA)	Scottish Ambulance Service
Sandy Allan (SA)	Royal Society for the Prevention of Accidents
Tony Christie (TC)	Transport Social Research, Transport Scotland (TS)
Steven Feeney (SF)	Trunk Road and Bus Operations, TS
Murray Hannah (MH)	Society of Chief Officers of Transportation Scotland
Stuart Hay (SH)	Living Streets Scotland
Keith Irving (KI)	Cycling Scotland
Richard Morrison (RM)	Transport Statistics, TS
Donna Turnbull (DT)	Road Safety Policy, TS
Steve Wykes (SW)	Motorcycle Action Group

Apologies

Stewart Carle	Police Scotland
Hannah Dickson	Safer Communities Safety Network
Neil Greig	IAM RoadSmart
Jennifer Hamilton	Crown Office and Procurator Fiscal Service
Stewart Leggett	Trunk Road and Bus Operations, TS
Claire Prentice	Marketing and Communications, Scottish Government (SG)
Paul Sloan	Transport Social Research, TS
Stuart Stevens	Scottish Fire and Rescue Service
Stuart Wilson	Trunk Road and Bus Operations, TS

In attendance

Mairi Blair (MB)	RSS
Joanne Boyle (JB)	Active Travel and Sustainability, TS
Stephen Innes (SI)	Police Scotland

Secretariat

Michelle Little (Secretary)	Road Safety Policy, TS
Dario Dalla Costa	Road Safety Policy, TS
Amy Lawson	Road Safety Policy, TS

Welcome and introductions

Chair's Opening Remarks

1. The Chair welcomed members, thanking them for their on-going contribution to Framework delivery, both at meetings and when operating virtually.
2. The Chair informed members that Clare Arias (COPFS), Neil Chisholm (SCOTS), Jaqui Doig (SCSN), Andy Edmonston (PS), Gwen Hamilton (Marketing, SG), Karen McDonnell (RoSPA) and Brendan Nisbet (TS) had moved on. Members recorded their thanks for their contribution and support to the work of this group.

3. The Chair extended a particularly warm welcome to new representatives Sandy Allan, Stewart Carle, Jennifer Hamilton, Murray Hannah, Claire Prentice, Hannah Dickson and Anthony Christie.
4. Apologies were received from Stewart Carle (Stephen Innes replacing), Hannah Dickson, Neil Grieg, Jennifer Hamilton, Paul Miele (COPFS) who was to be Jennifer Hamilton's substitute, Claire Prentice, Paul Sloan and Stuart Stevens.
5. The Chair also welcomed Joanne Boyle who would present a paper on future SG plans for Active and Sustainable Travel (AST), and Mairi Blair who would be discussing the key recommendations from the Evaluation of RSS's Learning Resources
6. The Chair offered his official thanks to the Secretariat for the preparatory work carried out for the OPG meetings.

Guest presentations

Active and Sustainable Travel

7. JB presented a paper on active and sustainable travel, stating that improving safety for all road and path users is a key consideration in all AST projects and programmes. In terms of AST's aim to increase the proportion of people walking and cycling, safety (both actual and perceived) is a top priority.
8. From April 2018 AST's funding will be doubled from around £39.2 million per annum to £80 million, with a key commitment being to "make our towns and cities friendlier and safer spaces for pedestrians and cyclists".
9. Future plans will involve two work-streams: "Infrastructure and facilities", and "Behaviour change, education and advocacy". The former includes creating safer segregated areas, coupled with infrastructure designed to make Scottish towns and cities safer and friendlier. The latter involves working with partners on such proposals as increasing Bikeability training for children, and improving – and potentially increasing – road user education programmes such as the Police Scotland Close Pass.
10. SW stated that certain segregation schemes in England have proven unsafe for vulnerable road users, and would provide evidence of their danger to the OPG and JB. JB confirmed that any proposed segregation scheme would be fully safety checked for all road users and approved by the relevant local authority (LA).
11. JB stated that a meeting has been arranged with Aileen Campbell MSP, Minister for Public Health and Sport, and Humza Yousaf MSP, Minister for Transport and the Islands, at the end of February to discuss the appointment of an Active Travel Commissioner. The OPG recommended that the role should cover both infrastructure and safety.
12. MH queried whether LAs could apply for AST grants, which was confirmed by JB. Although LAs should initially contact Sustrans, JB would be content for LAs – and organisations affiliated with LAs – to contact her directly.

Agreement points	Action
Provide evidence of segregation schemes which have proven dangerous.	SW

Leadership for education resources

13. MB presented a paper on the independent evaluation commissioned by RSS on its four road safety learning resources: core primary school resources *JRSO* and *Streetsense2*, and core secondary school resources *Your Call* and *Crash Magnets*.

14. The evaluation judged the resources as being of high quality with a good curriculum; however, two issues were highlighted:

- There are areas of Scotland where these resources remain unknown.
- Very little responsibility is assumed by schools and LAs, even though road safety education is perceived as a positive.

15. Ultimately, more must be done to promote the resources. Specifically, a more co-ordinated approach is required with road safety partners to ensure all LAs are on-board. Road safety is seen to cross the curriculum and closer links must be made with both the various education departments and parents, who could potentially influence a school. The OPG recommended a model example be used as a case study and shared through social media.

16. KI stated that Cycling Scotland has faced similar challenges and would be eager to share learning practices, specifically in the area of cycling safety, and work with RSS to promote the learning resources.

17. It was recommended that a working group be set up to manage the issues brought up by the evaluation. Members were asked to volunteer either themselves or individuals within their organisation to take part in the group, together with sharing any further comments on the evaluation with the Chair who would pass them on to MB.

18. The Chair thanked JB and MB for their presentations. JB and MB now left the meeting.

Agreement points	Action
Share learning and further promote the RSS learning resources.	KI and RSS
Create a working group of either OPG members or individuals within their organisations to manage the issues brought up by the evaluation on RSS learning resources.	RSS and OPG
Share further comments on the RSS evaluation with the Chair to pass to MB.	OPG

Previous minutes

19. The minutes of the previous meeting were approved as an accurate record within the agreed seven-day period and circulated and published on the TS website in August 2017.

20. However, an amendment to point 24 has now been recommended, with the minutes to be re-published online once the first sentence has been replaced with the following:

Police Scotland is awaiting further formal evaluation of the Bikesafe scheme in England, which will be based on feedback from those riders who have undertaken the course. When the analysis of this evaluation becomes available, it will inform Police Scotland's decision making in respect of Bikesafe.

21. Members noted that all actions from the previous OPG and the SPB meetings had been completed or subsumed within this OPG or the next SPB meeting in March.

Agreement points	Action
Point 24 of the Minutes will be updated as recommended and re-published on the TS website.	Secretary

Strategic Partnership Board report

22. The Chair advised he had presented a verbal overview of the January OPG meeting at the SPB meeting on 27 September 2017. Following this, a brief summary output of the Board's meeting was sent to OPG Members on 29 November 2017.

23. The Chair clarified that the proposed next steps in the horizon scanning section of the SPB minutes were suggestions, with no items currently being actioned.

24. The Chair stated that OPG Members could contact him with any suggestions or recommendations for the SPB, which he would convey at the next SPB meeting.

Agreement points	Action
Contact the Chair with any suggestions or recommendations for the SPB.	OPG

Framework outcomes

Reported road casualties

25. RM provided a summary of the statistics contained within the Reported Road Casualties Scotland 2016, released on 11 October 2017. RM stressed the importance of considering the statistical analysis alongside the operational element: casualty numbers increased in 2016 but, statistically, long-term results are positive. By way of comparison, SI provided Police Scotland's provisional figures to inform discussion.

26. It was noted that the relatively low number of fatalities has made it easier to explore each casualty in detail, potentially leading to a greater understanding of causation factors. RM informed the OPG that, due to issues with its statistical infrastructure, the DfT will possibly be carrying out a contributory factor review. SW highlighted the distinct lack of formal information on the extent of vulnerable road user injuries as a result of light glare. KI volunteered to examine this issue and report back to the OPG.

27. MH led a discussion on the Collision Recording and Sharing (CRASH) project, an electronic system for police collision reporting. CRASH is not currently used in Scotland; however, it has already been tested by the DfT and proven popular in England. TS statisticians are supportive of CRASH; however, Police Scotland will ultimately make the decision on its potential adoption. The main concern is one of continuity: it is still to be determined whether CRASH would support the various systems used by LAs. SCOTS has agreed to gather information on its effectiveness within a Scottish context, with the OPG agreeing that SCOTS should develop a formal position on CRASH. MH will consult with the SCOTS group on CRASH at its next meeting on 13 March.

Independent speed adaptation (ISA)

28. OPG Members noted the SPB has requested continued research into ISA. Members determined that, although it would be useful to form a group of experts and potential users of ISA technology (as opposed to a sub-group of the OPG where technical knowledge on the matter is absent), a literature review would, initially, prove more useful. A consultation might assist the SG in developing a position statement.

29. The OPG stressed that the SG must work in tandem with the DfT to share information, and explore any devolved powers which could potentially allow for ISA deployment.
30. TC and DT agreed to carry out desk top research, looking across the EU to commence work on the literature review. Scottish Road research may be a useful starting point.

Speed indicator

31. The Safety Camera Programme has been gathering unit data on the average speeds by vehicle and road type at a range of speed traffic counter locations across Scotland. SF will circulate key findings with the OPG once these have been finalised. Preliminary findings have determined that, in general, all vehicle types are travelling at or below speed limits on motorways and 30mph routes. Conversely, HGVs have been speeding on dual carriageways and single carriageways with the national speed limit.
32. A detailed paper on the findings will be discussed at the next Scottish Freight and Logistics Advisory Group (SCOTFLAG) meeting, with actions agreed with various freight industries. SF will update OPG members with the outcomes of the SCOTFLAG meeting.

TRL sub-group meeting

33. The OPG noted the minutes of the first meeting of the sub-group examining TRL's "Review and assessment of pre-driver interventions in Scotland". The OPG also noted that the review is awaiting Ministerial approval, and the sub-group would meet again after its publication.
34. The Chair informed the OPG that TRL is working with Manchester University on the Driver 2020 project which also focuses on pre-driver interventions.
35. The Chair highlighted that safety is not a motivator for young people. Being caught – or the risk of being caught – is a motivator. The difficulty involves developing a method of presenting credible risks which would convince young people to undertake the "road safety journey". An intervention can be positive if it focuses on a measurable aspect.

Indicator toolkit updates

36. RM provided an overview of the indicator toolkit infographics. For the next iteration, the scale of the "Percentage of drivers rating behaviour as very serious" will be updated, and engagement with the national statistics will be improved.

Supporting papers

Advanced rider training

37. SW provided an update on Advanced Rider Training, stating that there are numerous potential providers (mainly in the private sector); however, the barrier is convincing individuals to take up the training. SW suggested that positive training days – like the one offered by Scottish Biker Magazine – and a Bikesafe-like training course could prove useful in encouraging the uptake of advanced training.
38. SW queried if funds could be made available to provide any initial rider training to encourage a greater uptake of advanced rider training.

MAST update

39. The OPG debated whether TS should continue funding MAST. Members agreed that a further follow-up is required on whether enough individuals are using MAST. Members suggested that before considering funding cuts, a list should be compiled of all current license holders. They would then be contacted to determine if they still use the system, and for what purpose. The OPG agreed that insufficient usage would require cancellation.

Disadvantaged communities and ethnic minority groups

40. The OPG noted that, at the previous meeting, the following had been determined in relation to disadvantaged communities and ethnic minority groups:

- Numerous studies which have explored the impact of road safety on disadvantaged communities demonstrate that those from less affluent communities are at a higher risk.
- Minority ethnic groups have been less well studied; however, there are some indications that they are linked to this and, as such, may be at a higher risk.
- Due to lack of evidence, wider external factors should be considered – for example, poor infrastructure in deprived areas was identified as an influencing factor – and members agreed that further in-depth research should be undertaken.

41. The OPG was informed that data on the ethnic identity of individuals involved in traffic accidents is not collected. It was recommended that the next Road Safety Framework should explore the impact of disadvantaged communities and ethnic minority groups on road safety.

42. A mapping exercise might be of use to determine how infrastructure impacts on areas with disadvantaged communities and ethnic minority groups.

Community planning arrangements

43. The existence of a road safety element must be determined to establish if the OPG would have a role in any community planning arrangements. SI provided an update on behalf of SC:

- Intoxicated road collision casualties will more likely be transient citizens who are using the city centre facilities rather than resident in a locality. Drumchapel has a locality plan that can accommodate this work.
- In rural communities, intoxicated pedestrian casualties are typically injured on country roads walking home from licensed premises.

44. His suggested approach would be to:

- Through road casualty data (held by the SG), identify two or three pilot cities to carry out further research, and consider themes of intoxication and ‘Smombies’.
- Engage with road safety teams in the pilot city LAs (for example, Go Safe Glasgow team at Glasgow City Council) to design the research project and bid for resources.
- Once firm evidence is obtained, decisions can then be taken about influencing the Local Outcome Improvement Plans as they evolve.

45. SH recommended that, if partners are involved in any initiatives, they should notify the OPG to add a road safety element.

46. Members noted that this could be a potential funding area.

Agreement points	Action
Examine and provide feedback the extent to which vulnerable road users have been injured as a result of light glare at night.	KI
Gather information on CRASH's effectiveness in a Scottish context and develop a recommended formal position on CRASH.	MH
Consider what research is already available in this area by carrying out a literature review on ISA.	TC and DT
Circulate key Speed Indicator findings with the OPG.	SF
Update OPG members with the outcomes of the SCOTFLAG meeting.	SF
Update the indicator toolkit infographics for the next meeting.	RM
Contact MAST users to determine the extent of software use.	Secretary
Recommend to the SPB that the next Road Safety Framework explores the impact of disadvantaged communities and ethnic minority groups on road safety including infrastructure.	SPB Secretary

Risk Register

47. Tracked changes recommended by Members virtually were approved.

48. The Chair questioned whether the Risk Register (RR) could be streamlined. The Secretary will edit the RR, to incorporate the following:

- To provide an audit trail, a column should be added to the spreadsheet displaying the date of each risk's most recent review and/or update.
- Identify the specific individual responsible for each risk.
- Change the "Risk owner" title to "Co-ordinator". The Co-ordinator would have the responsibility of updating their risk(s) or requesting updates from other members.

49. A draft of the updated RR will be sent to members for comment and clearance. The Secretary will then forward the finalised OPG RR to the SPB for information.

Agreement points	Action
The RR will be amended as follows: <ul style="list-style-type: none"> • Add a column to the spreadsheet displaying the date of each risk's most recent review and/or update. • Identify the specific individual responsible for each risk. • Change the "Risk owner" title to "Co-ordinator". 	Secretary
Email updated RR to Members for comment and clearance, which will then be forwarded to the SPB for information.	Secretary and OPG

Framework funding

Completed project

50. The OPG noted that Scottish Biker Magazine (SBM) funding has now concluded. The OPG was supportive of the project and agreed that its objectives had been met. In addition, SBM had a good circulation, and provided a lever for motivating individuals to start training. Overall, SBM has been positively received and shown itself as popular with motorcyclists in Scotland.

51. The OPG discussed how the project could develop in the future now that funding had ceased. It was decided that the original application would be circulated to Members to examine what was originally stated in terms of sustainability. Particularly with LAs losing capacity, it would be important to consider any risk associated with sustainability at the next meeting.

52. Members queried if the right individuals had been targeted, what could be done to encourage advanced training uptakes, and whether the evaluation could be used for other projects. SBM has demonstrated that it is possible to connect with this hard-to-reach group, and it is imperative that the concept is not lost.

53. The OPG noted that TS is organising a Motorcycle Safety Workshop and SBM involvement could be beneficial.

Agreement points	Action
Circulate original SBM application with Members.	Secretary
Include sustainability as a discussion topic at the next OPG meeting.	Secretary

Existing projects

54. Members noted the seven existing projects which are now underway to various degrees, with TS offering its support accordingly. The projects include:

- School Community Speed Watch (Police Scotland / Glasgow Council)
- Virtual reality project (Safety Cameras Scotland)
- Drivewise (Police Scotland / Scottish Borders Council)
- Scottish Biker magazine and web page (Argyll & Bute Council)
- Practical Cycle Awareness Training for Young Drivers (Cycling Scotland)
- 20mph Community engagement project (Living Streets)
- Core work (RoSPA)

New bids for 2018/19

55. Three bids, and their initial draft assessments, were provided electronically to members on 10 January. Members' comments will be used to inform considerations, with the OPG recommendations being forwarded to the SPB for approval.

Rider refinement north (Police Scotland)

56. After answering some questions, SI left the room to avoid any conflict of interest while the OPG discussed the rider refinement north project.

57. The OPG proposed that this bid be accepted with some modifications:

- To be viable, a substantial capital outlay is required to purchase equipment. The OPG queried if different options to purchasing three new motorcycles could be explored.
- Further information is required on how the motorcycles would be employed when the courses are not being delivered.
- The OPG requested clarity on the motorcycles' usage upon the project's completion.
- A more robust evaluation is required to demonstrate its effectiveness at targeting the right individuals and reducing casualty numbers.

Older drivers (RoSPA)

58. After answering some questions, SA left the room to avoid any conflict of interest while the OPG discussed the older drivers and ScORSA projects.

59. The OPG proposed that this bid be accepted with some modifications:

- There is an imbalance in the budget. It was queried if the evaluation budget could be increased to provide a more in-depth evaluation, while spending in others areas decreased. This could assist in clarifying the scale of the evaluation required to produce meaningful results.
- It was recommended that the project's links to GP practices should be emphasised as this could potentially assist with sustainability.
- The role of *Smarter Choices Smarter Places and Paths for All* requires clarification to determine what this will entail.
- Clarity is required on which geographical areas will be targeted in order that this project not clash with similar on-going projects. The OPG suggested RoSPA contact Drivewise, with SA, upon his return to the meeting room, confirming that this has already taken place.

ScORSA (RoSPA)

60. The OPG proposed that this bid be accepted with some modifications:

- As this bid concerns an on-going project, an past activity should also be taken into consideration. The project should include an evaluation looking back, together with one looking forward. In particular, the evaluation should focus on how ScORSA has enabled small to medium enterprises to develop robust driving procedures.
- The bid should determine a way of examining ScORSA's impact on all three priority focus areas, particularly vulnerable road users. KI has volunteered to work with RoSPA to develop the vulnerable road user risks.
- As the costs for the development and maintenance of related links and social media feeds to promote and publicise the work of ScORSA seem high, these should be reviewed.

Agreement points	Action
Contact the bidders to request additional information requested by OPG.	Secretary
Work with RoSPA to develop the vulnerable road users risks	KI

AOB and date of next meeting

20mph

61. The OPG noted that Mark Ruskell MSP (Scottish Green Party, Mid Scotland and Fife) obtained the necessary support to introduce a Member's Bill to set a 20mph default speed limit in Scotland. The Minister for Transport and the Islands has already met with Mr Ruskell who will now consult with other vested parties, including LAs.

62. Given the varied nature of Scotland's road network, and the number of factors which need consideration when setting appropriate limits, the SG's position remains that decisions on 20mph speed limits are best taken at LA level. Nevertheless, the debate is welcome, allowing for the gathering of further evidence on 20mph limits, given that the evidence on the value and effectiveness of 20 speed limits is still emerging.

63. The OPG is eagerly awaiting the DfT evaluation on 20mph; however, SF recommended that the World Road Association be contacted for further evidence. In addition, SA will send a copy of a study carried out in Bath on 20mph to the Secretariat to be shared with members.

Horizon scanning

64. TC researched how Scotland’s road safety record compares to other countries. Specifically, he explored if measuring practices used by other countries are similar to Scottish ones. TC determined that there are similarities and differences but, more importantly, it would be necessary to outline where the gaps exist and requested the OPG provide him with a steer, particularly on what evidence and literature should be examined.

OPG Chair

65. The Chair recommended that the OPG consider an alternative Chairperson to be rotated every year. The Secretary will contact Members for their views.

66. The next meeting is scheduled for 09:30 hours on Thursday 26 July 2018 at Victoria Quay, Edinburgh.

Agreement points	Action
Contact the World Road Association for further evidence on 20mph limits.	SF
Send a copy of a study carried out in Bath on 20mph to the Secretariat to be shared with OPG Members.	SA and Secretary
Provide a steer on which evidence and literature pertinent to horizon scanning should be studied.	OPG
Contact members to determine if the OPG should consider an alternative Chairperson to be rotated every year.	Secretary

CLOSE

**Road Safety Framework Operational Partnership Group Secretariat
February 2018**