

## OPERATIONAL PARTNERSHIP GROUP

27 July 2017, 09:30 hours

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

### Minute of Meeting

#### Attendees

##### **Members**

Michael McDonnell (MM) (Chair)	Road Safety Scotland
John Alexander (JA)	Scottish Ambulance Service
Clare Arias (CA)	Crown Office and Procurator Fiscal Service
Neil Chisholm (NC)	SCOTS
Andy Edmonston (AE)	Police Scotland
Steven Feeney (SF)	Transport Scotland
Gwen Hamilton (GH)	SG Marketing and Corporate Communications
Stuart Hay (SH)	Living Streets Scotland
Keith Irving (KI)	Cycling Scotland
Karen McDonnell (KM)	RoSPA Scotland
Richard Morrison (RM)	Transport Scotland ASD
Brendan Nisbet (BN)	Transport Scotland Social Research
Stuart Stevens (SS)	Scottish Fire and Rescue Service
Donna Turnbull (DT)	Transport Scotland
Stuart Wilson (SW)	Transport Scotland TRBO
Steve Wykes (SWy)	Motorcycle Action Group

##### **Apologies**

Neil Greig (NG)	IAM RoadSmart
Stewart Leggett (SL)	Transport Scotland TRBO

##### **Absent**

Jacqui Doig (JD)	Scottish Community Safety Network
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##### **In attendance**

Andrew Fraser (AF)	Falkirk Council
Claire Smith (CS)	Transport Scotland

##### **Secretariat**

Sarah Guy (SG) (Secretary)	Transport Scotland
Dario Dalla Costa (DDC)	Transport Scotland

#### Welcome and introductions

##### **Chair's Opening Remarks**

1. The Chair welcomed members, informing them that Andrew Price, Scottish Community Safety Network (SCSN), Luke Macauley, Scottish Safety Camera Programme (SCP), and Marie Claire Chaffey, Crown Office and Procurator Fiscal Service (COPFS) had moved on; members recorded their thanks for their contribution and support to the work of this group.
2. The Chair extended a particularly warm welcome to new representatives Clare Arias (COPFS) and Steven Feeney (SCP).

3. The Chair advised that Graham Thomson – Transport Accessibility and Road Safety (TARS) Team Leader and acting Unit Head – who oversaw the Framework’s Mid-term Review, had moved to a new position within the Scottish Government. Brendan Rooney is his temporary replacement, with DT, Road Safety Framework Manager, in attendance. Also in attendance was CS, who replaces Jill Mulholland as the new TARS Unit Head. The Group formally noted its thanks for Graham’s contribution to the Framework.
4. Apologies were received from NG and SL (with SW standing in for SL). No formal note of apology was received from SCSN.
5. The Chair thanked members for their on-going contribution to Framework delivery, both at meetings and when operating virtually, particularly during the Summer holiday period.

### **Intelligent Speed Assistance for Scotland**

6. The Chair introduced guest speaker AF (Falkirk Council) who spoke about speed commitment RSF69 on Intelligent Speed Assistance (ISA) – previously Intelligent Speed Adaptation –which ensures that vehicle speed does not exceed a safe or legally enforced speed.
7. In AF’s opinion a scheme, such as ISA, is required to make a major difference to reducing fatalities. He suggested that the general public is not aware of ISA, or its possibilities, and consequently ISA is not receiving the support it requires; therefore, there is little or no progress in this area. In addition, AF stated that ISA would have a greater impact than safety cameras, while 20mph speed limits won’t be followed correctly without ISA.
8. OPG members welcomed this paper, which led to an open discussion covering the following points:
  - ISA is currently industry-driven and it might be more effective if it were to be rolled out nationally at a policy level. This would require legislation, specifically from the UK Government.
  - A fundamental element to ISA – the standardisation and implementation of a digital map – might prove problematic. For example, trunk roads are partly digitised; however, it is unlikely there is much digital mapping of Local Authority roads.
  - ISA implementation might require infrastructure changes.
  - Inappropriate speeding would also have to be considered, making the possibility of advisory speeds problematic. Potentially, increased journey times could result in greater risk-taking behaviour.
  - The costs involved in implementing ISA might well be prohibitive.
  - A scoping study being conducted by Transport for London (TfL) may contain insights which could inform future discussions on ISA.
9. The OPG recognised ISA as a positive tool which could potentially reduce road casualty numbers. However, ISA would require further evaluations to ascertain its effectiveness and whether implementation would be feasible. It was agreed that ISA would remain a future agenda item while existing and developing research were reviewed, including the TfL document. It was agreed that, once published, AF would share the TfL report with the Secretary who would forward it to OPG Members. AF departed from the OPG meeting at the conclusion of his presentation.

<b>Agreement points</b>	<b>Action</b>
Include ISA on the agenda for the next meeting.	Secretary
Provide Members with the TfL report once received from AF.	Secretary

### **Previous minutes**

**10.** Following Members' comments in early February 2017, slight amendments were made to points 30 and 48 of the January Minutes. This was approved as an accurate record within the agreed seven-day period and circulated and published on the Transport Scotland website on 10 February.

**11.** 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 September.

### **Strategic Partnership Board report**

**12.** The Chair advised he had presented a verbal overview of the January OPG meeting to the SPB meeting in March 2017. Following this, a brief summary output of the Board's meeting was sent to OPG Members on 21 April.

**13.** Members noted the following SPB actions:

- Produce an options paper on speed threshold reductions.
- Present finalised funding proposals for the next financial year.

**14.** Members also noted two further SPB actions would be retained by the SPB Secretary for the next Board meeting:

- Update and share both OPG and SPB Risk Registers to allow for a stronger relationship between the two; allowing OPG risks to be escalated to the SPB if and when necessary.
- Carry out an in-depth review on how the Framework will develop post-2020.

**15.** AE presented a proposed paper on Speed thresholds. To begin, AE provided an update on work underway in relation to Speed Awareness Courses (SAC) and a further update will be provided to the Board in September. It was noted again that consideration will be given to the Department for Transport's (DfT) report on SAC which should be published in Autumn 2017. AE highlighted that consideration of speed thresholds should at this stage only be considered as part of the options for the introduction of SAC, as one possible benefit from SAC would be a likely reduction in the number of individuals going through the courts. SWy offered the Motorcycle Action Group's support for SAC, particularly if SAC are applied to motorcyclists. Members affirmed their continued support of the SPB's actions on SAC, and were content the proposed paper be issued to the SPB in response to their action on thresholds.

**16.** On speed thresholds, AE stated that one option would be to align Scotland's speed thresholds with England and Wales. However, he stressed the Lord Advocate retained overall responsibility, and only the Lord Advocate could decide whether or not SAC should be introduced in Scotland.

**17.** CA confirmed that there are no issues with any future consideration of proposals on speed thresholds being presented to the COPFS, providing it is understood that all decisions lay with the Lord Advocate.

## **Framework outcomes**

### **Indicator Toolkit Updates**

**18.** RM provided a summary of the statistics contained within the Key Reported Road Casualties Scotland 2016, released in June 2017. RM reminded members the figures are provisional, and the final statistics will be published in October 2017. RM also noted that the UK Government figures have not yet been compiled, but should be published by the end of September.

**19.** The Chair thanked OPG members for operating virtually to update activity registered in the Outcomes Indicator Toolkit. Members expressed satisfaction with the updated Toolkit and agreed the range of outcomes would be discussed via the supporting documents from the previous meeting and the Risk Register later in the meeting.

### **Supporting Information Papers**

#### *General traffic levels*

**20.** It was noted that, while there are some small differences between each country in road traffic levels, the general trends over the last ten years are similar. There was an overall decrease in traffic levels following the 2008 downturn, which had started to grow again during the economic recovery.

**21.** In spite of increases in road mileage – and conscious of some fluctuation for Scotland and Wales – overall there is a general trend of downwards travel in both fatalities and killed and seriously injured totals across these measures, with road safety generally improving over time.

#### *Proposal to increase advanced motorcycle training*

**22.** SWy provided a report outlining the issues preventing motorcyclists from undertaking advanced training. He suggested many motorcyclists are unaware that training is available and, due to differing abilities, it would be difficult to cater to all motorcyclist demographics. Furthermore, progressing through the various motorcycling levels involves testing, rather than further training. Although the motorcycle's size increases with each level, the tests between them remain identical. Therefore, according to SWy, this is not conducive to enhancing riding skills. In conclusion, it would be necessary to engage with motorcycle training stakeholders to examine how their training models might be best adapted for Scotland.

**23.** The OPG agreed that continued scoping on the impact of advanced rider training is required to explore what can be practically put in place, and ensure the right message is promoted. One difficulty involves attracting those who require (rather than want) the training; therefore, a quantifiable assessment must be developed to gauge the success of any future programme.

**24.** 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. Nevertheless, it was noted that, via the Road Safety Framework funding, Police Scotland has worked with Argyll and Bute Council in publishing the Scottish Bike Magazine. The OPG also noted that the BikeSafe report is due to be published in the Autumn and will be disseminated among members.

*Methods of effective communication for older drivers*

25. The Chair advised of a report, “Supporting Safe Driving into Old Age”, as well as several websites which gave further information on this area as well as guidance on communicating with older drivers; it would be circulated with the Minutes for comment by the Members.

*Review – Road accidents involving pedestrians under the influence of alcohol*

26. BN outlined that casualties involving pedestrians and pedestrians with alcohol are relatively low; however, this has remained a consistent problem. BN highlighted the lack of social scientific studies relating to alcohol and pedestrians in Scotland, stressing that interventions should form part of wider road safety programme. For example, reducing vehicle speeds, addressing environmental issues and raising awareness in areas where pedestrians are often influenced by alcohol. The OPG agreed with BN’s conclusions and recommended that members explore existing community planning arrangements which might help inform new methods of working with CoSLA and Local Authorities on this issue, stressing that alcohol is a “big picture” issue which requires work from many different areas. Within this, the OPG acknowledged forthcoming changes in Community Planning via the Community Empowerment Act and the introduction of Local Outcome Improvement Plans and the need to explore options in maximising its potential impact towards road safety outcomes.

*Review – Road safety & disadvantaged and Minority Ethnic Groups*

27. BN highlighted numerous studies which have explored the impact of road safety on disadvantaged communities, many demonstrating that individuals 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, they too are 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.

<b>Agreement points</b>	<b>Action</b>
The proposed paper provided by AE be issued to the SPB in response to their action on thresholds.	Secretary
Continue scoping for advanced rider training.	SWy
Disseminate BikeSafe report to OPG Members.	Secretary
Members to comment on “Supporting Safe Driving into Old Age” as disseminated with note of meeting.	All
Explore existing community planning arrangements with a view to improving working with CoSLA and Local Authorities on issues involving pedestrians and pedestrians with alcohol, particularly via the forthcoming Community Empowerment Act.	SS, JA & AE
Explore options on commissioning further research on road safety, disadvantage communities and ethnic minority groups.	Secretary

**Risk Register**

28. Tracked changes were approved from the last meeting. Members focused on those risks which had been carried over from previous discussion, maintained a high risk rating and/or had been affected by additional intelligence.

29. Agreed modifications to the Risk Register are outlined in the agreement points below.

30. A draft of the updated Risk Register will be sent to members for comment and clearance. The Secretary will then forward the finalised OPG Risk Register to the SPB.

<b>Agreement points</b>	<b>Action</b>
RR9: Submit revised wording and potential scoring to be agreed at next meeting.	Secretary
RR11: Submit revised wording and potential scoring to be agreed at next meeting.	SWy
RR14: Submit revised wording and potential scoring to be agreed at next meeting, and replace “old” with “pre”.	MM & Secretary
RR16 and 19: Submit revised wording and potential scoring to be agreed at next meeting once the Safe Road User Award – “Scottish Road Safety – Delivering the Framework” – has been evaluated.	KM
RR20: Examine the score and make recommendations at the next meeting. “Grant offered” will also be amended.	Secretary
RR21: Submit revised wording but maintain the current scoring.	Secretary
RR24: Submit revised wording and potential scoring – to be agreed at the next meeting – which will emphasise what can be done to support local communities.	KI
RR5: Submit revised wording and potential scoring to be agreed at next meeting.	NC
RR29: Submit revised wording and potential scoring to be agreed at next meeting.	NC
Develop a new risk under Vulnerable Road Users on capacity and resources which would include road maintenance.	KI
Share the updated draft RR electronically with Members for their comment and clearance.	Secretary
Forward the finalised OPG Risk Register with SPB.	Secretary

### **Framework funding**

31. Before looking at individual bids, the Chair advised that, even if the OPG and SPB approved funding, this was always going to be subject to there being funding available.

### **Existing projects**

32. Members noted the five existing projects which are now underway to various degrees, with Transport Scotland offering its support accordingly.

33. Members were provided with the Executive Summary of TRL’s *Review and assessment of Pre-Driver interventions in Scotland*, noting that this report will soon be published. The OPG agreed the Secretary would set up a sub-group, seeking volunteers from members of this group.

### **New bids for 2017/18**

34. Seven bids and the initial draft assessment were provided electronically to members on 30 June, with members’ comments used to inform considerations. The following recommendations were agreed for submission to the SPB:

- Fit2Drive website (Glasgow City Council) £25,000 – **Decline**. The application parameters were not met, with the timeline, funding, resources, and outcomes and evaluation sections containing little to no detailed information.

- School Community Speed Watch (Police Scotland) £49,500– **Accept, with extensive modifications.** The project's community-led approach was seen as a positive particularly with regard to its links with disadvantaged and ethnic minority groups; however, the application would need to be made more robust in relation to this element. In addition, its Resources and Evaluation and Outcomes sections should be greatly expanded.
- Virtual reality (Safety Cameras Scotland) £67,700 – **Accept, with some modifications.** The OPG applauded the novel approach and agreed a virtual reality project would be useful to evaluate. However, more detail would be required on what it aims to achieve, and how it will directly benefit road safety. It would be useful for the application to outline wider learning opportunities and frequency of exposure, as is anticipated to be recommended in Transport Scotland's commissioned research into Pre-Driver interventions due to be published in Autumn 2017.
- Virtual Reality 360 films (Glasgow City Council) £120,000 – **Decline.** The OPG deemed it best to trial a single virtual reality project. Furthermore, this project is being declined as it is an addendum to the Safety Cameras Scotland bid and the application is not very robust. It might be appropriate to re-visit this bid if, after being evaluated, the Safety Cameras Scotland project proves successful.
- Central Safe Drive Stay Alive (Scottish Fire and Rescue Service) £24,000 – **Decline, with option for further evidence.** Lack of innovation, sustainability and match funding prevented this bid's acceptance; however, given the anticipated recommendations in Transport Scotland's commissioned research into Pre-Driver interventions (due to be published in Autumn 2017), it was agreed that the bidder should be provided the opportunity of developing this further with regard to wider learning opportunities and frequency of exposure.
- Drivewise (Police Scotland/Scottish Borders Council) £58,000 – **Accept, with some modifications.** The OPG acknowledged that this is a current project and the bid must be amended to address questions of sustainability. In addition, the OPG suggested that wider learning opportunities and frequency of exposure be considered, as is anticipated to be recommended in Transport Scotland's commissioned research into Pre-Driver interventions due to be published in Autumn 2017. Nevertheless, quarterly reporting has been encouraging, with the new bid demonstrating innovation by including motorcyclists.
- Project Helmet (South Ayrshire Council) £20,000 – **Decline.** The application parameters were not met, with innovation, timeline, funding, sustainability, resources, and outcomes and evaluation containing little to no detailed information.

35. The Secretary will provide draft responses to be issued once approved by the OPG, and forward the OPG recommendations to the SPB for endorsement before issuing to the bidders.

36. Due to the numerous bids received for this round of funding, the OPG deemed it unnecessary to open up the process again this year. It was agreed that the next call for bids would be for 2018/19, but the process should be initiated in Autumn 2017, with the caveat that this would be subject to funding for 2018/19 being available. Bids would be discussed at the OPG meeting on 25 January 2018.

## MAST

37. The OPG agreed more information was required to make an informed decision on whether to continue funding MAST. The Secretary will gather recommendations electronically.

<b>Agreement points</b>	<b>Action</b>
Set up a sub-group to discuss the TRL report.	Secretary
Provide draft responses for the various bidders which will be issued once approved by the OPG and SPB	Secretary
Gather electronic recommendations from members on whether MAST funding should be amended.	Secretary

**AOB and date of next meeting**

**38.** Members formally thanked NC and AE for their contribution to the Framework, as this would be their final OPG meeting.

**39.** Members agreed that the OPG remit allows members to disagree publicly.

**40.** The next meeting is scheduled for 09:30 hours on Thursday 25 January 2018 at Victoria Quay, Edinburgh.

**CLOSE**

**Road Safety Framework Operational Partnership Group Secretariat  
August 2017**