

## Operational Partnership Group

26 July 2018, 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
Keith Irving (KI)	Cycling Scotland
Stuart Hay (SH)	Living Streets Scotland
Donna Turnbull (DT)	Transport Scotland
Bertrand Deiss (BD)	Transport Scotland
John Alexander (JA)	Scottish Ambulance Service
Stewart Carle (SC)	Police Scotland
Stuart Wilson (SW)	Transport Scotland
Steven Feeney (SF)	Transport Scotland
Steve Wykes (SWy)	Motorcycle Action Group
Hannah Dickson (HD)	SCSN
Paul Sloan (PS)	Transport Scotland
Tony Christie (TC)	Transport Scotland
Andrew Paterson (AP)	Transport Scotland
Neil Greig (NG)	IAM RoadSmart
Gordon Brown (GB)	West Lothian Council
Sandy Allan (SA)	RoSPA

##### **Apologies**

Clare Arias (CA)	Crown Office and Procurator Fiscal Service
Stewart Leggett (SL)	Transport Scotland TRBO
Claire Prentice (CP)	TS Comms

##### **Absent**

Stuart Stevens (SS)	Scottish Fire and Rescue Service
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##### **In attendance**

Pauline Morgan (PM)	Department of Transport
Claire Rees (CR)	Department of Transport
Christopher Johnson (CJ)	Cycling Scotland
Joe McGuckien	Police Scotland
Jamie Lipton	Crown Office and Procurator Fiscal Service

##### **Secretariat**

Amy Lawson (AL)	Transport Scotland
Michelle Little (ML)	Transport Scotland
Kieren Green (KG)	Transport Scotland

## **Welcome and introductions**

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

1. The Chair welcomed Members, and extended a warm welcome to Pauline Morgan and Claire Rees from Department of Transport (DfT), Christopher Johnson, Cycling Scotland and Jamie Lipton, Crown Office and Procurator Fiscal Service (COPFS) who is attending in place of Clare Arias today. The chair then proceeded with round table introductions.
2. Apologies were noted from Claire Prentice, Clare Arias and Stewart Leggett. No formal apology was received from Stuart Stevens.

### **Living Streets – Overview and end Evaluation**

3. SH provided a brief evaluation of his project. The project began with working in communities to find out what they wanted and to gain their thoughts for road safety. The outcome has been positive in terms of delivering change in a short period of time based on a theory of change model. The main outcomes were better awareness and dialogue between communities and local authorities on 20mph limits as a means of achieving a range of outcomes, not just road safety. SH stated this project only ran for a short period of time and a 3 year project could provide stronger results.

### **Cycling Scotland – Overview and end Evaluation**

4. CJ provided a brief overview of the Learner Driver Cycle Awareness Training (LDCAT), Evaluation Study. He highlighted some challenges getting candidates to engage with the project and even after offering a free driving lesson only a few candidates took up to offer. It was also found that weather had an impact on riding bikes. He highlighted the work they carried out with driving instructors around cycling awareness, and noted the variances each instructor has to this. He believed that there should be a more generic approach that should be given by all driving instructors.  
Around 400 people took part in the project and more findings of the report will be published on 14 August 2018.

### **Previous minutes**

5. Members noted that most of the resulting actions from both the previous OPG and the Strategic Partnership Board (SPB) meetings had been completed or subsumed within this OPG or the next SPB meeting in September.
6. SWy noted his action from the previous meeting was still outstanding but he is awaiting a further figures and will provide an update at the next OPG meeting.

<b>Agreement points</b>	<b>Action</b>
Provide evidence of segregation schemes which have proven dangerous.	SWy
Is there any research out there on light glare at night and what are the positives for drivers verses negative ones for pedestrians.	TC

### **Strategic Partnership Board report**

7. The Chair spoke about the SPB action points. One of the points is for the Group members to remain sighted on the outcomes and progression of Active travel. This was with reference

to the increased number of people on the roads be it more pedestrians or cyclists and as we start to think about developing the new framework this should be kept in mind. The Chair asked the Group members if they had any feedback for the Board. NG requested an update on the position of Speed Awareness Courses now the evaluation of their effectiveness has been published by DfT. DT responded the decision whether or not to introduce Speed Awareness Courses is a matter for the Lord Advocate and SC confirmed that Police Scotland is liaising with The Crown Office on this matter.

With regard to the beyond 2020, BD drew members attention to an e-mail from AL requesting suggestions for potential stakeholders who could have an interest or play apart in the development of the next framework

**Framework outcomes**

**Key Reported Road Casualties**

- 8. Members were formally thanked for their contribution to the Framework outcomes. AP commented the finding are positive and the numbers killed on Scotland’s roads were down 24% on last year’s figure. He noted, the improvement but cautioned we are not quite on track to meet our targets by 2020.

The group questioned if the number of people walking had decreased and maybe this was affecting the stats provided. HD raised the question regarding “How safe do you feel as a pedestrian on the streets” to be added to the household survey. KI requested the wording to be change from casualties to Killed & serious injuries.

Agreement points	Action
To look at whether information on kilometres walked can be gathered and if this can be correlated with the key reported road causalities.	AP
To highlight opportunities for Household Survey questionnaire changes (prompted by interest in whether a question regarding, how safe do pedestrians feel on the streets can be added to the Survey)	AP
Within the Key Reported Road Casualties infographic summary change casualties to KSI for the mode breakdown	AP

**Intelligent Speed Adaptation (ISA) literature report**

- 9. TC provided a summary of the literature review on ISA over the last 20 years. He explained the various forms of ISA and stated that for ISA to work, a vehicle fundamentally needs to know where it is, with the most widely adopted approach being use of GPS/digital mapping. He outlined implementation via UK trials alongside other evidence presented in the report linked with the likely benefits for driver behaviour and safety. Costs were also explained as was current EU legislation, which is attempting to promote its use via enabling necessary conditions for the functioning of over rideable ISA. Discussions went on to the availability and usage of other emerging technology, whilst noting vehicle standards are reserved. This led to discussions on whether or not we could incentivise consumers towards buying vehicles with the most up to date safety technology.

It was suggested road safety partners should lead by example by only procuring a fleet / lease / hire vehicles that are fitted with certain safety technology, such as autonomous emergency breaking. This emerging technology will play a key part in road Safety thinking

beyond 2020. Therefore we need to determine, potential benefits, challenges and requirements for example a digital road map and a high level of maintenance of the road network.

SW indicated local roads make up the majority of the road network, with trunk roads making up only 6% .

The first steps should be to map out strengths and weaknesses so we can prepare going forward.

NG highlighted that the Vehicle General Safety Regulation (GSR) are currently being considered by the UK government and the EU Parliament to establish what happens to them post Brexit .

Agreement Points	Action
Ensure readiness of the network both local and trunk is considered as part of beyond 2020 discussions	Secretary / SW

### Speed Indicator Update

10. SF provided information on the speed indicator infographics which had been provided to the group. The group noted there appeared to be an issue with HGV’s speeding. This was also recognised at a meeting with SCOTFLAG in March 2018. In response, SCOTFLAG suggested there may be confusion between the limits in England and in Scotland. SF advised that some comparison work was about to commence and would be shared with SCOTFLAG. BD also mentioned that the AECOM report and the A9 speed report on HGV’s has been published. Taking these findings into consideration we are waiting on the 3 year DFT report and at this point we have no plans to increase speed limits in Scotland.

11. JA suggested many of these HGV/van drivers may be speeding to meet targets set by their companies. This led to discussions in connection with the increase in smaller delivery vans driving in the local communities. It was also recognised that speeding may not be the main factor with delivery vans, but driver awareness was an issue.

The group agreed that it would be useful to undertake a new speed indicator report which if created, would be fully supported by the SPB.

### Pre-Driver Sub Group Meeting

12. The sub group met on 25 June to gain views and to set actions going forward. The main points from the meeting were discussed, which included selecting a couple of local authority areas to look at and gain an understanding of best practice within their community, but also to look at a Local authority which is not engaged. The issue of defining road safety was also discussed. One of the things the sub group noticed was road safety could come under many guises, such a public health, justice or maintenance. It was also recognised defining what road safety is would be needed in order to calculate the amount spent on road safety every year.

### Risk Register

13. The group were made aware of a new action that had been proposed by SH and the risk would be circulated for the group to consider.

Agreement points	Action
Circulate new Risk from SH to OPG to see if content to be added to RR	Secretary

## **Framework funding**

14. ML provided an update on the six ongoing projects supported by road safety framework funding and noted the projects are moving along well with no issues. Given that the current projects are all due to finish within the in 2018 /19 financial year consent was sought from the group to begin a new Framework grant funding round. Any bids submitted would be subject to budget approval with an expectation that this would cover the financial year 2019 / 20. If another funding round is confirmed members were asked to consider the current criteria, the application form and the guidance in order to confirm whether or not they are content with them as drafted or have any comments/suggestions to make. There was discussions around how we ensure we are making the funding available as widely as possible. It was agreed that any bids made should continue to be innovative, have a strong evaluation and target the current framework priority areas.

<b>Agreement points</b>	<b>Action</b>
Ask OPG members for different ways/sources to advertise the call for bids	Secretary
Request confirmation from the group they are content for a new call of bids to go out in August.	Secretary
Circulate the application and guidance for amendments (if none for clearance)	Secretary

## **Evaluation of the SQA in Road Safety**

15. SA gave an overview of the SQA qualification evaluation. The group discussed other qualifications on road safety which they have found useful. It was also mentioned that for Scotland to be globally recognised as a road safety world leader it would make sense to be able to offer a road safety qualification but it would need to be pitched at the right level and include relevant information.

The group was asked to consider three recommendations and confirm by e-mail how they would like to proceed.

The three recommendations are:

- Continue with the SQA in Road Safety as it currently stands and look at ways to promote.
- Discontinue the SQA in Road Safety as it is no longer viable.
- Review and revamp the current SQA in Road Safety.

<b>Agreement points</b>	<b>Action</b>
OPG members to feedback thoughts and comments about the best option for the SQA qualification	Secretary

## **AOB and next meeting**

### **20 mph Update**

16. DT confirmed stated that Mark Ruskell MSP had indicated that he is likely to introduce his Members Bill to Parliament early September.

## **RAC Foundation research project on new methods of accident investigation**

17. NG discussed the RAC foundation research project and what was the Scottish involvement. Bodies such as PACTS have been promoting the idea of a much more intensive approach to crash investigation involving a wider range of experts to learn as much as possible from each crash. This could provide useful car design information, engineering solutions and driver behaviour insights. The possibility of an Accident Investigation Branch (AIB) was highlighted, SC suggested the first step would be to get CRASH into Scotland. Lower level information is already recorded, such as driver behaviour/circumstances in the days prior to the incident but this is not released on STATS 19.

### **Rotation of the Chair for the OPG**

18. At the last meeting rotation of the OPG Chair was raised. The group worked virtually to agree they were content for the Chair to be rotated on a yearly basis. The Chair would be expected to attend two OPG meetings and two SPB meetings per year. The group will be sent an e-mail requesting volunteers for the next OPG meeting on the 24 January.

19. Next meeting 24<sup>th</sup> January 2019

<b>Agreement points</b>	<b>Action</b>
Email OPG members to ask for a volunteer to be the next Chair	Secretary