

# ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Wednesday 26 September 2018, 09:30-12:30  
Conference room 3, Victoria Quay, Edinburgh

## Minute of meeting

<b>Members</b>	Roy Brannen, Chair (RB)	Transport Scotland (TS)
	Hugh Gillies (HG)	TS
	ACO David McGown (DM)	Scottish Fire and Rescue Service
	Bertrand Deiss (BD)	TS
	Robert Nicol (RN)	COSLA
	Dr Graham Foster (GF)	NHS Scotland
<b>In Attendance</b>	Ch SI Stewart Carle (SC)	Police Scotland
	Andrew Paterson (AP)	TS Analytical Services Division
	Anthony Christie (AC)	TS Analytical Services Division
	Steven Feeney (SF)	TS
	Michael McDonald (MM)	Road Safety Scotland
	Stewart Leggett (SL)	TS
	Donna Turnbull (DL)	TS
<b>Secretariat</b>	Amy Lawson (AL)	TS
	Kieren Green (KG)	TS
<b>Apologies</b>	Derek Crichton (DC)	SOLACE Scotland
	ACC Mark Williams (MW)	Police Scotland

### Welcome and introductions

1. The Chair welcomed Strategic Partnership Board (SPB) Members and began the meeting by highlighting that we are quickly approaching 2020 and the point where the Framework covers. It continues to be important we keep focus to achieve our road casualty targets and continue to strive towards vision zero. The SPB were thanked for their productive input into the workshop which we had in August and stated that he hoped that this momentum can be maintained going forward. There was then a round table of introductions.
2. Apologies were received from ACC Mark Williams, with CS Stewart Carle as replacement, and Derek Crichton,

### Minutes of previous meeting

3. The minutes had previously been approved as an accurate record, circulated and published on the Transport Scotland website on 10 May 2018.
4. The SPB noted the update on the outstanding action points which are ongoing and the remainder will be covered throughout this meeting.

Action Points	Owner
To provide a report, before the next SPB in March 2019, on the latest findings from meeting arranged between, Scotland, HE and Welsh Government on detailed investigations	AP

## **Operational Partnership Group report**

5. MM provided an update on the last OPG meeting held on 23 July 2018, focusing on five areas of discussion.

### **Framework Funding Projects**

6. MM spoke on the two evaluation reports of completed framework funded projects, Living Streets and Cycling Scotland. Both these projects highlighted the importance of early road safety intervention which could have a positive behaviour change. RB commented that these projects confirmed what we discussed at the workshop session and supported the need for a "Team Scotland" approach looking at locally based, evidence backed, outcome delivery and sharing of good practice.

### **ISA Literature Review**

7. This review was written by AC at the request of the SPB and OPG. AC who gave a brief overview of his findings. RB asked if any country had fully adopted ISA and the answer was no but the EU 3<sup>rd</sup> mobility package is calling for ISA to become mandatory across all EU states. The members discussed the next steps of ISA and ways to move forward. Whilst the SPB recognised that vehicle standards is a reserved matter they considered it to be beneficial to see the current position of ISA in Scotland such as which manufacturers have ISA readily available on their vehicles and how many of those vehicles were purchased within Scotland as well as establishing if any companies are also procuring these vehicles.

### **Speed Indicator**

8. The information gathered during this exercise indicates that there is a high number of drivers of rigid HGVs/large vans who are driving significantly over of the national speed limit on dual carriageways. The evidence to raise the HGV speed limit in line with England is being considered but at this point there are no plans to increase the speed limit in Scotland.

9. OPG agreed that it would be useful to continue the work into a possible speed indicator for which the SPB confirmed.

### **New Framework Funding Bid**

10. MM brought to Members attention that the latest bidding round of Road Safety Framework Funding is currently open to applications and closes on the 8 November 2018. Members were encouraged to highlight this to their respective stakeholders and to encourage applications.

### **SQA Evaluation**

11. The OPG was presented with 3 options of how to proceed with the SQA Qualification following the evaluation which demonstrated a poor uptake and completion rate. The unanimous decision was to revamp/review as they considered it important to have learning and development opportunities such as a qualification to keep Scotland at the forefront of tackling road safety.

12. The current qualification is equivalent to an advanced higher, and was considered too high. RN agreed that this was probably too high level given that Local Authorities are stretched for time which makes taking on an SQA such as that which was available unrealistic. The SPB agreed with the OPG and had an open discussion of other potential options instead of an SQA

such as being part of Continuous Professional Development (CPD), creation of teacher or Local Authority road safety champions which could lead to a qualification.

Action Points	Owner
Consider how best to gather information on availability of ISA in vehicles and report back to the SPB	AC
Consider potential options on next steps with regards to road safety qualification or learning and development opportunity.	OPG

### **Speed awareness courses (SAC)**

13. SC re-emphasised that Police Scotland is currently awaiting the decision of the Lord Advocate following the publication of the DfT research into their effectiveness and the submission of the Police Scotland scoping study.

14. DM questioned if the people who speed in Scotland, who would eligible for a SAC, could potentially be part of the design the programme to make is a more robust long term road safety campaign. SC noted DM;s point but stated that consideration of what SAC could look like in Scotland is dependent on the Lord Advocate decision. .

### **Framework Outcomes**

#### **Key Reported Road Casualties**

15. AP discussed the 2017 key reported road casualty statistic which are the most recent published statistics but noted that the official statistics will be published in October. The Key Reported Road Casualties for 2017 show that:

- 146 fatalities, representing a reduction of 50 per cent on the 2004-2008 baseline. (The 2020 target is a reduction of 40%)
- 1,580 serious injuries, representing a reduction of 39 per cent on the baseline. (The 2020 target is a reduction of 55%.)
- an average of six children killed over the last three years, representing a reduction of 61 per cent. (The 2020 target is a reduction of 50%)
- 152 children seriously injured, a reduction of 53% on the baseline. (The 2020 target is a reduction of 65%)

16. It is encouraging that the casualty numbers have been falling but we cannot be complacent and there are still improvements which are required particularly with regards to those seriously injured. GF asked if anything has changed in the criteria about how we measure serious and slight injuries over the years and if this could be affecting our stats but AP confirmed that this formed part of the STATS 19 form and there had been no changes in classification. However, there was discussion about whether or not the way people interpret the classification or respond to injuries has changed. Perhaps looking into hospital data could assist in establishing the injuries which result in people attending hospital.

17. HG commented that having discussion with the insurance industry regarding any changes in the report/claiming of KSI over this period could also assist in better understanding the injuries which people sustain and report particularly for helping to shape road safety beyond 2020..

18. HG suggested that the OPG considers all of the points above and present back to the SPB their thoughts and potential next steps in targeting particularly the seriously injured.

19. AP discussed the KSI findings on the NC500 route. The SPB were surprised at the data as the figures did not show any spikes in KSI since the tourism launch of this route in 2015 despite there being a perception amongst members of the public that there had an increase in KSI's since the creation of NC500. Members questioned whether there is an increased volume of traffic which in turn is leading to slower speeds therefore increasing the safety.

20. SC highlighted to the members that Police Scotland are currently working with the DVLA to include a safety leaflet with any correspondence to motorbike riders in Scotland as an initiative to help reduce motorcycle KSI

Action Point	Owner
Look at stats from discharge letters from hospitals for type of injuries resulting from a collision	AP
Engage with Insurance industry to establish what data they have on collisions and if the type of claims have changed since 2009	AP
Look back on the development of the seriously injured targets of 55% within the current framework	AP/MM
Identify possible short term interventions which target serious injured	OPG
Share PACTS Performance indicator paper	AC
Engage with North Coast 500 Group to divulge statistical findings	HG

### **Police Scotland Data Collection Systems**

21. SC provided an update on the work which has been carried out by Police Scotland on data collection systems and confirmed that Police Scotland have decided to implement CRASH which has received funding. It is expected to be rolled out in the first quarter of 2019 throughout Police Scotland.

### **Beyond 2020**

#### **Workshop discussions – “Change for Greater Improvement”**

22. DT informed the SPB of the next steps for work on consideration of road safety beyond 2020. wider workshops will be arranged to engage OPG, SPB and other stakeholders who have interest in road safety and will focus on the next framework and help shape where we should focus taking into account matters such as current risks, new and emerging risks, as well as changing in technology .

23. DM stated the difficulties organisations are having with tighter restrictions on budgets and staff resource. This is not just something that is specific to road safety but with that in mind we need to consider whether a more joined up local based approach which avoids duplication of resources and offers a more coordinated approach as well as the national should be trialed. It was asked whether now is the time to consider pooling resources and knowledge to be able to reap the benefit of a Scotland that focuses on road safety.

24. HG suggested working with three distinct areas to bring a ‘Team Scotland’ approach, having a; City, Central and Rural.

Action Point	Owner
Arrange another SPB workshop in December	Secretary
Come back to the SPB with options on how we take forward the outcomes from the SPB workshop. Including identifying possible areas for the Team Scotland work	Secretary
Set up wider workshops before end of 2018 and other into 2019	Secretary

### **Framework Risk Register**

25. The Chair stated that the current risk register is not reaching its full potential but feels this is the right approach to take.

26. DM commented the current register is too wordy and it would be more beneficial and effective if this was simplified and GF felt that the topics of the RR were capturing were accurate. It was suggested that a risk colleague from TS could be invited to the SPB to discuss how best to access and monitor risk.

Action point	Owner
Invite a risk expert to discuss to the RR and ways to improve and utilise effectively	Chair/Secretary

### **Scottish Safety Camera Programme**

27. SF provided an update on safety camera performance for the reporting period 2017/18. As part of that SF highlighted findings from the full 3 year A9 average speed camera performance report published in April 2018. The SPB noted that this report indicated there have been 10 fewer deaths, 16 fewer people seriously injured and 96 fewer people slightly injured in the 3 years following the cameras compared to the full 3 years preceding. SF highlighted that this equated to a 31% reduction in the average number of fatal and serious casualties when viewed against the 3 year baseline position.

28. In addition the SPB noted that since the A90 average speed camera system had become operational in October 2017 there had been a significant improvement in driver behaviour, demonstrated by high levels (99%) of speed limit compliance.

29. SF outlined the findings of the scoping exercise which explored alternate site prioritisation criteria for safety camera. Following consultation with partners SF presented possible options for changes to the selection criteria which included:

- Increase the site selection collision assessment period from 3 years to 5 years to smooth random variation within the casualty data
- Change the points allocated to collisions based on severity from 1,2 and 3 for a slight, serious and fatal collision to 1, 4.5, and 7.1 which is based on an evidenced *structural cost to the operator* ratio
- Prioritise vulnerable road users by double weighting points allocated for collisions involving VRUs.
- Introduce an additional speed threshold for sites which don't meet the 85%ile speed threshold. SPB agreed that this should be based around the total number of vehicles exceeding the threshold per hour measured over a period of time aligned with the casualty profile of the proposed site.
- Introduce the ability for safety camera resources to be deployed flexibly to ensure a continued support of improved driver behaviour and speed limit compliance. The SPB indicated the principle of this change, but did ask that this should prioritise high footfall areas where active travel could be encouraged by lowering speeds. Furthermore, the

SPB indicated that all proposed locations should be prioritised based around pre agreed speed and risk factors.

- Short Term Deployment – more closely define the time bound element.

30. The SPB were content with this new approach and approved this new criteria for use in the 2019 and future annual site selection exercises.

31. The SPB also approved the content of the Safety Camera Programme Annual Report 2017/18. The SPB welcomed its findings and agreed that this report be published.

Action Point	Owner
Publish the 2017/18 Scottish Safety Camera Programme Annual Report	SF
Implement the changes in site prioritisation criteria and use this revised approach to inform the outputs of the 2019 site selection process.	SF

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

32. An Independent Advisor (IA) was appointed to the SPB for 4 meetings which the members found helpful as they provided helpful points of discussion and provided challenge. The SPB agreed to the proposed job description which was circulated and confirmed that they would like the process to begin to seek a new IA for the SPB.

33. AC gave a verbal update regarding his preliminary findings from his work on establishing the cost of road safety.

Action Point	Owner
Provide findings on Road Safety Spend to policy colleagues for comment and share with the SPB at future workshops	AC
Commence with procurement of an IA so that they are in place ahead of the next meeting in March.	Secretary

34. BD brought the members attention to a Parliamentary slot on 30 October for SG debate on Road Safety and beyond 2020.

35. The next SPB is 27 March 2019, Rooms 9W01 and 9W02, Buchanan House, Glasgow at 13:00

**SPB Secretariat  
October 2018**