

Operational Partnership Group

24 January 2019, 09:30 hours

Scottish Government, Conference Room 2, Victoria Quay, Edinburgh EH6 6QQ

Minute of Meeting

Attendees

Members

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| Bertrand Deiss (BD) (Chair) | Transport Scotland Road Safety |
| Michael McDonnell (MM) | Road Safety Scotland |
| Keith Irving (KI) | Cycling Scotland |
| Stuart Hay (SH) | Living Streets Scotland |
| Donna Turnbull (DT) | Transport Scotland Road Safety |
| John Alexander (JA) | Scottish Ambulance Service |
| Stuart Wilson (SW) | Transport Scotland Roads |
| Steven Feeney (SF) | TS Safety Camera Programme |
| Steve Wykes (SWy) | Motorcycle Action Group |
| Hannah Dickson (HD) | Scottish Community Safety Network |
| Paul Sloan (PS) | TS Strategy and Analysis – Social Research |
| Tony Christie (TC) | TS Strategy and Analysis - Research |
| Andrew Paterson (AP) | TS Strategy and Analysis - Statistics |
| Neil Greig (NG) | IAM RoadSmart |
| Gordon Brown (GB) | West Lothian Council |
| Sandy Allan (SA) | Royal Society for the Prevention of Accidents |
| Stuart Stevens (SS) | Scottish Fire and Rescue Service |

Apologies

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| Stephanie Ross (SR) | Crown Office and Procurator Fiscal Service |
| Claire Prentice (CP) | Scottish Government Communications |
| Stewart Carle (SC) | Police Scotland |
| Martin Reid (MR) | Road Haulage Association |

Absent

In attendance

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|------------------------------|--------------------------------|
| Stephen Innes (SI) | Police Scotland |
| Barry Baker (BB) | Health and Safety Executive |
| Amy Lawson (AL) (Observer) | Transport Scotland Road Safety |
| Lynne Veitch (LV) (Observer) | Transport Scotland Road Safety |

Secretariat

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| Michelle Little (ML) | Transport Scotland Road Safety |
| Kieren Green (KG) | Transport Scotland Road Safety |

Agenda Item 1 - Welcome and introductions

Chair's Opening Remarks

1. The Chair welcomed Operational Partnership Group (OPG) Members, and extended a warm welcome to new members, Stephanie Ross from COPFS, Martin Reid, Policy Director (Scotland and NI) Road Haulage Association. He welcomed Barry Baker from the Health and Safety Executive who joined the meeting today as a guest. On behalf of OPG members he thanked Michael McDonnell for chairing the OPG since 2016 in a great and humorous way. He also set out his intention for the year ahead to help focus the group to ensure that we meet all of the 2020 road casualty targets particularly the seriously injured which we are not currently meeting. The chair proceeded with round table introductions.
2. Apologies were noted from Stephanie Ross, Claire Pretence, Martin Reid and Stewart Carle, Police Scotland was represented by Stephen Innes.

Agenda Item 2 - Previous OPG minutes and Actions

3. Members noted that most of the resulting actions from the previous OPG meeting had been completed or are underway.
4. Steve Wykes added that his action from the previous meeting was still outstanding, he is awaiting further figures and will provide an update at the next meeting.

Action: Steve Wykes to provide evidence of segregation schemes which have proven dangerous.

5. TC provided an update on his paper "The effects of light glare on driving performance"
6. The Group were positive about the findings, both KI and SA commenting that this is a good piece of work and interesting to see that sun was more of a factor than headlights. KI requested that as a group we should keep low sun glare in our sights going forward. SA highlighted the windscreen as one aspect which may be a factor. SW highlighted that the paper reported higher fatal accidents due to poor street lighting in England compared to Scotland. TC confirmed that Highways England had been doing further in depth research on fatal accidents and we are investigating a similar approach for Scotland. The question of should we be including anti-glare and intelligent headlights into the suite of safety features which we are looking at was raised..
7. AP provided an update on whether information on kilometres walked can be gathered and if this can be correlated with the key reported road casualties. Each year the Department of Transport produces estimates on the distance travelled by road traffic (including pedal cycles) in Scotland. Estimates are not produced for pedestrians. The source for any Scottish estimates of annual walking distance would be from the Scottish Household Survey (SHS). The SHS includes a one day travel diary that records details of the journeys that the survey respondent made the previous day (including distance). There is specific issues to walking, in that short periods of walking are not routinely recorded if they form part of a journey involving other modes of transport. Previous analysis has found SHS undercounts journeys by 30-40% compared to other sources. Going forward the Transport Statistics team will investigate annualised pedestrian KM travel estimates as part of a wider look at producing 'annualised' travel estimates from the Scottish Household Survey.
8. AP was asked to update within the Key Reported Road Casualties infographic summary to change casualties to KSI for the mode breakdown. AP confirmed there has not been a key

reported road casualties publication since the last OPG meeting. When the next publication is released in May/June this year, he will update the infographic to reflect this suggestion.

9. SF questioned if it would be possible to gather data from smartwatches to assist broadening this data. It was noted that this was something previously considered, however compared to the control on the data we currently get, the data from smartwatches / fit bits could be unreliable.

Action: Andrew Paterson to update the infographic to reflect kilometres walked when the next key reported road casualties publication is released and provide for next meeting.

10. AP provided an update on the Household survey questionnaire, which was prompted by a request to add the question "how safe do pedestrians feel on the streets" . AP confirmed The Scottish Household Survey team periodically review the content of the questionnaire and will notify the group as to when the process occurs.

11. The minute from the last OPG meeting on the 26 July was agreed as an accurate record of discussion.

Agenda Item 3 - Strategic Partnership Board (SPB) report and actions for the OPG

12. The Chair provided an overview of the SPB minutes from their last meeting of 26 September 2018.

Speed Awareness Courses

13. It was noted that Police Scotland are still awaiting the Lord Advocate's decision on Speed Awareness Courses.

Crash system

14. The Chair highlighted the SPB looked at how we have measured serious and slight injuries over the years and if this could be affecting our stats. It has been suggested when the CRASH system was implemented down South this may have led to the reported increase in the number of serious injuries that was recorded. When implemented in Scotland this is something that we would have to be aware of when comparing statistics from one year post-CRASH to another year pre-CRASH (back casting could be needed).

15. SI commented that the CRASH system has more categories for collisions, currently Police Scotland use fatal, serious and slight to record injuries, the new CRASH system has more scope to separate injuries.

SPB action points

16. Two action points were highlighted from the SPB meeting for the OPG to take forward.

- Consider potential options on next steps with regards to road safety qualification or learning and development opportunities and
- Identify possible short term interventions which target serious injured.

Road Safety qualification

17. TC provided an update on the next steps with regards to the road safety qualification or learning opportunities. A survey pitched to the right group and designed appropriately will gain a

greater insight into the type of learning which is required. It will be circulated to the road safety partners using the workshop attendees within the next month.

Seriously Injured discussion

18. The Chair discussed the second action point from the SPB meeting. Seriously injured are not reducing enough and may not meet the 2020 targets. The Chair had recently met with Mr Matheson MSP, Cabinet Secretary for Transport, who appreciated the work done to date and wanted to emphasise the need to ensure that we meet all Road Safety Framework 2020 targets including the 2 on Seriously injured. The group have been asked to identify short term interventions to target reduction in serious injured.

19. AP provided a summary of the serious casualty data in a paper which he discussed. Highlighting the target to 2020 for seriously injured is a 55% in reduction and 65% reduction for children. Our progress is currently 39% and 53%.

20. AP highlighted the most common vehicle type for seriously injured is car followed closely by pedestrians and cyclists. Going on to say that if we include motorcycle riders, with pedestrians and pedal cycles, as vulnerable road users, then VRUs account for half of all serious injuries.

21. The speed at which serious injuries are more likely to occur are on a 30 mph road for the majority of pedestrians and bicycles. However the most common road speed for car and motorcycles serious casualties is 60 mph.

22. The Chair commented on the caveat that the data can record the collision happened on a 30 mph road for example when the driver could have actually been travelling faster than this.

23. Hospital admissions data was also presented, which showed a similar pattern to the police recorded data. It was noted hospital numbers were almost double those of Police Scotland as not all injury accidents will be reported to Police Scotland. Members noted there may be a significant difference in stats from Police Scotland and NHS, as not all collisions and the likely subsequent casualties are reported to the police.

24. MM questioned if it would be possible to use systems which already exist such as NHS CHI numbers to link the data between collisions and what injuries the patient is treated for.

25. SI mentioned that this could be a possibility, but emphasised that if these drivers are foreign then this could prove difficult as they won't have one.

26. The Group then had a discussion on serious injuries and asked for ideas on what we can do to reduce these, in which the following points were made;

- SW advised Transport Scotland are looking at introducing new measures on trunk roads to reduce casualties.
- The Safety Camera Programme criteria was updated last year to now also prioritise vulnerable road users.
- SI advised a bespoke meeting to look in more depth at the Cabinet Secretary's ask will take place this week. PS are holding meetings with TS to actively reduced casualties, with PS looking at increased patrols in areas that have a high level of casualties last year, SI also went on to say there will be an enhanced roll out of Operation Close Pass activities.
- KI advised Cycling Scotland would be looking at each of the cycling cases to understand the unique circumstances of each to identify whether anything additional could/should be

done. KI advised that there was academic evidence that shows you were safer cycling on segregated cycle lanes (up to 9 times).

20. SH and SWy questioned if there was anything extra Local Authorities could do to reduce these casualties numbers such as looking at hotspots for collisions and why they occur and perhaps look at a redesign of the layout, and could motorcycles be allowed to use bus lanes.

21. GB responded by advising Local Authorities normally manage to target certain schemes. It is difficult to target a particular group as there has to be accidents in an area before it is targeted. The matter of motorcycles using bus lanes would be difficult to implement across Scotland as not all Local Authorities have bus lanes.

Agenda Item 4 – Framework Outcomes

Reported road casualties Scotland 2017

22. Chair requested comments on the previously circulated reported road casualties Scotland 2017 publication.

Intelligent Speed Adaptation

23. An agreement was sought by the Chair on commissioning TRL, who have developed prevented simulation model to estimate the potential impact on casualty reduction as well as other benefits (monetary values of casualties prevented by mandatory introduction of a range of technological measures such as ISA) in the context of the revision of the European Commission Motor Vehicle Safety Regulation, to run their model based on Scottish road casualties.

24. Agreement was also sought by the Chair on working with a Consultant to investigate the availability of ISA and other safety features on the market in Scotland as well as their current usage.

25. AP remarked in relation to ISA, there were 17 fatalities in latest statistics, where Police Scotland have noted speed as a factor, could ISA have played a part in avoiding the collision or lessening the severity of the injuries occurred.

26. NG stated that he had recently attended a meeting in Brussels and many motorist groups in Europe share negative views towards ISA. NG will have a look for a German report which is against ISA which he can share for information.

Action: Group was content for research to be taken forward and for the Secretariat to update on the progress of the researches.

Speed Indicator

27. The Chair confirmed at a previous SPB meeting SPB members agreed that the OPG should continue to look into whether Scotland should have a speed indicator and if so what should it look like.

28. The recent PACTS report highlighted two indicators

- Percentage of traffic complying with speed limits on national roads
- Percentage of traffic complying with speed limits on local roads

29. SF remarked the speed indicator is nothing new but still appropriate. He went on to ask for the view of the group on whether and what a new indicator should be.
30. SF stated that the speed monitoring work was undertaken over 37 sites and all counter sites apart from one were taken from trunk roads. If there was a further rollout this is something that OPG members would want to look at to get an even number of trunk and local roads to reinforce data accuracy.
31. He added that the current counter system only categorises vehicles as small, medium and large rather than the classification of vehicle type.
32. SF suggested selecting potentially 60 sites or more (or less) to measure over a year and repeat every year keeping in mind that the road has to have free flowing conditions for the monitor to provide valid data, he also advised, due to the significant programme work this work would attract a cost. When pushed for a ball park figure, £50,000 was given.
33. The group agreed the speed indicator would be a good tool to have providing information on where we need to focus, with AP adding there is a much need to have an indicator on speed, and having indications year on year could give us much more robust data.

Action: Donna Turnbull to share output from SPB speed workshop of December 2018 with OPG.

Pre-Driver Sub Group Update

34. The Chair provided an update on the Pre-driver sub group meeting of 25 June 18, advising that several points in this group had a wider impact on other priority focus areas and these would be taken forward as part of wider discussions beyond 2020.

Indicator Toolkit

35. The Chair thanked the group for updating the toolkit indicator that is likely to become of even greater importance providing evidence to demonstrate how well the Road Safety Framework to 2020 has delivered.

Agenda Item 5 - Update from partners around the table

36. The group had provided information on the road safety activity within each of their organisations. The Chair asked the group if they had any additional information or would like to ask questions. The following updates were made;
- SCOTS – New legislation introduced on pavement parking and 20 mph national speed limit for Restricted Roads
 - Police Scotland – provided an overview of the current stats year to date.
 - RoSPA - continuing to look at in-car safety with children and recent development in school transport.
 - IAM RoadSmart – have a range of modules now online
 - MAG - considering the possibility of updating motorcycling paper as this last had a refresh in 2007.
 - Cycling Scotland - Transport Bill is having a positive impact.
 - Living Streets – continuing to work on 20 mph workshops
31. The Chair thanked the group for their updates.

Agenda Item 6 - Risk Register

32. The Chair made the group aware that the risk register should be more streamlined, some of the details held on the register need to be made clearer. The Chair asked the group what their thoughts were on the risk register.
33. SH commented that there are risks on the register that don't need to be there, as they have not changed in the entire time he has used it and not likely to change.
34. The Chair advised TS will revamp the register and then circulated for comment.

Action – Risk register to be revamped by TS and circulated for OPG comments

Agenda Item 7 - New Framework 2030/Workshops

35. The Chair provided an update on the workshops, the first one held on 24 August 2018 and was attended by SPB members. The workshop provided an opportunity to take stock on what we have achieved throughout the Framework to 2020. Highlighting that the following points were raised from this workshop;

- Need to make Road Safety a key priority
- Need to make Road Safety a public health issue
- Behaviour change is paramount
- Challenge perception that it is acceptable for collisions resulting in death or injury to happen – that it is a normal part of life.
- Focus on local change in the first instance before national roll out
- Evidence based outcomes

DT highlighted the importance that all those who have an key role to play within road safety contribute and help shape the development of the next Framework. She asked if all members could please ensure that they circulate the invitation email to not only members within the their own organisations but also those who they regularly work with. DT spoke about recent criticism received from some local authorities on a lack of awareness of these workshops and subsequent lack of LA representation at the previous workshop. DT has already circulated the details to all SCOTS TARS members and spoke about the workshops at their last meeting.

Action: Gordon Brown to forward invite to next workshops on to Local Authorities.

Agenda Item 8 - Framework funding

Update of Current Interventions

36. ML gave an update on existing projects noting the below;
- Drivewise Borders & Fife – Ongoing
 - DriVR (Safety Camera Scotland) – Ongoing (evaluation due end March)
 - Community Speed Watch – Awaiting Final Evaluation
 - Rider Refinement North – Completed Funding (evaluation provided)
 - ScORSA – Funding till March 2019
 - Destination Drive – RosPA – Funding till March 2019

Action: Circulate Community Speed Watch evaluation around group once received and add to website (post meeting note: now shared with OPG on 30 Jan – action complete).

New Call for Bids – Agreement

37. The group was asked for comments on the submitted road safety funding bids and for a decision on funding.
- *V-ROADX CIC Evaluation of Virtual Reality (VR) Road Safety Training* - The OPG decided not to fund this project. (Evidence on the effectiveness of VR technology needs to be established before the decision to fund another VR Intervention for school children can be made. Evaluation on VR due April 19.)
 - *Cubic Transportation Systems – Mobilising safer driving on local roads* - The OPG decided not to fund this project.
 - *Edinburgh Napier University – rule 170 Enforcement* - The OPG decided more information was needed on this project before a decision can be made.
 - *RoSPA – Communicating effectively with older drivers* - The OPG were content to fund this project.
 - *AECOM – Distracted Walking – School Lesson Plan and Workshops* - The OPG decided more information was needed on this project before a decision can be made.
 - *Police Scotland – Driver Engagement North* - The OPG decided more information was needed on this project before a decision can be made.
 - *Police Scotland – Out Optic* - The OPG decided more information was needed on this project before a decision can be made.
 - *Police Scotland – Soteria Film Project* - The OPG proposed that we fund this project.
 - *Downlights Ltd – Cyclist and Vehicle Lateral Clearances – road safety and re-education film* - The OPG proposed that we do not fund this project.

Evaluation Fund

38. ML provided information on a proposal for a new evaluation fund which would be made available to gain evaluation on the impact on road safety of projects that have run for several years. Robust evaluation is a necessary component of establishing the effectiveness of an intervention and ensuring in fact it does not cause harm. A fund of £50,000 to £75,000 was suggested as a possibility.
39. The group had comments on the criteria of the evaluation fund and who it should be aimed at. ML advised the criteria would be thought out at a later date and circulated for comment. The group agreed an evaluation fund would be worthwhile.

AOB and next meeting

40. The Chair advised that AOB would be circulated in an e-mail due to the time of today's meeting. He showed the Group the updated Drive in Winter leaflet that can be downloaded on TS website and advised of the [Fair Work Charter for Severe Weather](#) provides guiding principles to help employers prepare for similar circumstances in the future
41. The group gave their thanks to Barry Baker for attending today and hope to see him return in the next meeting.

Action: Chair to circulate AOB documents to the group (post meeting note: action completed on 25 January with updates on TS co-funding DfT process evaluation of the Drink Drive Rehabilitation (DDR) Scheme, on notes from DfT - Road Safety Delivery Group of 15 January 2019 and Tony Christie updated on his ongoing work on road safety spend at national and local levels)

Date of Next Meeting

Thursday 25 July 2019, 09:30-12:30 Conference Room 2, Victoria Quay, Edinburgh.