

# ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Wednesday 27 March 2019, 10:30-13:30  
Rooms 9W01, Buchanan House, Glasgow

## Minute of meeting

<b>Members</b>	Stewart Leggett (SL) Interim Chair	Transport Scotland (TS)
	Derek Crichton (DC)	SOLACE
	Dr Graham Foster (GF)	NHS Scotland
	Ch Supt Stewart Carle (SC)	Police Scotland
<b>In Attendance</b>	Bertrand Deiss (BD)	TS - Chair of OPG
	Andrew Paterson (AP)	TS - Chief Statistician
	Anthony Christie (AC)	TS - Social Researcher
	Cameron Ferguson (CF)	TS – Scottish Safety Camera Programme
	Paul Sloan (PS)	TS Principal Research Officer
	Donna Turnbull (DL)	TS – Road Safety Policy and Framework Manager
<b>Observers</b>	Joanne Boyle (JB)	TS – Active Travel
	Lynne Veitch (LV)	TS
<b>Secretariat</b>	Amy Lawson (AL)	TS
	Kieren Green (KG)	TS
<b>Apologies</b>	ACO David McGown (DM)	Scottish Fire and Rescue Service
	ACC Mark Williams (MW)	Police Scotland
	Robert Nicol (RN)	COSLA
	Stephen Feeney (SF)	TS
	Hugh Gillies (HG)	TS
	Mike Baxter (MB)	TS
	Roy Brannen, Chair (RB)	TS

### Welcome and introductions

1. The Chair introduced himself and explained that he was standing in for Roy Brannen. He welcomed the Strategic Partnership Board (SPB) Members and started with a round table introductions.
2. Apologies were received from ACC Mark Williams (CS Stewart Carle attending on his behalf), ACO David McGown, Robert Nicol, Roy Brannen (Stewart Leggett chairing on his behalf), Hugh Gillies, Mike Baxter and Stephen Feeney (Cameron Ferguson attending on his behalf).

### Minutes of previous meeting

3. The minutes had previously been approved as an accurate record, circulated and published on the Transport Scotland website.
4. The SPB noted the update on the outstanding action points including AC's completed paper on road safety spend, summarising;
  - Scotland's road safety spend was approximately £103 million in 2017/18. Compared with 2004-2008 levels, a total of 45,882 fewer casualties across all injury categories over the

period 2009-2017. This amounts to an overall cost saving of £3.02 billion with a caveated benefit cost ratio of 4:1.

- Tools such as crash cost density mapping, highlighting where high financial costs arise from a road safety perspective, can help to develop and understand the strategies needed to target the locations with the greatest costs.

5. GF commented that the crash cost density map predates much of the recent positive work of the partnership such as average speed camera zones but was a good tool and showed there was a need for this in steering road safety delivery, i.e. could focus on the high cost areas of the road network. The members agreed that providing updated maps and involving health colleagues into the equation would be beneficial.

6. DT highlighted that, as part of the development of the next framework, we are trying to make better connections with public health in order to make road safety a higher issue on the public health agenda.

7. GF highlighted the creation of Public Health Scotland and stated that this could potentially assist in developing better connections.

8. The second outstanding action point was regarding the impact ISA could have on reducing fatalities in Scotland. OPG members agreed that it would be appropriate for this consideration to be carried out by consultants who have the expertise in this area. Therefore TS are currently in the process of procuring this piece of work.

9. The SPB were provided a factsheet on Safe Mobility, as part of the EU 3rd mobility package, and how vehicle and infrastructure safety could contribute towards a vision zero. This recommended that a number of safety and driver assistance features be made mandatory in all vehicles. The features include: Intelligent Speed Assistance; Reversing Detection and Reversing Camera; Driver Distraction and Drowsiness Recognition; Lane Keeping Assistance; Advanced Emergency Braking; Direct Vision Requirements; and Pedestrian/Cyclist Detection. This recommendation has now been provisionally agreed to start in 2022 and DfT confirmed that these safety features would still be adopted in the UK even after we leave the EU.

Action Points	Owner
Update and share crash cost density mapping with latest available data	AC
Update the SPB on the outcome of the research into vehicle safety and driver assistance features.	Secretary

### **Operational Partnership Group report**

10. BD provided an update on the last OPG meeting held on 24 January 2019, focusing on three areas of discussion:

#### **Speed Indicator**

11. OPG Members agreed a speed indicator would be a valuable tool to monitor progress towards road safety targets. It was noted that the speed indicator, as well as other indicators, will form part of the development of the next Framework.

## Framework Funding Bids

12. BD highlighted that 9 road safety framework bids were received following the call for applications in August, with the OPG recommending that we accept to fund 3 of these. The OPG's recommendations were approved by the SPB.

13. In the light of the number of applications which were rejected, SPB members considered whether there was anything that could be improved to our process and/or criteria to ensure that the applications received contain all the relevant information to allow full consideration on their bids. SC stressed that the sifting was robust, noting that he doesn't feel we need to review this. DT confirmed that the sift criteria was being considered as well as the guidance notes which accompany the application forms to assist applicants and to try to ensure that all the information is provided at the time of the application.

14. BD sought approval from SPB Members to have another call for funding applications around summer this year which the members agreed to.

## Evaluation Fund

15. Robust evaluation is a necessary component of establishing the effectiveness of the work that we do. The OPG secretariat proposed setting up and running an evaluation fund. This would be open to applications in a similar process to the project funding. Feedback from the SPB was positive and they were interested in receiving further information regarding criteria.

Action Points	Owner
Keep SPB up to date with evaluation fund	OPG secretary
Make preparations for another call for funding	OPG Secretary

## Speed awareness courses (SAC)

16. SC confirmed that the Lord Advocate had made a decision to approve in principle the introduction of SAC in Scotland. The established working group will together devise the infrastructure and guidance required for their introduction. With regards to timescales, it will be the responsibility of a newly-formed implementation group to map out a possible timeline for introduction, once all factors have been considered.

Action Points	Owner
Update the SPB with SAC timeline and progress	Police Scotland

## **Framework Outcomes**

### **Key Reported Road Casualties 2017**

17. Since the last meeting the Reported Road Casualties for 2017 were published therefore AP provided an update on our progress towards the five 2020 targets summarised below:

2020 Target	Progress	Status
40% reduction in people killed	50% reduction	On track – currently exceeding target
55% reduction in people seriously injured	39% reduction	Significant improvement seen, but at current rate of decrease will miss target
50% reduction in children killed	61% reduction	On track – currently exceeding target
65% reduction in children seriously injured	53% reduction	Significant improvement seen, but at current rate of decrease will miss target
10% reduction in the slight casualty rate	51% reduction	On track – currently exceeding target

Performance is assessed in comparison to the 2004-2008 baseline for each

18. AP highlighted that we are on track to meet all but the seriously injured targets. Mr Matheson, Cabinet Secretary for Transport and Connectivity, has previously stressed the importance for the SPB and OPG to consider what additional steps can be undertaken to help reach these targets. To assist in these considerations AP provided a detailed breakdown of data available regarding serious injuries by mode of travel. This showed that cars are the highest followed by motorcycles but the general pattern suggests that pedal-cycle casualties are not dropping as fast as other modes. It is possible that more people are cycling and this is resulting in more collisions but more evidence is needed in these area.

19. JB highlighted from an active travel perspective that this was very interesting to see and would like to be sighted on how this work progresses. JB updated the SPB on how the additional funding allocated towards Active Travel is being used, including creating infrastructure such as segregated cycle lanes and safer junctions to try to reduce cycling casualties. SPB were interested to hear more about the work which Cycling Scotland are doing around understanding the specific circumstances for cycling collisions.

20. DC commented that it is clear to see from the graphs that the majority of collisions occur on non-trunk roads, therefore it is essential to engage with local authorities.

21. SC commented that the CRASH system will hopefully help with the consistency of recording STATS 19 data.

22. The possibility of extending the Highways England Fatalities Study to Scotland was discussed. AP and DT provided background to the study as well as its aims, objectives and outputs. This study could provide a wider data set and indicate patterns to help shape road safety delivery going forward. Members asked where there was any information available as to what this study is providing. DT confirmed that there has been reports produced.

23. SC commented on whether seriously injured could also be included in this study.

Action Point	Owner
Explore in depth if cycling trend changes – e bikes, bike schemes, local and tourist - have an impact on injuries	AP
Explore how other countries deal with segregation	Secretary
Share more detail of work showing value of HE fatalities study	DT
Update on the work of Cycling Scotland	Secretary

## **Journey 2030**

### **Progress update – beyond 2020**

24. DT began by providing an update on progress with regards to development of the next framework, the stakeholder workshops which are being held and the actions from the SPB Workshop in August. The speed workshop was held on the 7 December and the next workshops are:

- Vulnerable Road Users - 10 April
- Age – 8 May
- Occupational Road Risk - 5 June.

25. We are ensuring that there is a broad range of stakeholders attending the workshops to give consideration to the wide range of matters covered by each workshop topic. DT also provided an update on progress towards the two actions points from the SPB workshop held in August.

### **Team Scotland**

26. DT outlined why we are developing this approach which is to fully understand and evaluate how road safety is being delivered locally. This aims at ensuring better connections between national and local and providing an evidence basis of road safety delivery. Providing a more joined up local based approach could ensure more effective communication, share good practice, avoid duplication of resources and an understanding of the impact towards contributing to meeting our targets.

27. SPB Members agreed with the recommendations and DC agreed to work with DT to identify other local areas where we could work with for this project.

### **National Conversation**

28. DT outlined the background which is to establish and implement a series of actions and dialogue to create a national conversation on road safety with the aim of encouraging greater road safety personal responsibility and a change in road safety perceptions. Developing case studies was suggested as an additional option.

Action Point	Owner
Arrange 2nd SPB workshop	Secretary
Consider additional local areas to work with on this project.	DT/DC
Literature review from other countries regarding how they engage with the general public on road safety	AC
Feedback on social research behavioural insights working group which is currently gauging extent of behavioural insights approaches across SG departments	AC

## **Framework Risk Register**

29. It was noted that Mike Baxter, TS Director for Finance and Analytical Services, was unable to attend to discuss the risk register therefore this will be rolled over to the next meeting. It was agreed that the Risk Register needs to better reflect where we currently are doing in relation to the delivery of the framework.

<b>Action point</b>	<b>Owner</b>
Members to update Risk Register.	All

## **Scottish Safety Camera Programme Report**

30. CF provided an update on Scottish Safety Camera Programme, noting that the new site selection process was more focused on Killed and Serious Injury collisions. Highlighting the following points;

- 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 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 weighing points allocated for collisions involving VRUs.
- Introduce an additional speed threshold for sites which do not meet the 85<sup>th</sup> percentile 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.
- Introduced the ability for safety camera resources to be deployed flexibly to ensure a continued support of improved driver behaviour and speed limit compliance in high footfall areas where active travel could be encouraged by lower speeds while reducing risk exposure. Flexible deployments would be based around a clearly evidenced prioritisation considering speed and risk factors .

31. The SPB were content for the SSCP handbook to be published.

<b>Action Point</b>	<b>Owner</b>
Publish the SSCP Handbook	CF

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

32. BD brought the members' attention to the UN road safety week (6 to 12 May 2019) and SPB members discussed how best to maximise similar opportunities in the future. Previous discussions around having a supporting communications plan for the next framework would assist.

33. DT updated members on the progress of the 20 mph Member's Bill currently going through Parliament. We are still awaiting the Rural Economy and Connectivity Committee Stage 1 Report ahead of the final deadline for Stage 1 which is the 21 June.

34. The next SPB is 25 September 2019, Conference Room 2, Victoria Quay, Edinburgh at 09.30 – 12.30

**SPB Secretariat**  
**April 2019**