

# Road Safety Framework - Operational Partnership Group (OPG)

Minute of Meeting – 25 July 2019

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



Attendees	Members	Organisation
	Bertrand Deiss (BD) (Chair) Michael McDonnell (MM) Donna Turnbull (DT) Richard Panton (RP) Stuart Wilson (SW) Steven Feeney (SF) Steve Wykes (SWy) Hannah Dickson (HD) Paul Sloan (PS) Tony Christie (TC) Andrew Paterson (AP) Neil Greig (NG) Gordon Brown (GB) Sandy Allan (SA)	Transport Scotland Road Safety Policy Road Safety Scotland Transport Scotland Road Safety Policy Scottish Ambulance Service TS Operations - Safety and Development TS Safety Camera Programme Motorcycle Action Group SCSN Transport Scotland Principal Researcher Transport Scotland Researcher Transport Scotland Statistician IAM RoadSmart SCOTS RoSPA
	<b>In Attendance</b>	
	CI Stephen Innes (SI) Christopher Johnston (CJ) Rebecca Cox George Henry Lynne Veitch (LV) Nicola Clark	Police Scotland Cycling Scotland Living Streets TS Operations - Road Safety Policy and Education Transport Scotland Road Safety Policy TS Correspondence officer
	<b>Apologies</b>	
	Elaine Beadsworth (EB) Claire Prentice (CP) CS Stewart Carle (SC) Martin Reid (MR) Stewart Leggett (SL) Barry Baker (BB) Alistair Ross (AR) Keith Irving (KI) Stuart Hay (SH)	COPFS Scottish Government Police Scotland Road Haulage Association TS - Head of Network Operations Health and Safety Executive ABI Cycling Scotland Living Streets
	<b>Secretariat</b>	
	Michelle Little (ML) Amy Lawson (AL)	Transport Scotland Road Safety Policy Transport Scotland Road Safety Policy

## Agenda Item 1 - Chair's Opening Remarks

1. The Chair welcomed Operational Partnership Group (OPG) Members, and extended a warm welcome to new member, Ricky Panton from the Scottish Ambulance Service. The Chair then proceeded with round table introductions.
2. Thanks were expressed to both Stuart Stevens, Scottish Fire and Rescue Service and John Alexander, Scottish Ambulance Service, who have now left the OPG.

## Agenda Item 2 - Previous Minutes and Actions

3. Members noted that most of the resulting actions from the previous OPG meeting had been completed or were underway.
4. SWy verbally discussed his outstanding action of 25 January 2018 regarding segregation schemes in England which he considers have proven unsafe for vulnerable road users and agreed to share his paper and videos with the other members.
5. The minutes were agreed as an accurate record of discussion.

**Action Point :** SWy to share his paper with the OPG for information and comments

## Agenda item 3 - Summary from the Strategic Partnership Group (SPB)

6. The action points from the last SPB meeting (27 March 2019) were discussed and agreed as ongoing:
  - Keep the SPB up to date with the evaluation fund (The call for funding is now live and has a closing date of the 26 September. The OPG meeting in November will be arranged to discuss the shortlisted applications).
  - Make preparations for another call for funding (The call for funding is now live and has a closing date of the 26 September. The OPG meeting in November will be arranged to discuss the shortlisted applications.)

## Agenda Item 4 - Framework Outcome

### Annex A – Key Reported Road Casualties

7. AP provided a summary of the Key reported Road Casualties 2018 which were published on the Transport Scotland website on 19 June 2019. The figures show that the total number of casualties fell by 11% between 2017 and 2018.
8. Currently we are exceeding on 3 of the 5 national targets for casualty reductions by 2020 in relation to the Scotland's Road Safety Framework to 2020 in terms of the remaining serious injury targets we have seen a reduction of 39% since the baseline (against target of 55%) for all serious injuries and a reduction of 56% for Child Serious since the baseline (against target of

65%). Whilst significant Improvement has been made we are not currently on track to meet these 2 targets.

### **Annex B – Final Push to Meet all 2020 Targets**

9. Following the key reported road casualties update, BD discussed the plateauing trend of road casualty numbers across other European countries. Whilst Scotland has been successful in reducing casualties, the latest statistic figures indicate we are unlikely to meet all of our 5 road safety framework targets to 2020. BD advised what Transport Scotland's 4 "E's" teams are undertaking within these areas to attempt to meet these targets asked that OPG members make an effort in their respective organisations to help to reach these targets.

10. SI reported that they have been working with RSS to bring forward a campaign to drive on the left for foreign drivers. MM advised the Breathtaking Roads motorbike safety marketing campaign continues to be promoted and a new 'Group Rideout' film has been added to the three original films.

11. BD noted the site prioritisation criteria used to inform safety cameras deployments through the Scottish Safety Camera Programme had been revised in 2018/19 as part of a broader refresh of handbook. SF advised that the revisions were aimed at ensuring safety cameras continued to maximise their casualty reduction potential.. SF advised that a number of early wins had been identified with 4 new mobile sites across the east and west regions.

12. For road policing activity SI informed the group that Police Scotland's resource would be deployed as planned in priority locations which are evidenced by the casualty stats.

### **Annex C – Update on Technology research**

13. At the last OPG meeting in January, it was agreed for Transport Scotland to commission research into technologies for car safety following proposed revision of EU Motor Vehicle Safety Regulation. This research would model the level of casualty reduction that could be achieved in Scotland. LV advised the commission paper was currently sitting with Transport Scotland senior staff for approval and a further update will be provided at a later date.

### **Annex D – Scotland's Speed Indicator**

14. ML updated the action requested from the SPB to the OPG regarding the progress of the speed indicator. Speed data is currently being collected from a variety of sources which will help establish a future baseline. Potential sites would then be sought for surveys with the aid of members around the table. GB advised that Local Authorities will have all the local community data which will be shared for local roads. ML passed on her thanks to the Local Authorities who have already provided speed data. Further investigation is ongoing and the OPG will be kept up to date with further developments.

### **Annex E – Literature Review on Road User Distraction**

15. TC provided a summary of the literature review on road user distraction. He highlighted that distraction is prevalent amongst all road users, particularly mobile phone usage amongst pedestrians. It was also highlighted that mobile phone distraction is linked to poor safety behaviours across all road user groups.

16. BD advised that DfT has published their revised Road Safety Statement and 2-year action plan which contains action (29) - Commission an analysis of existing data to understand why,

when and in what context mobile phone are used while driving. NG also highlighted action (5) of the DfT action plan - Research into mobile phone distraction for school age pedestrians.

17. HD asked if enough was being done at an early age on distraction; was distraction reflected in the Ziggy books for instance. MM advised that, while the resources addressed the most appropriate issues, they are being used less and less with competing priorities in schools.

18. DT emphasised the need to get the message across that road safety is everyone's responsibility and by engaging with local areas we hope to start a cultural change.

19. PS discussed the recent evaluation for theatre-based road safety education, he highlighted that the target audience thought road safety education would just be about roads and not be about them or have any impact on their daily lives. No matter what age you are, road safety will be something that is needed your entire lifetime.

### **Annex F – Indicator Toolkit Updates**

20. BD discussed the Indicator toolkit and how it is an important document to keep fully updated as a means of monitoring progress towards individual outcomes. It was agreed by the group that the toolkit indicator was up to date.

## **Agenda Item 5 – Road Safety Updates**

### **Annex A – Update on Road Safety Training survey and proposed next steps**

21. Scotland's road safety partners were invited to participate in an online survey. The survey was designed to gauge involvement and types of road safety training ; how these can be tailored to suit the needs of individuals and organisations; and in the areas where demand is highest .

22. ML advised that Transport Scotland had reviewed the survey results and were proposing to work in local areas bringing together all road safety partners (in a specific area) to explore training needs, what they currently have, what they would like and if others can suggest any solutions. The next step would be to bring areas together to share knowledge and expertise which may have diminished and help them to work together to solve issues and share resource. ML suggested that this could form part of the Team Scotland approach being taking forward by the SPB.

23. GB advised that Local Authorities do not receive large budgets for road safety and it would be a good idea to be able to work together with others and share experience.

24. SF suggested that working at the local level and spreading this out further would be a good way to get everyone working together.

25. DT advised that whilst Team Scotland could be used as a mechanism to have these conversations on training the purpose of Team Scotland goes wider and focuses on local Road Safety delivery.

26. SA stated there is nowhere to go for training and with diminishing expertise in road safety there is a need to start sharing what we know. PS advised, from an education perspective,

teachers would previously rely on a dedicated road safety officer and, if we can make an economic case to Ministers, this might help with being allocated more funding.

27. MM advised that Argyll and Bute had recently disbanded it's road safety team.

28. GH stated we are keen to be closer in all policy areas of Local Authorities. Road safety seems no longer high on the local political agenda a victim of its own success. We need to show the wider positive impact of road safety across other policy areas (Health, Education, etc..) and what is happening at a local level which in turn will provide the evidence need to regain political buy-in in road safety. It is hoped that this would be one of the outputs from the Team Scotland Approach.

**Action Point:** - update at next OPG meeting on building the evidence base for road safety training, as the Team Scotland approach project is being progressed across all LA's (Secretariat)

### **Annex B – Update from Around the Table**

29. SI provided updates from Police Scotland, work is ongoing to develop policing plans for the new drug offence, to be implemented late October. A vulnerable road user campaign launched in March with road policing linked in with local community officers to target schools across the country, where parking and pedestrians safety concerns had been highlighted. A further campaign occurred in June which focused on pedestrians, pedal cyclists and motorists whose behaviour places them at risk.

30. There was also a Police Scotland motorcycle weekend in April and May, where known routes and motorcyclist gathering points were visited to maximise engagement opportunities. A speed, seat belt and mobile phone campaign was launched in April until May. The Safety Camera Unit deployed their mobile cameras on key identified routes in support of the campaign and a summer drink drive campaign was also launched in June.

31. Police Scotland is working with RSS on the Drive on the left campaign, with further work being progressed to include foreign motorcyclists.

32. SW advised of an application to the Road Safety Trust fund which is to commission academic research to support the delivery of engineering measures to influence motorcycle riders using PRIME's (Perceptual Rider Information to Maximise Expertise /Enjoyment). The aim is to 'PRIME' behaviour with road markings acting as a tool for riders with different riding styles so that they adapt their riding behaviour on approach to a potential hazard. By providing a means for motorcyclists to adjust their speed , lane position and or braking on approach to a bend.

33. MM provided an update on RSS campaigns. As well as the Drive on the Left campaign with Police Scotland it had also recently completed a group ride out film for motorcyclists in the Breathtaking Roads series. The "Gran" campaign has now aired the first three campaigns on Mobiles / Mates / Speed, and campaigns with gran will be on drink and drugs and protection for vulnerable road users.

34. A further two campaigns are being considered on fatigue and seat belts.

35. SI made the group aware that project EDWARD is due to start this year on the 23 September. A timetable is being worked on by Police Scotland for a vehicle promoting EDWARD to travel across Scotland.

### **Agenda Item 6 – Risk Register**

36. BD on behalf of SH discussed two points, one on Speed and 20 mph and one on continued education messages for all road users. The group agreed these are subsumed in other organisational risk or are being covered under other risks.

37. The Team Scotland approach will be added to the risk register under Road Users which will look at local challenges including maintenance. Another risk for Road Users will be updated with actions planned to include communicating with older drivers and the new project from ScORSA.

38. NG highlighted that there was limited communication with Safer Wheels 50+ , should this now be removed or updated.

**Action Point:** - NG to discuss the Risk Register risk for older drivers in relation to Safer Wheels 50+ with Secretariat.

### **Agenda Item 7 – Development of Road Safety Framework to 2030**

39. The current Road Safety Framework 2020 is nearing the end. To develop and shape the next framework to 2030 a series of workshops were held covering 3 Priority Focus Areas of Speed, Age and Vulnerable Road Users. One further workshop was held on occupational road risk, which is a growing concern. The output from these workshops will help to develop the next framework. The write up from these workshops will be shared with all those who attended who will then have an opportunity to comments and add their views.

40. LV provided an update on where we are currently with the next framework. Analytical colleagues are undertaking work to develop 2030 targets and associated key performance indicators. This work will be going out to tender once approved internally by Transport Scotland with a view to having the results by Autumn.

41. The Team Scotland approach was explained as a means to fully understand and evaluate how road safety is being planned, managed and delivered locally and to identify benefits and challenges at a local level. LV and DT have so far met with two local authority areas to find out what they are doing at a local level and to encourage sharing best practise. They intend on meeting with all local authority areas over the course of the remainder of the year.

### **Agenda Item 8 – Framework Funding**

42. ML provided an update on the three current framework funded projects. All are progressing well with no issues. Soteria Film is almost complete with the last session in July. Once the

full edit and finished assembly has taken place the plan is to launch the film at the Scottish Storytelling Centre in the Royal Mile in September.

43. The group was informed that one of the funded projects - DriVR - had won the FIRST CAR young driver award in London. The evaluation for this intervention will be received in August and circulated to the group.
44. The new call for bids for framework funding and for evaluation funding went live on the 15 June and will close on the 26 September.
45. The members considered a grant application from ScORSA on occupational road risk. As this area could potentially be seen as a new Priority Focus Area to help us achieve our future casualty reduction targets, the members voted to fund this bid The application will now be sent to the SPB for further scrutiny before full approval is granted.

**Action Point: Secretariat to gain approvals from the SPB on the ScORSA grant funding**

### **Agenda Item 9 – AOB and Next Meeting**

46. BD advised, SH had sent the UK Highway Code review for the group to consider. BC gave a brief overview of the draft changes.
47. BD advised he is part of the Highway Code review working group and that the review should be concluded by March 2021. The review is looking at improving the behaviour of all road users including pedestrians.
48. NG added that motoring groups are feeling totally excluded and underrepresented as part of the Highway Code review.

(Post meeting note: Bertrand was advised at his 1st meeting of the working group that AA are represented at the working group.)

### **Future of 20 mph rollout in Scotland**

49. DT provided an update on the current position in relation to 20 mph implementation in Scotland. DT stated that the Restricted Roads (20 mph Speed Limits) (Scotland) Bill fell at Stage 1 and highlighted that Transport Scotland is continuing to work with CoSLA and Local Authorities to identify more straightforward, efficient and effective procedures for LAs who wish to introduce more 20 mph speed limits in the right environment.
50. TC suggested keeping up-to-date on available research on 20 mph as more and more research is being made available. DT highlighted that this would be done and will help inform next steps.

### **Speed Awareness Update**

51. Eileen Beadsworth from the Crown Office had provided a written update on Speed Awareness Courses. "The Speed Awareness Course Working Group is working to devise the infrastructure and guidance required for the introduction of speed awareness courses along

with identification of potential course providers. This working group is chaired by Police Scotland.”

### **DfT Road Safety Delivery Group Update**

52. DT had attended the above meeting where an International Road Safety Conference on 3-4 September and the forthcoming revised Road Safety Statement and two-year action plan were discussed. BD advised that DfT published the above document on 19 July. An analysis of the 74 actions identified no gap in Scotland in relation to these actions for areas devolved. They have set four priority road user groups – Young Road Users, Rural Road Users, Motorcyclists and Older Vulnerable Road Users. No targets have been set but research will be carried out on other countries that have targets. **However Transport Scotland will ensure that Scotland is covered in DfT announced research projects**

### **Next Chair of the OPG**

53. BD advised that as he has now been the Chair for the OPG for one year. The group was asked to consider if they would like to become the next Chair of the OPG for 2020 by the end of October.

### **Date and time of next meeting**

54. The next OPG meeting has been moved forward to late November to discuss shortlisted funding bids and elements of the draft public consultation document on the next Road Safety Framework.

**Action Point :** OPG members to volunteer for role of OPG Chair for 2020 by end of October

**Action Point:** Secretariat to send out new meeting request for November (poll will be issued initially)