

ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Wednesday 25 September 2019, 09:30-12:30
Conference Room 2, Victoria Quay, Edinburgh

Minute of meeting

Members	Stewart Leggett (SL) Interim Chair	Transport Scotland (TS)
	Derek Crichton (DC)	SOLACE
	ACC Mark Williams (MW)	Police Scotland
	Ch Supt Stewart Carle (SC)	Police Scotland
	Alasdair Perry (AP) on behalf of ACO Haggart	Scottish Fire and Rescue Service
	Robert Nicol (RN)	COSLA
In Attendance	Bertrand Deiss (BD)	TS - Chair of OPG
	Steven Feeney (SF)	TS – Scottish Safety Camera Programme
	Donna Turnbull (DT)	TS – Road Safety Policy and Framework Manager
	Stuart Wilson (SW)	TS – Trunk Road Casualty Reduction team
	Mike Baxter (MB)	TS – Director for Finance and Corporate Services
	John Galilee (JG)	TS – Analytical Services
Secretariat	Kieren Green (KG)	TS
Apologies	ACO Ross Haggart (RH)	Scottish Fire and Rescue Service
	Dr Graham Foster (GF)	NHS Scotland
	Hugh Gillies (HG)	TS
	Roy Brannen, Chair (RB)	TS
	Andrew Paterson (AP)	TS - Chief Statistician
	Paul Sloan (PS)	TS Principal Research Officer

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 round table introductions.
2. Apologies were received from Roy Brannen (Stewart Leggett chairing on his behalf), Andrew Paterson (John Galilee attending on his behalf), Paul Sloan, ACO Ross Haggart and Hugh Gillies.

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 updates on the outstanding action points. All other points are covered as part of the meeting's agenda.

5. DT updated members on the progress of action 6, Highways England fatalities study. Transport Scotland are working with Police Scotland and TRL to consider the feasibility and potential benefits of carrying out a similar process in Scotland.

Action Points	Owner
Update Board on any progress on possible fatalities study for Scotland	DT

Delivery of Framework to 2020

Summary of OPG

6. BD provided an update on the last OPG meeting held on 25 July 2019.

7. BD said that as we approach the final push towards the end of 2020, OPG members agreed to continue to work together to strive to achieve all of the 2020 targets. He also advised the group that Scotland's road safety partners were invited to participate in an online survey that was designed to gauge the involvement and types of road safety training. Transport Scotland reviewed the results and proposed to work in local areas bringing together road safety partners to further research road safety training going forward.

8. This would form part of the 'Team Scotland' approach and it was noted BD would give a fuller update on Team Scotland later in the agenda.

9. Moving on BD highlighted that the DfT are currently carrying out a limited Highway Code review that should be concluded by March 2021. The review is looking at improving safety for cyclists, pedestrians and horse-riders

10. BD offered to feed back any comments/questions which members may have to DfT.

11. SL asked that we ensure OPG are kept informed of progress with the review and are given the opportunity to share their views.

12. SW informed the group of a current speed limit guidance review, and noted that it may be helpful to share this with the OPG before coming back to SPB in March.

Action Points	Owner
Share updates from DfT Highway Code review meetings with both SPB and OPG	BD
Share draft brief of speed limit guidance review around OPG before it comes to SPB at next meeting	SW

Summary of Key Reported Road Casualties 2018

13. JG informed members that the Reported Road Casualties will be published on 29 October 2019.

Police Scotland Information Management Data for 2019

14. MW spoke to his paper, and highlighted top three contributory factors of those who had been killed/seriously injured in collisions were failure to look properly, loss of control and careless, reckless or in a hurry. Pedestrian distraction also remains a big factor in collisions.

15. SC added that car drivers and pedestrians are still the two biggest contributors in relation to collisions.

Overview of Toolkit Indicators

16. DT began by stating that this document goes to the OPG, and is a good way to continually monitor progress.
17. BD added that this toolkit could potentially be a key document going forward into our next framework when considering the successful delivery of the current framework.
18. MB presented to the Board the Transport Scotland corporate risk management and corporate guidance. Going on to say that the new risk register is a much more active and useable document compared to the older style.
19. SL asked if there is any major differences between the corporate risk register and the risk register of the Board. MB commented that the Board register is slightly different and could potentially benefit from switching to the newer version.
20. SC thanked MB for bringing this to the Board and noted that the update from the current Board risk register to this new style shouldn't be too problematic.
21. DC queried the frequency at which the risk register is reviewed. DT commented that the risk register is reviewed by the secretariat after each meeting of the SPB and ahead of the next again meeting. She confirmed that this was done after the meeting in March 2019. However, the actions are reliant on members also updating for their own areas. Members agreed to ensure that they update for their own organisations. MB highlighted that the Board should own all of the risks but specific organisations around the table should take the lead to ensure that the risks and actions are up to date and relevant. It was also agreed that a last updated column be added to the new risk register.
22. SC highlighted that Police Scotland have also recently reviewed their own risk register scoring and Vinnie Fisher was working on this from their perspective. SC highlighted that it would be helpful to have Vinnie Fisher involved in our review process.

Action Points	Owner
Circulate MB presentation and corporate risk register template to Board	Secretariat
Update risk register in line with core SG guidance	Secretariat
Seek input, including whose organisation is able to take the lead on, from all SPB members plus Vinnie Fisher from Police Scotland in relation to the updated risk register	Secretariat

DfT Road Safety Action Plan

23. BD spoke to his paper about DfT revised Road Safety Statement and two-year action plan, beginning by stating that the DfT want to move the UK towards a more integrated approach to road safety, focusing on both collision prevention and post collision response. Going on to say it is for DfT not a matter of specific targets, dates or timelines, but a commitment to the idea that road deaths and casualties are not merely the result of poor driving but of the transport system as a whole, the signage, to road user education, enforcement and infrastructure design and construction.
24. Continuing, it was noted that DfT goal for young drivers in relation to Graduate Driving Licensing (GDL) is to discover more and to conduct research on what effects different forms of GDL would have in the UK. BD then updated the group, stating that the Cabinet Secretary, Mr Matheson, had recently wrote to his counterpart in the UK Government asking for more

information on their GDL plans and welcoming his views on the potential of a Scotland-wide GDL pilot.

25. DT then noted that a lot of the research proposed by the DfT is matters of interest to Scotland. Therefore where possible we will try to ensure that it also covers Scotland. SW noted that no timeframes appear to have been attached to any of the DfT action points. Therefore we need to ensure that where there is a need we do not wait for them to conclude their work.

26. DfT road safety statement includes a plan to set up a Rural Road Users Advisory Panel, with membership from a diverse range of people and institutions including, businesses, farmers, horse riders, cyclists and ramblers. SL welcomed the DfT statement and highlighted that we would want to ensure that Scotland has a place here and is represented given that a lot of Scotland is rural.

Action Points	Owner
Keep Members updated with response from UK Government about GDL	BD

Development of Framework to 2030

Update on Development of Framework to 2030

27. Transport Scotland Analytical Services colleagues are currently in the process of commissioning work to develop targets and interim outcome targets based on KPIs. BD updated members by highlighting that this work has gone out to tender and will undertake an assessment of the EU targets and also review road safety strategies of leading countries across the world.

28. We are looking to have ambitious targets to 2030 that will challenge all road safety partners to deliver on areas for which they are responsible for and aim to strengthen Scotland's position amongst the world-leading countries.

29. To develop and shape the next framework to 2030 Transport Scotland held a series of workshops with stakeholders, with a vested interest in road safety, in the aim to get co-operative and a collaborative approach that seeks different perspectives and dialogue.

30. The workshops covered the three key priority areas of speed, Vulnerable Road Users and age and an additional one on Occupational Road Risk. Each workshop asked attendees to list key challenges relevant to the theme of the workshop and solutions to address these. Strategic aims, driver diagrams and measures were also defined. The output from these workshops will help develop the next framework in relation to intermediate outcome targets, public consultation and continued engagement with stakeholders.

31. SF questioned if there was any new or surprising themes that emerged from these workshops.

32. DT outlined that most of the areas raised were areas that we, as a partnership, were already considering but it reiterated that we were on the right track. There were some suggestions of ideas that we could take forward in terms of actions and commitments that could address some of these areas which was helpful. There were suggestions that the next framework doesn't just look at casualty numbers but also casualty rate. This is something which we are sure will be considered by the successful bidder for the above-mentioned Targets research.

33. SL highlighted that the National Transport Strategy (NTS) 2 is now out for consultation and we should continue to link up the NTS, the Strategic Transport Project Review (STPR) 2 and the Framework to 2030.

34. BD continued by stating that a governance structure had been agreed to oversee the development and delivery of the Road Safety Framework to 2030. These groups will be;

- TS Governance Board (IGB)
- TS Working Group (IWG)
- Stakeholder Working Group (SWG)

35. The first meeting of the IWG will take place on 31 October 2019 with the SWG taking place on 28 November, with meetings being held monthly thereafter. The intention is for the public consultation to go out in early 2020.

Action Point	Owner
Create a more detailed timeline for the development of the next Framework for next meeting	BD
Invite lead representatives from STPR to attend next meeting and give update	Secretary

Team Scotland

36. The aim of Team Scotland is to identify road safety gaps in the information available, gaps in the knowledge held, assessment of resources and questions we need to ask at a local and national level. The initial methodology was to work closely with 2 or 3 diverse local authorities. However, this methodology has been amended to work with all LA's to understand the local system, its relationship with the national system, identify what initiatives are happening, share best practice and evaluate results. The reason of the change is to allow for the opportunity to also actively engage with all LA's in our final push to make the 2020 casualty reduction targets.

37. SL noted the update and mentioned this approach will be good to identify barriers from the current framework and ensure these are addressed going forward into the new framework.

38. DC and RN both welcomed the Team Scotland approach and the direction of travel from these meetings with all local authorities. The concern was it is good making these contact initially, however it is important to maintain and keep these contacts going. DT stated that this was the intention of Team Scotland to create a continued long lasting approach that will continue in the next decade.

National Conversation

39. BD outlined the background, stating that the Road Safety Policy Team have undertaken a review of what other countries around the world are doing and these vary from road safety days/weeks and specific campaigns. As part of the development of the next framework we will be considering initiatives with stakeholders such as the following;

- Raise the profile of road safety through celebrity input/online influencers
- Road safety week with planned events around the country
- Online knowledge portal to promote road safety messages and best practice
- Social media highlighting priority areas
- Competitions for kids and parents/carers

40. SL agreed with this approach and suggested that we involve Scottish Government marketing colleagues to help support this National Conversation. DT agreed, and confirmed that we have already had discussions with them. It is also been discussed and agreed at previous

Board meetings that a clear comms strategy be developed and maintained for the next framework.

Speed Awareness Courses

41. MW began by informing the group that the Police Scotland lead will give evidence at the Public Petitions Committee on 10 October 2019. The main Steering group will be supported by the following subgroups;

- Communication and Engagement
- Course Content and Funding
- Guidance
- ICT

42. DT mentioned that the group has now moved away from considering only Speed Awareness Courses for Scotland and are now considering whether other driver behaviour courses should also be considered for Scotland. Therefore moving forward SPB meetings will cover Road Traffic Diversionary Courses (RTDC), which include Speed Awareness Courses, at all future meetings. The Board was content for the item on the agenda to be amended to cover RTDC's.

Scottish Safety Camera Programme Report

43. SF provided an update on Scottish Safety Camera Programme performance during 2018/19. The following points were highlighted;

- The 2019 site selection process, informed by the criteria revised and implemented in March 2019, is well underway with analysis of potential sites being undertaken. The Board noted that the number of speed surveys carried out has been significant compared to previous years. SF advised this reflected the fact that there is likely to be an increase in new safety camera sites identified.
- As part of the 2018 site selection process SF advised that East Safety Camera Unit had recommended a technology change on a 15.9 mile section of the A85/A82 from Lix Toll to Tyndrum. This followed an assessment of the site which shows a persistent collision and speeding profile remained despite the 3 existing mobile enforcement sites. The Board noted that plans were being progressed with the ASC system expected to be operational in early 2020
- Finding from a full 3 year performance report of average speed camera's on the A9 have shown there has been a 31% reduction in fatal and serious casualties.
- Average speed cameras between Dundee and Stonehaven had shown a 40% reduction in fatal and serious casualties, along with an improvement in driver behaviour, demonstrated by high levels of speed compliance (99%).
- On A77 between Girvan and Symington, most recent data shows there has been a 56% reduction in fatal and serious casualties.

44. Moving on, SF highlighted the local engagement customer satisfaction survey was circulated to all road authorities in Scotland to allow them to feedback on local engagement. These findings demonstrate a high level of satisfaction with engagement. DC was keen to understand these satisfaction levels more at a local authority level. SF advised that there were a range of communication channels in place to advise of safety camera activity. The Board noted that this included the three regional Safety Camera Units engaging with relevant road safety forums at a local level. In addition to this, SF advised that a regional site-by-site report was prepared by the West Safety Camera Unit and circulated to all road authorities in the region.

45. As part of the Team Scotland approach DC asked if this information could be shared to all road authorities. The Board agreed and asked SF to arrange for all regional units to provide a site-by-site performance report.

46. In addition, SF advised the Board about the recent addition of flexible safety camera deployments. The Board noted that the aim of these deployments is to reduce any perception of increased risk held and thereby encourage active travel in the locale through improved speed limit compliance. DC advise that it may be helpful to promote the awareness of these deployments. The Boar agreed with this request and asked SF to take forward alongside the 3 regional safety camera units.

47. The SPB were content for the SSCP Annual Progress Report to be published.

48. SC questioned the continuous use of safety camera technology post infrastructure upgrade and improvement such as the dualling of the A9. SF clarified that the safety cameras are generally removed after a significant improvement and only deployed in accordance with the site selection criteria as contained in the Scottish Safety Camera Programme handbook.

Action Point	Owner
SF to ask all Safety Camera Unit to prepare and regularly circulate to road authorities a site-by-site report.	SF
Publish the SSCP Annual Progress Report	SF
Promote the existence of flexible safety camera deployments	SF

AOB & date of next meeting

49. BD brought the members' attention to several key events and dates in the coming month. These were;

- EU High Level Group on Road Safety – 1 October
- ETSC meeting – 9 and 10 October
- PACTS Post crash response conference – 17 October
- Road Safety Scotland Seminar – 30 October

50. SC added that it is Project EDWARD tomorrow, which all partners around the table support, and encouraged all members to get involved on social media to promote this.

51. The next SPB is 25 March 2020, Buchanan House, Glasgow at 13:00 – 16:00.

**SPB Secretariat
September 2019**