

Road Safety Framework - Operational Partnership Group (OPG)

Minute of Meeting – 28 November 2019

Scottish Government, Victoria Quay, Room 2D.44, Edinburgh EH6 6QQ



Attendees	Members	Organisation
	George Henry (GH) (Chair) Bertrand Deiss (BD) Michael McDonnell (MM) Stuart Wilson (SW) Steven Feeney (SF) Steve Wykes (SWy) Hannah Dickson (HD) Andrew Paterson (AP) Gordon Brown (GB) CS Stewart Carle (SC) Stuart Hay (SH) Alasdair Perry (APe) Tamara Thorne (TT)	Transport Scotland Road Safety Policy and Education Transport Scotland Road Safety Policy Road Safety Scotland Transport Scotland Safety and Development Transport Scotland Safety Camera Programme Motorcycle Action Group Scottish Community Safety Network Transport Scotland Statistician SCOTS Police Scotland Living Streets Scottish Fire and Rescue Service Transport Scotland Researcher
	In Attendance	
	Christopher Johnston (CJ) Karen McDonnell (KM) Neil Lumsden (NL)	Cycling Scotland RoSPA Police Scotland
	Apologies	
	Neil Greig (NG) Richard Panton (RP) Martin Reid (MR) Stewart Leggett (SL) Barry Baker (BB) Alistair Ross (AR) Keith Irving (KI) Iain Logan (IL)	IAM RoadSmart Scottish Ambulance Service Road Haulage Association Transport Scotland Head of Network Operations Health and Safety Executive ABI Cycling Scotland COPFS
	Secretariat	
	Michelle Little (ML) Kieren Green (KG)	Transport Scotland Road Safety Policy Transport Scotland Road Safety Policy
Agenda Item 1 – Welcome and Introductions		

1. The Chair welcomed Operational Partnership Group (OPG) Members to the meeting and introduced himself as the new OPG Chair.
2. Thanks were expressed to both Eileen Beadsworth of COPFS and Sandy Allan of RoSPA, who have now left the OPG.
3. The Chair also noted that Donna Turnbull has been successful in gaining a promotion and will also be leaving the OPG.

Agenda Item 2 – Opening Remarks

4. The Chair highlighted agenda item eight, where members will hear from applicants who have applied for framework or evaluation funding. This new process will hopefully speed up the decision making and save time by removing the need to go back with additional questions.

Agenda item 3 - Previous Minute and Actions

5. Members noted that all actions stemming from the last OPG meeting (25 July 2019) had been completed or were underway.
6. The minutes were agreed as an accurate record of discussion.

Agenda Item 4 - Summary from the Strategic Partnership Board (SPB)

7. The SPB met on 25 September 2019 with the minutes being approved by the Board and have been published on the Transport Scotland website for future reference.
8. A brief summary from the SPB has been provided in the papers.
9. There were no actions for the OPG to take forward.

Agenda Item 5 – Framework Outcomes

Annex A – Reported Road Casualties Scotland 2018

10. AP provided a summary of the Reported Road Casualties finalised figures, which was an update of the provisional figures published in the Key Reported Road Casualties Scotland 2018. AP noted the following;
 - 161 people were killed in reported road accidents in Scotland in 2018, 16 more than in 2017.
 - The number of people seriously injured decreased by one per cent from 1,594 to 1,582.
 - A significant drop in slight casualties means that the total number of casualties fell by 11% between 2017 and 2018 from 9,433 to 8,411, the lowest number since records began.
 - In 2018, the overall rate was 1.7 accidents per thousand population aged 17+

- The highest rate was for males in the 17-25 age group, with a rate of 3.0 per thousand population.
- This rate is one and a half times those of females of the same age (2.0 per thousand).

11. Continuing AP highlighted that, in 2018 Scotland's overall road death rate of 29 per million population was the fifth lowest of 42 countries surveyed in provisional international comparisons. Compared with England and Wales, Scotland's 2018 casualty rates were 8% higher for killed, 28% lower for seriously injured and 40% lower for all severities.

12. Finally, in 2018, there were 753 child casualties in reported road accidents, a decrease of 16 per cent since 2017. This included three fatalities, 1 more than 2017 and 142 children who were seriously injured, down from 153 in 2017.

13. Out of our 5 national targets for casualty reductions by 2020 we are currently on track to meet only 3 of the 5 targets, although in each case there has been a significant improvement since the 2004-2008 baseline.

14. Chair stated, it is disappointing that we have not yet met the targets with SW agreeing and adding that we have dropped from third safest country to the fifth in the world.

15. Chair advised that Transport Scotland is currently working with consultants to gain revised targets for the next framework.

Annex B – Police Scotland Management Information Data

16. SC provided an overview of the Q1 Police Scotland report. He advised Q2 will be released soon and will forward it onto the group. From the Q1 report he highlighted the top three contributory factors of those who have been killed/seriously injured in collisions were failure to look properly, loss of control and failed to judge others path or speed. 7% of all KSI collisions had speeding as a contributory factor and 2% of KSI collisions drivers were under the influence of drugs/alcohol. Pedestrian distraction also remains a big factor in collisions.

17. Adding that car drivers and pedestrians are still the two biggest contributors in relation to collisions.

18. SC highlighted the following from his paper;

- Between the hours 1500 to 1700 accounted for the highest KSIs, with Monday and Friday being the most at risk days.
- Majority of fatal collisions occur in roads with 40 mph speed limits or above

19. NL explained that Police Scotland are trying to work more closely with the Health and Safety Executive. Continuing by stating that Police Scotland will notify they HSE of any collision caused by an insecure load, which HSE may take their own investigation to the matter.

20. The Chair thanked SC for this informative update, and states that it is quite disappointing that overall casualties have risen, echoing that there is a need for all partners to refocus on road safety right across the board.

21. SH queried if the increase in casualties last year was as a result of any major incidents which would cause spike?

22. Both SC and AP confirmed that there was nothing significant which would cause a sharp rise in casualty numbers.

23. CJ noted that they had seen a rise in cycling KSI last year, the Chair responded and stated there has been a rise in active travel budget, which of course has led to an increase in cycling, however this has also meant that more cyclists are mixing with pedestrians and vehicles on the road.

Annex C – Indicator Toolkit

24. Chair highlighted that the toolkit indicator had been circulated to the group and sought agreement that it was fully up to date with the group's activities against the current framework commitments.

25. MMC advised he is still to update the toolkit but will do this at the earliest opportunity.

Action Point: SC to send Police Scotland Management Information Data paper to secretariat and secretariat to circulate to members.

Agenda Item 6 – Risk Register

26. SH raised a risk for discussion on the issue around resourcing cuts and capacity. Stating he believes the mitigation measure will have a limited impact, for example 20 mph is as much a resources issue as a procedure issue.

27. The group then had a discussion with the following points being made;

- SH noted that if local authorities have sufficient staff to put through TROs and carry out the process then this would make it easier and would mean more 20 mph speed limits could be implemented.
- GB agreed less resource in Local authorities is meaning more work is being picked up by less staff and somethings are taking longer that they would have normally.

28. Chair queried if risk SH highlighted of resourcing cuts and capacity should belong to this group or for the individual organisation around the tale to monitor.

29. HD commented that it would be beneficial for this group to monitor this risk and not lose sight of it as it could impact on the road safety resources and ability to meet commitments have an overview to ensure work is being carried out.

30. BD added that we will discuss this later in the agenda as this is where the Team Scotland is assisting to understand the difficulties.

31. SH highlighted that there were differences between better funded local authority areas who are able to retain more experienced staff with that compared to smaller areas.

32. CJ discussed the risk RSF93: ensure that cyclists are considered in new road and maintenance schemes, through the implementation of the Trunk Road Cycling Initiative.

33. SW reassured the group that through the STPR a lot of the consultations that have been received have highlighted safety and a focus on cyclists safety.

Action Point: Secretariat to review risk register in relation to RSF93 and update before next meeting.

Agenda Item 7 – Updates

Team Scotland Progress

34. BD began by giving a bit of background into Team Scotland. The aim of Team Scotland is to work closely alongside our local delivery partners to ensure there are connections between what happens nationally and locally, to gain understanding about the challenges which are faced and to work closer to establish solutions to those challenges

35. One of the key challenges has been identifying contacts within each locality and coordinating meetings with all the partners in the area.

36. Initially, we had considered visiting each road safety partnership however, it quickly became apparent that in many areas these partnership groups either don't exist or do not meet formally.

37. This has resulted in multiple meetings within some areas will be required to ensure that we engage with all partners. Therefore, the first phase of this work is to carry out a fact finding exercise to establish where road safety sits in each area, who is involved and what connections are being made.

38. The road safety policy team have current visited 7 road safety partnerships (where they exist) or individual local authorities and are scheduled to have carried out most of the initial visits before Christmas.

39. There was 3 asks and recommendations for the OPG these were;

- Assist in ensuring that all relevant people receive these from each of your organisations locally.
- Provide any assistance possible to identify the most appropriate local contacts.
- Alert the secretariat of anyone from your organisations at a local level who have not yet been contacted.

Key Performance Indicator Research

40. The research work for the KPI began early October and a final report will be submitted mid/late January 2020.

41. BD provided an overview of slides detailing how initial findings on KPI's

42. SC thanked BD for the overview and highlighted as we are encouraging more cyclists on the roads we should expect a rise in casualties until other road users get used to seeing cyclists

more frequently. SH commented that if more people are cycling then many of them will also be car drivers, having skills and a point of view from both perspectives may improve their driving behaviours.

Updates from around the table

43. MM began by noting that this has been a busy period for Road Safety Scotland, highlighting the work below;

- Ran a successful RSS seminar, receiving positive feedback
- Direction magazine is due out next week
- Nominated and won award for 360 VR country roads video
- RSS is now fully integrated
- Fatigue
- Speed
- Back burner – seatbelts and elderly drivers
- Website
- 16,500 copies of CfE Guide
- Ziggy Promotion
- Presence at SLF/CIS and as a2b safely did not successfully migrate, RSS attended ASL event this week with a view to see how best we can develop a resource for this group

44. The key priority work going forward is;

- Drive like Grans in the car – has reached all marketing targets this year. Will also be investing in Gran marketing tools next year.
- Two further Gran videos being released in the coming days.
- Looking towards developing a campaign on driver fatigue before the end of the financial year.
- Lots of Ziggy promotion coming up

45. SW gave his update, highlighting the work that is going on to encourage operating companies to install casualty reduction measures in their infrastructure.

- Currently waiting on the outcome on PRIME. If the initial locations in Argyll and Bute and Highlands is positive and have an impact then will be looking to roll this out further.
- Looking to develop a route risk scoring map of the trunk road network, the target set by the EU is to have this done by 2025.
- Bringing in a safe systems specialist for a few days to do a series of conferences and seminars on this and what it means for individuals.

46. KM raised that there is a need to ensure that the 'safe system' approach is understood by the 'driving for work' community, in order they can effectively play their part in Scotland's road safety community.

47. SF noted that we are currently approaching the end of the 2019 safety camera site selection process. SF further advised that this was the first time the new criteria had been used to inform the process and was likely to result in unlocking significantly more sites compared to previous years. 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.
- 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.

48. CJ gave Cycling Scotland's update, that there has been an increase in the number of HGV drivers trained in cyclists awareness.

- There has been positive feedback on give cyclists space and operation close pass campaigns.

49. HD stated that there is a need for road safety to link up with public health more closely.

50. SWy stated that he is currently looking to update the motorcycling guidelines, these haven't been reviewed for a few years and once updated will issue to all local authority.

51. APe advised SFRS are rolling out the use of VR headsets for educational resource which have had a feedback of having a positive impact.

52. GB noted that all local authorities are now on the new CRASH system. In addition there has been internal discussions looking at having a consistent approach with how local authorities deal with vegetation and the overgrowth that covers signage, working more effectively with their maintenance colleagues. Continued, all local authorities are considering the implications of the new Transport (Scotland) Bill which was given Royal Assent on the 15 November. The main issues being assessed are the pavement parking element of the Bill at present.

Action Point: HD to send Community Safety leads to secretariat

Action Point: BD to provide an update on Team Scotland progress at next meeting

Action Point: Secretariat to send Team Scotland questionnaire to GB to circulate to all local authorities through SCOTS

Agenda Item 8 – Framework Funding

53. A new call for road safety framework an evaluation bids went live on 15 June and closed on 26 September with 6 applications received in total (2 framework and 4 evaluation)

54. One of the framework applications did not meet the criteria and after further discussion the application did not meet the standard and was rejected.

55. The successful applicants were invited along to provide a brief overview of their application and to allow the group to ask questions before making their decision on whether to fund or reject.

56. The projects were summarised in the papers provided to the group and the applicants gave an overview and allowed group to ask questions. The group made a provisional decision on

each project which will be passed to the Strategic Partnership Board before a final decision is made ;

Evaluation Applications:

- Police Scotland/Research Scotland – *New Driver Early Intervention Scheme*
- Road Safety North East (Aberdeenshire Council)/Robert Gordon University – *Motorcycle Safety Strategies in North East Scotland*
- Scottish Borders Council/ Edinburgh Napier University – *Eddleston A703 Traffic Calming Project*
- Cycling Scotland/Children in Scotland – *Bikeability and broader road safety perceptions of 10+ age range*

Framework Applications:

- Inverclyde Council – *Road Safety Education Resource – Augmented Reality*

Action Point: Members to send any additional questions to secretariat

Agenda Item 9 – AOB and Next Meeting

57. SWY requested feedback on his mini orca report from the group.

Date and time of next meeting

58. The next OPG meeting will be in July 2020