

# ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD

Wednesday 23 September 2020, 09:30-12:30  
Online Webex Meeting

## Minute of meeting

<b>Members</b>	Hugh Gillies (HG) Interim Chair	Transport Scotland (TS)
	George Henry (GH)	TS
	Alasdair Perry (AP)	Scottish Fire and Rescue Service
	Robert Nicol (RN)	CoSLA
	Paul Sloan (PS)	TS Principal Research Officer
	Steven Feeney (SF)	TS – Scottish Safety Camera Programme
<b>In Attendance</b>	Louise Blakelock (LB)	Police Scotland
	Jeanine Bezuijen (JB)	TS – Analytical Services
<b>Secretariat</b>	Kieren Green (KG)	TS
	Ben McKenna (BM)	TS
<b>Apologies</b>	Dr Graham Foster (GF)	NHS Scotland
	Roy Brannen, Chair (RB)	TS
	Andrew Paterson (AP)	TS - Chief Statistician
	ACO Ross Haggart (RH)	Scottish Fire and Rescue Service
	Derek Crichton (DC)	SOLACE
	Mark Williams (MW)	Police Scotland

### **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 (Hugh Gillies chairing on his behalf), Andrew Paterson (Jeanine Bezuijen attending on his behalf), ACO Ross Haggart, Dr Graham Foster, ACC Mark Williams and Derek Crichton.

### **Minutes of previous meeting and action log**

- 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.

### **Delivery of Framework to 2020**

#### **Partner Updates**

5. LB provided update, stating that the police response had significantly changed over the Covid-19 period. Police Scotland have seen a sharp increase in the amount of high speed offences (detections over 100 mph) as well as a significant increase in pursuits. The roads have been quieter throughout the lockdown period which has allowed the police to continue with pursuits more often. Pursuits were more frequently called off in normal day to day life for the safety of the public. KSIs (killed or seriously injured) over this period have also

dramatically reduced, due to lockdown and less traffic on the roads. Coming out of the lockdown period, Police Scotland have worked closely with Road Safety Scotland on messaging and campaigns for road users who may not have used the network in a while, such as people who are in the shielding category or people who are not used to the increase in traffic volumes. Campaigns that Police Scotland and Road Safety Scotland worked on includes the drink driving and the fatigue campaign.

6. Continuing, LB stated that Police Scotland's operations were back to business as usual, however, not carrying out mass static roadside checks, but carrying out a more targeted enforcement.
7. This year will mark one year since the roll out of the drug drive wipe in October, which has been very successful.
8. AP then gave an update for the Scottish Fire and Rescue Service noting that all activities that are usually carried out with partners, such as Bikerdown, have been paused due to the on-going Covid-19 situation.
9. RN highlighted that CoSLA have had to radically change in the way they operate and deliver policy. With rapid works streams such as the Spaces for People, meaning like many others a change in the way of working. Trying to think ahead to future of what may happen with Covid-19 and any policy surrounding this.
10. HG thanked partners for updates, mentioning, through Covid-19 broadly similar points are coming up from all partners. The Scottish Government launched the Route Map to recovery from Covid-19 and transport has had its own Transport Transition Plan, looking to promote Active Travel, which includes walking and cycling, for the many health benefits. Throughout this time, TS have been liaising with Police Scotland on a weekly basis to try and understand any trends and planned campaigns.
11. Real chance to positively change the way we deliver road safety as we come through this period and move forward. With enhanced cross working both within Scottish Government but also with our partners.
12. GH added that RSS have worked on many campaigns over this period, and highlighted that work is currently underway on a speed campaign that will be launched with the new framework in January.

### **Summary of Key Reported Road Casualties**

13. JB spoke to her paper, informing members of an increase in number of people killed on Scotland's roads amidst fall in accidents for 2019 compared to 2018.

14. Continuing JB made the following points:

- 168 people were killed in 2019, a reduction of 42% since the baseline (performance currently exceeding the 2020 target of a 40% reduction).
- 2,001 people were seriously injured in 2019. Due to the changes in the recording of casualty severities, progress against this target is measured on the basis of adjusted figures, which show a reduction of 33% from the baseline (performance not currently on track to meet the 2020 target of a 55% reduction).
- On average, there were two children killed each year between 2017 and 2019: a reduction of 85% from the baseline (performance currently exceeding the 2020 target of a 50% reduction).

15. GH detailed the progress of the Road Safety Framework 2020 targets.

**Police Scotland Information Management data for 2019**

16. LB provided an update 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.

17. Continuing it was noted that recently there has been an increase in the amount of suicides on the transport network. With TS recently forming a group with key partners looking at helping vulnerable persons and preventing suicides.

**Overview of Toolkit Indicator**

18. JB presented the Indicator Toolkit to the Board noting that it is difficult to compare to previous years due to the change and implementation to the Crash system by Police Scotland.

19. The Board then had a discussion on the perception of road safety, noting that as more people take the opportunity to walk and cycle this will be a bigger factor in the coming months.

20. GH stated that he has been involved in discussions with Spaces for People leads and will continue to have regular meetings during this period.

Action Points	Owner
Share feedback on discussions had with Spaces for People leads.	GH

**Framework to 2030**

**Framework to 2030 Public Consultation**

21. GH began by thanking members for their comments and efforts so far, stating that the public consultation went live on 8 September and will run for a period of 12 weeks closing on 1 December.

22. The Scottish Government is committed to achieving safer road travel in Scotland and has published a public consultation on a new world leading framework with an ultimate vision where there are no fatalities on Scotland roads. The new framework provides us with an opportunity to enhance our road safety record with a vision for Scotland to have the best road safety performance in the world by 2030.

23. GH opened up to partners to look at the consultation if they haven't already and provide their feedback.

24. The Safe System approach to road safety management is considered to be international best practice. It is recommended that all countries, regardless of their level of road safety performance, follow a safe systems approach. The next framework must fully embed the safe system approach from the national to local level. At the centre of the safe system is people – people that are fragile and will at times make mistakes that can lead to collisions. With that understanding, the road system needs to put layers of protection in the form of safe roads, vehicles, speeds, people around the fallible and vulnerable human in order to prevent deaths and serious injuries.

25. We recognise that optimum casualty reduction can best be achieved through working in partnership with organisations. Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the road system and we must ensure that it is fully embedded in our approach in the new Road Safety Framework.
26. To reach the new targets over 10 years will be challenging and will need a renewed focus and change to the way we deliver road safety.
27. It has become evident that road safety has slipped down agenda, with the next framework aiming to tie in with other government commitments and priorities, such as climate change and public health and understand what impact road safety has on the health service.
28. It was highlighted that lots of work has been done recently on building good partnerships in these areas, however something to continue to build on moving forward.
29. The SPB and OPG will continue to meet twice a year. However, in order to improve communications between national and local level, the new Framework proposes to introduce a third tier – Local Partnership Forums (LPFs).
30. The LPFs would comprise the Chairs of local road safety forums, groups, or partnerships such as the A9 Road Safety Group, Highland & Islands Road Casualty Reduction Group and others identified through the Team Scotland work strand. The main aim of the LPFs would be to share local road safety issues, plans and evaluations, and would serve as a national knowledge hub. Members would appoint a Chair who would serve for a period of two years and become a formal member of the OPG.
31. RN commented that it is good to see building connections at local level and questioned how would this additional governance structure operate.
32. GH clarified that there is currently lots of regional groups that are already well established and we would be looking to share best practice across these groups as well as given each area a voice at a national level. The last few months have demonstrated how agile and quick local authorities can respond to situations.
33. AP gave the support from the SFRS to the next framework and the drive on LPFs. AP is currently looking at road safety within the SFRS and building connections with local area commanders and building them up to a national picture.
34. GH thanked the Board for their comments and offered his assistance to any members that wished him to have any further discussions with their organisations.
35. HG also recorded thanks to Mairi Blair, who will be retiring from Road Safety Scotland and Transport Scotland. Mairi has contributed massively over the years to road safety and partnership working.

### **Team Scotland**

36. The development and implementation of the Team Scotland approach was discussed at previous SPB meetings. The aim is to identify 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.
37. One of the key challenges has been identifying contacts within each locality and coordinating meetings with all partners within that area. It quickly became apparent that not all areas have partnership groups or do not meet formally. This has meant that multiple

meetings within some areas will be required to ensure that we speak to all key partners in each locality. Therefore, the first phase of this work was to carry out a fact finding exercise to first establish where road safety sits in each area, who is involved and what connections are being made. This is being done in tandem with the original aims of the project where possible. So far the team have visited 16 road safety partnerships across Scotland (where they exist) or individual local authorities and are continuing to attend and schedule further meetings.

38. GH updated that a road safety questionnaire was circulated to all local authorities and partnership groups in January 2020. The Road Safety Policy team have carried out an analysis of the responses and have summarised, with some of the key findings in the discussion paper.
39. The team are continuing to engage with local authorities and attend partnerships groups. There is a few areas where an initial meeting still hasn't been able to take place and the team are working to establish a contact and arrange a virtual meeting.
40. GH highlighted the following key findings from the questionnaire;
  - Road safety is still a priority, however not ranked as highly as previously and is getting harder due to staff and budget reduction.
  - Areas are proud of strong partnership working and the links to other organisations.
  - Local authorities would like to have a stronger voice/platform to raise issues.

### **National Conversation**

41. With the current Road Safety Framework nearing its end and move to 2030 Framework the most important message that we need to communicate is that it is unacceptable for anyone to be killed or seriously injured on our roads. We need to develop and implement a process which creates a national conversation on road safety to encourage greater road safety personal responsibility which ultimately leads to a road safety change in culture. It's important to humanise the people involved in collisions by focusing on the person, family and friends and the impact it has on everyone.
42. There seems to be an acceptance to the steady death toll on our roads. No other transport sector – rail, aviation, ferry - would tolerate these shocking high number of casualties. Yet for road transport we seem to assume that these casualties are unavoidable. Changing this thinking and culture can be achieved by raising the profile of road safety in Scotland.
43. This approach aims to continue striving towards our Vision Zero and contribute to road safety as we move into Scotland's next Road Safety Framework to 2030.
44. GH noted that the Road Safety Policy team have undertaken a review of what other countries around the world are doing and it varies from road safety weeks/days and specific campaigns. As part of the next framework we will be developing initiatives with stakeholders. Potential initiatives for discussion are as follows;
  - Raise the profile of Road Safety through celebrity input/online influencers
  - Road Safety Week with planned events
  - Online knowledge portal to promote road safety messages
  - Social media highlighting priority areas
  - Competitions for kids and parents/carers
45. The team have also been investigating how we can raise the profile of road safety as well as where to collectively highlight and share the work carried out in Scotland in one place.

The Road Safety Scotland (RSS) site, which is already established and has the appropriately named domain name was deemed as the best place to do this.

### **Scotland's Fatality Research**

46. GH began by highlighting in 2018 there were 161 people killed on the road network in Scotland, an increase of 11% on 2017. With a few exceptions, figures fell in each year since 1978, showing a clear, steady long-term downward trend.
47. Due to the figures reducing and then fluctuating the SPB and the then Minister for Transport and the Islands, Humza Yousaf made a request for a 'deep dive' investigation into all fatalities on Scotland's road network, with the vision to reinvigorate the reduction in road deaths.
48. To achieve this, research looking beyond Stats19 data, to investigate and analyse the root causes of fatal collisions. Assess the potential countermeasures that could have been deployed which would have either avoided or reduced the severity of those collisions and going forward to mitigate future collisions on the road network that have similar characteristics.
49. Ultimately by working together to carrying out this research and being given access to the vast amount of unused Police Scotland data (for the purposes of road safety research) we will be able to consider and develop new approaches to prevent loss of life on our road network.
50. GH noted this good work and emphasised the fact we need to get point across that one life lost is one too many. This is difficult due to the casualty number per incident being relatively low, that it doesn't have the same impact to a plane or train accident and a need to have better collective messaging going forward.

<b>Action Points</b>	<b>Owner</b>
GH to liaise with LB regarding information sharing on a fatality study for Scotland.	GH

### **Road Traffic Diversionary Courses**

51. LB began by making the group aware that it is not the RPU (Road Policing Unit) that is the lead for RDTDC, but the Criminal Justice Unit with the main Steering group supported by the following subgroups;
  - Communication and Engagement
  - Course Content, Funding and Fees
  - Guidance
  - ICT
52. Due to the current restrictions, the courses currently being run in England have taken place virtually.
53. LB confirmed that a form of virtual running of these types of courses was something the steering group in Scotland would be considering. The 2 other driver improvement course that are currently ran in Scotland have been paused due to restrictions in place for the pandemic.
54. GH stated that he has been having discussions with the Safer Communities Directorate, who have agreed to Chair the Course Content, Funding and Fees subgroup.

## **Safety Camera Programme report**

**55.** SF spoke to his paper and began by providing an update on the performance of the Safety Camera Programme during 2019/20, highlighting the following points;

- The 2019 safety camera site selection process, informed by the criteria revised and implemented in March 2019, was completed during FY 2019/20. This involved analysis of approximately 4,000 potential sites across the three regional Safety Camera Units in conjunction with the 33 Road Authorities and Police Scotland. This led to 23 new sites being identified. The group noted that these new sites had been announced on 8 September 2020. Furthermore, SF advised that plans had commenced which were aimed at delivering each of these sites in FY 2020/21.
- Safety camera technology continued to play a key role in delivering casualty reduction and supporting the delivery of the range of targets contained in the Road Safety Framework during FY 2019/20. The group noted that this was evident from the impact of a number of high profile average speed camera (ASC) systems across the network. This included the A9 ASC which has helped deliver a significant enhancement in road safety which are evidenced by a 31% reduction in fatal and serious casualties. Local road ASC systems have helped to deliver significant improvements in driver behaviour and speed limit compliance which is leading to safer roads for local communities. HG noted the site specific data and asked whether an assessment could be undertaken to understand the impact of all Programme based camera technology on casualties across Scotland's road. In response, SF advised that while camera technology had helped to support a reduction in casualties and collisions at deployment locations, a range of factors contributed towards that reduction. Notwithstanding that, SF agreed to explore and if possible develop a way to understand the impact of the Programme's resources on road casualties at camera locations across Scotland.
- SF also updated the group in relation to the overall performance of the Programme against key performance indicators (KPI). The Board noted a range of points, including that there had been a 14% increase in the number of mobile deployment hours in 2019/20 when compared to 2018/19, with the same amount of resources available. The Board noted that this had been achieved following a range of changes within the Programme, including amendments to shift patterns flowing from Police Scotland Safety Camera Unit Organisational Change Review. The Board also noted that mobile deployments during darkness and during weekends had met the associated KPI.

**56.** SF advised the Board about the recent addition of flexible safety camera deployments. The Board noted that the aim of these deployments was to reduce any perception of increased risk held and thereby encourage active travel in the locale through improved speed limit compliance.

**57.** SF further advised the Board that the full budget for 2019/20 of £4.65m had been invested through the Programme. The Board noted that the budget had remained flat since 2017/18. SF further advised that a number of pressures had been realised and identified throughout 2019/20. This included:

- A relatively significant increase in staff costs being realised in 2020/21
- Potential for a significant number of new sites, in addition to those announced in September 2020, to be identified through the live safety camera site prioritisation exercise; and

- The need to consider the replacement of key enforcement technology e.g. life expired mobile camera resources; and upgrading of some ASC systems.

58. The Board noted that the points had been fed into long term Scottish Government budget planning processes.

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

<b>Action Points</b>	<b>Owner</b>
Explore and if possible develop a process to understand the impact of the Programme on road casualties at camera locations across Scotland.	SF
Publish Scottish Safety Camera Programme Annual Progress Report for 2019/20.	SF

**AOB & date of next meeting**

60. GH stated that half way through consultation the Road Safety Policy team will review the number of responses and will email OPG/SPB to have a final push and called on members to circulate this wider with their partners. To ensure we reach as many people as possible from a wide range of organisations.

<b>Action Points</b>	<b>Owner</b>
Email all partners mid-way through consultation for final push on responses and for partners to share this wider with contacts.	GH

61. The next SPB is 25 March 2021 at 09:30-12:30. The meeting is scheduled to be at Victoria Quay, Edinburgh. However, the meeting may be virtual and will be decided nearer the time depending on the circumstances surrounding COVID.

**SPB Secretariat  
September 2020**