

Road Safety Framework - Operational Partnership Group (OPG)

Minute of Meeting – 10 December 2020

Microsoft Teams



Attendees	Members	Organisation
	George Henry (GH) (Chair) Bertrand Deiss (BD) Michelle Little (ML) Michael McDonnell (MM) Stuart Wilson (SW) Steven Feeney (SF) Keith Irving (KI) Neil Greig (NG) Hannah Dickson (HD) Gordon Brown (GB) Stuart Hay (SH) Tamara Thorne (TT)	Transport Scotland Road Safety Policy and Education Transport Scotland Road Safety Policy Transport Scotland Road Safety Policy Road Safety Scotland Transport Scotland Safety and Development Transport Scotland Safety Camera Programme Cycling Scotland IAM RoadSmart Scottish Community Safety Network SCOTS Living Streets Transport Scotland Researcher
	In Attendance	
	Trevor McIlhatton (TM) Simon Bradshaw (SB) Cathy Barlow (CB) Elizabeth Fong (EF) Jeanine Bezuijen (JB) Jill Mullholland (JM) Lorraine Forrester (LF)	Transport Scotland Head of Road Operations Police Scotland Scottish Fire and Rescue Service Scottish Government Transport Scotland Statistician Transport Scotland Active Travel Transport Scotland Road Safety Policy
	Apologies	
	Richard Panton (RP) Alasdair Perry (APe) Louise Blakelock (LB) Martin Reid (MR) Barry Baker (BB) Alistair Ross (AR) Lewis Crosbie (LC) Steve Wykes (SWy)	Scottish Ambulance Service Scottish Fire and Rescue Service Police Scotland Road Haulage Association Health and Safety Executive ABI COPFS Motorcycle Action Group
	Secretariat	
Kieren Green (KG)	Transport Scotland Road Safety Policy	
Welcome and Introductions		

1. The Chair welcomed Operational Partnership Group (OPG) Members to the meeting.
2. The Chair then proceeded with round table introductions.

Opening Remarks

3. TM introduced himself explaining that he is currently covering for Stewart Leggett as head of Road Operations in Transport Scotland. He highlighted what he has seen as the key upcoming priorities of closing of the Road Safety Framework to 2020 and having the chance to review to learn any lessons from this. He noted that this is an exciting time to be in road safety as we move into the next framework to 2030 and able to shape this.
4. It is key moving forward into the next framework that the links are strengthened with partners around the table but also other areas where we might not have a connection just now. The next framework looks to encompass a more joined up approach and better tie in with other SG commitments such as public health, active travel and climate change.
5. KI stated that there was a good opportunity to flag up the results from the consultation to the Cabinet Secretary but also requested the feedback from the OPG to be included to this.
6. NG highlighted that he has been invited to give evidence to the Rural Economy and Connectivity Committee in January on the Climate Change Plan and noted he was happy to feed in any evidence in terms of road safety that members have. BD provided NG with RSF to 2030 Strategic Environmental Assessment Determination document, as a good basis for evidence.
7. SH commented that the TRO process is fundamental to delivering 20mph but the current process can cause problems for local authorities implementing these.
8. TM confirmed that the TRO process is a statutory process that we need to go through but shouldn't cause a barrier to road safety measures. Colleagues in the Roads Policy Team are currently reviewing the TRO process.

Action Point: GH to discuss with NG road safety evidence before committee appearance in January.

Agenda item 1 - Previous Minute and Actions

9. The minutes were agreed as an accurate record of discussion.
10. Members noted that all actions stemming from the last OPG meeting (28 November 2019) have been completed.

Agenda Item 2 - Strategic Partnership Board (SPB) Minute and Actions

11. The SPB met on 23 September 2020 with the minutes being approved by the Board and have been published on the Transport Scotland website for future reference.
12. There were no actions for the OPG to take forward.
13. The meeting was predominantly focused around discussing the new framework and consultation.
14. KI welcomed the fatality study that was discussed as this is really important moving forward to meet future objectives.

Agenda Item 3 – Framework Outcomes

Annex A – SG Marketing – Speed Campaign (Slides on campaign were provided)

15. EF stated that she works in the Scottish Government Marketing and Insights Unit and works closely alongside Road Safety Scotland to develop and deliver road safety campaigns.
16. The new upcoming speed campaign is due to launch to coincide with the publication of Scotland's Road Safety Framework to 2030 on 25 January 2021 and run until the start of March 2021.
17. A number of different data sources were used when developing the campaign, this highlighted that speeding continues to be a problem on Scotland's roads. Surveys with road users saw that 56% admitted to exceeding the speed limit, speed camera data highlighted that the majority of speeders were male drivers aged between 25-55 year old, and data from Police Scotland noted that over a 5 year period 11% that all KSI collision listed speed as a contributory factor. This equated to 172 KSI per year and 9% of all injuries also had speed as a contributory factor.
18. The draft framework to 2030 is highlighting that speed is one of the key issues that we need to tackle if we are to achieve vision zero. Communication has a role to play here in helping people realise that speeding is serious and not a victimless crime and people have a lot of control over the speed they choose to travel at on the roads.
19. Research with the targeted groups showed that there are 4 categories. With one group stating that they never speed, a group that speed on occasions, another that don't realise they speed and finally a group that regularly travel above the speed limit.
20. This particular speed campaign will focus on the 2 categories in the middle, of occasion specific speeders and inadvertent speeders. It aims to remind people of how dangerous excess speed is and help them realise that it is not a victimless crime and can have serious consequences if involved in a road traffic collision.
21. There will be four different radio ads going out to share this message and the TV and radio ads will be supported by messaged across digital and social channels.
22. GB asked if there is a way this message will also go out to local authorities that would be able to share the messages from this campaign.

23. EF confirmed that a pack will be pulled together for local authorities that will allow access for them to share the ads on their own social media platforms, ahead of the launch.

Annex B – Reported Road Casualties Scotland 2019

24. JB provided a summary of the Reported Road Casualties figures, noting the following;

- 165 people were killed in reported road collisions in Scotland in 2019, 4 more than in 2018.
- 2,016 people were seriously injured and 5,457 people slightly injured in road collisions.
- The total number of casualties decrease by 786, which is 9% lower than 2018.
- There were 763 child casualties, and increase of 1% since 2018. This included 2 fatalities, one fewer than 2018 and 198 children who were seriously injured.

25. Continuing, JB noted that due to Police Scotland adopting a new casualty severity recording system (CRASH) the figures for serious and slight casualties cannot be directly compared to those in previous years.

26. The latest statistics show that we are on track to meet the fatality target, however not on track to meet the seriously injured target. The target for the number of people killed is a 40% reduction by 2020 and we currently have a 43% reduction. The number of people seriously injured the target is a 55% reduction by 2020, currently have a 51% reduction on this, although there has been a significant improvement since the 2004-2008 baseline.

27. Chair welcomed an improvement in the seriously injured for both adult and child statistics and noted that with less traffic on the roads over the Covid-19 restrictions period it is likely these will show a further improvement by the end of 2020.

28. NG stated that it is very difficult to get an accurate picture of road safety performance during the pandemic due to the delay in getting official statistics and queried if there was any way this information could be released earlier.

29. JB confirmed that this would be difficult to provide anything ahead of the usual publication dates before these figures have gone through the quality assurance process.

30. SB added that Police Scotland publish its Management Information Data via their quarterly performance reports which is available through the Scottish Police Authority website.

Annex C – Police Scotland Management Information Data

31. SB began by reiterating the point that this year has been like no other for road safety, with fewer vehicles on the roads over the restrictions of Covid-19 as resulted in fewer casualties on the network. Highlighting the point this is something we need to remember when comparing to other years. He confirmed that the quarter 3 report to include October, November and December will be published in February 2021.

32. Majority of fatalities tend to be car drivers occurring on roads with a 60mph limit and single carriageway.

33. KI offered Cycling Scotland assistance to investigate the causation factors involving pedal cyclists.

34. JM indicated surprise at the differential in decrease of fatalities compared to slights (the latter appeared to be proportionately significantly down) and wondered if this had something to

do with less traffic therefore less minor 'bumps' but higher speeds/more risky behaviours given open and less busy roads. Suggested may be something to note in future wider policy of reducing traffic on road that the roads themselves need to be adapted and roadspace reallocated otherwise there could be unintended consequences for road safety. She stated would be interested to see further breakdown of where the RTCs were taking place.

35. SB confirmed that Police Scotland have seen an increase in the amount of high speed detections with less traffic on the roads but also due to the fact police officers have been able to be more proactive and not tied up elsewhere.

Annex D – National Speed Indicator

36. ML highlighted that an update on the work was previously circulated to members and the creation of a speed indicator across both local and trunk roads had been discussed at previous meetings.

37. The data from the speed indicators will be used to establish a baseline on speed compliance on Scotland's roads and could potentially be used to pick out roads where speeding is a problem or the type of vehicles that speed.

38. ML noted that the work on installing the indicators on roads with a speed limit from 20mph to 70mph is almost complete. Work is ongoing to create a suite of reports to disaggregate speeding by road type or vehicle type, and members will be kept up to date on this.

39. GB questioned if there was any expected date for the reports to be ready. ML stated that the work on installing the indicators had been hampered due to Covid-19 but has continued to work with Amey to finalise the local road speed indicators and reports should be ready in January 2021 going forward.

Annex E – Framework Website

40. ML noted that the information on the creation of a dedicated road safety framework website had previously been circulated to the group and updated members that the Road Safety Policy Team are continuing to work with the contractor to develop a microsite attached to the Road Safety Scotland website.

41. The site will hold information on the framework and the online presence for road safety will be invaluable to help raise the profile of road safety, share best practice and strengthen communication with both with our current networks and possibly new areas where we currently don't reach.

42. Work is currently ongoing testing the beta version of the site and aiming to have a soft launch of the website in mid-December. OPG members will be supplied a link to the site to provide any feedback they may have.

Annex F – Fatality Research

43. The Chair stated that work is ongoing on the fatality research with work continuing into the new year to try and use this data going forward.

Action Point: Secretariat to circulate link to Police Scotland Management Information Data quarterly report to members.

Agenda Item 4 – Risk Register

44. The Chair advised that there was no change to any scoring on the risk register.
45. SH highlighted that there has been a bit of work done already to find out what happens at a local authority level but stated that having a way to monitor how much staff time and investment is available for road safety at a local level would be good as this is one of the bigger risk.
46. The Chair advised that a work has happened through the Team Scotland discussions with local areas and this is a wider risk on funding as a whole. This is one of the key things to address through the new road safety framework to bring forward a Road Safety Improvement Fund to allow better support to these areas.
47. GB stated that this is a difficult thing to measure with many competing priorities and some local authorities that have no road safety resource. Continuing, GB said if there is a tiered, as proposed in the framework to 2030, where councils will speak to each other across the country this will help build a more detailed picture.
48. KI commented that the toolkit indicator uses the latest RITS survey results and stated that he was unable to find these on the RSS site.
49. MM advised that the Wave 19 of RITS was recently completed and these will be available on the RSS website. MM also noted that it is worth noting these are usually carried out in person, however due to the pandemic have had to be carried out online which could cause more people to not put as much detail into their responses.
50. NG asked if there had been any change in HGV speed limit policy for Scotland. The Chair noted that we have had sight of the DfT evaluation and are considering next steps taking into account a National Speed Management Review. SW highlighted that from data the has already been collected the average speed of HGVs was 50mph, and evidence from England showed very little change in speed or safety.
51. SW then noted the A9 speed pilot, where the limit for HGVs was raised as well as the introduction of average speed cameras. This saw a reduction in around one third of overtaking related collisions.
52. HD added that discussion has previously taken place at OPG meetings around risks that remain stubbornly high in relation to younger drivers / pre-drivers and older people (as well as local resources/funding). Stating that it may be worthwhile reviewing these risk and having a separate discussion.

Action Point: MM to publish August Wave RITS survey results on RSS website and secretariat to share these with members.

Action Point: Review risks around young, pre and older drivers to be discussed at the next meeting.

Agenda Item 5 – Updates

Team Scotland and Questionnaire Summary

53. KG began by stating that as part of the Team Scotland work the Road Safety Policy Team have been engaging with local authorities and road safety partnerships across the country to build the picture of how road safety is delivered locally. As part of this work a questionnaire was circulated to contacts earlier this year.

54. Continuing, KG then gave an overview of the key findings from the questionnaire highlighting the following;

- A total of 22 responses were received.
- Out of the 22 only 9 are aware of the governance groups of SPB and OPG.
- 12 are aware of the safe system, however only 6 said they tried to implement it when it comes to road safety.
- All responses stated that they are aware of the RSS resources that are available.

55. Moving on, it was noted the top 5 things local areas said worked well;

- Working in partnerships to share knowledge and information and also develop initiatives.
- The initiatives and campaigns being run.
- Education and engagement with school children, pre-drivers, young and older drivers.
- Road Safety Officers being visible in schools despite budget constraints.
- Good links between education and road services within local authorities.

56. KG then made the group aware of the areas where work can be done to better assist and areas respondents would like to be more involved with at a national level;

- Request to create more interactive Smart Board programmes for schools and education establishments.
- Increase the range of technology that is used within road safety, such as VR videos.
- Improve the collaboration between operating companies and local authorities.
- Increase in budgets for more dedicated road safety staff and co-ordinators.
- The trial of motorcycle bend markings and speed activated traffic signals to also be trialled on local roads.
- Giving local authorities a stronger voice and wider representation at meetings to raise issues.
- The study, development and delivery of road safety innovation and technology to reduce casualties.

57. Finally, KG stated that work is still ongoing and continuing to meet with areas on a regular basis, noting that the team are analysis the responses in full and considering next steps.

RSF 2020 Final Annual Report

58. BD informed the group that the RSF 2019 Annual Report publication was delayed due to the pandemic and highlighted that this report now included the finalised figures for 2019 and work is ongoing to finalise this before publication.

59. Moving on, BD highlighted that the final Annual Report on the 2020 RSF will be used to showcase how much the framework and partners have achieved over the decade stating that it was intention to ask members and contacts established through Team Scotland to provide their top road safety initiatives they have developed or delivered to include in this report.

60. The publication of the report is likely to be around October or November 2021 to allow the use of the Reported Road Casualties 2020 document.

RSF to 2020 Evaluation

61. BD stated that the evaluation of the RSF to 2020 will take place in house but added that OPG members will also be asked for their views, successes and challenges.

62. BD added that the introduction of road traffic casualty matrix data is something new and will show the difference across a baseline of 5 years for different pairings (vehicle causing the collision, e.g. car vs the road casualty type e.g. cyclist).

Framework Funded Projects

63. KG provided an update on framework funded projects and evaluations stating that due to Covid-19 and the restrictions put in place many of the initiatives have been paused. Highlighting that contact was kept with each of the project manager over lockdown and as we move through a phased level of restrictions.

- Evaluation – Police Scotland, New Driver Scheme – Currently suspended.
- Evaluation – Motorcycle Safety in the North East of Scotland – Deferred until 2021.
- Evaluation – Eddleston A703 Traffic Calming Project – Suspended pending further information.
- Evaluation – Cycling Scotland, Bikeability Scotland Broader Road Safety Perceptions of 10+ Age Range – Suspended.
- Framework Initiative – RoSPA, Encouraging uptake of further rider training through motorcyclists communications – Currently on track and progressing through virtual means.
- Framework Initiative – ScORSA, Raise awareness of MORR in SME's – On track and progressing through virtual means.
- Framework Initiative – Police Scotland, Driver Engagement North – Awaiting the outcome of the final evaluation before further funding can be provided.

Updates from members

64. SB provided update for Police Scotland, unusual year for policing in general but for road policing the focus has been more proactive activity, which saw an increase in the number of speeds detected as well as drink and drug drivers. Campaign calendar was due to start in April, however was suspended due to the pandemic and picked back up again during the summer when restrictions were easing. Highlighting that these campaigns have adapted for officer and members of the public safety, where enforcement is more targeted rather than mass roadside checks.

65. Motorcycle safety campaign was resumed in the summer where the police had 3 weeks of action, and also conducted several days of action focusing on seatbelts, mobile phone use and speed. Police Scotland have also supported Cycling Scotland with the Give Everyone Cycle Space campaign.

66. Throughout the year road policing have tried to spread the road safety message through social media channels aiming to improve and build the social media presence to allow a strong message for campaigns.
67. GB advised that discussions have taken place with SCOTS regarding the Spaces for People initiative with local authorities at different stages, with some coming to the end of the scheme and others just about to start. Given these schemes had to be delivered at pace there has been some negative public feedback. Moving forward areas are looking at what schemes worked well with a view of making a decision on if any of these should be made permanent.
68. KI commented that a high street in West Lothian has been made safer as a result of the Spaces for People scheme, stating that there is a need for local authorities to engage more with communities to allow them to understand why these measures have been put in place.
69. JM highlighted that the Spaces for People scheme was brought in as a public health measure in light of Covid-19 and the need to physically distance and not primarily to increase active travel, it was in response to the fact more people were walking and cycling and a need to keep them safe from traffic. Some of these schemes will only be temporary as a response to the pandemic but the active travel team, Sustrans and SCOTS are currently looking at a route map for local authorities about what they need to do if they are considering making any schemes permanent.
70. The legislation underpinning the TTROs which the Spaces for People were based relies on the need for physical distancing, and should this no longer be required then this legislation would no longer be valid. Local authorities would need to think about evidence for a permanent TRO process should they want to make any schemes permanent.
71. Funding originally requested will still be available for local authorities into the next financial year should any schemes still need to go in or be maintained or when they eventually need to be removed.
72. ML stated that there would also be a need to monitor vulnerable road user casualties over these schemes to evaluate what safety benefits these have.
73. SH noted his thanks to ML and BD for the support on Living Streets Road Safety Trust bid to work with older people. Unfortunately the bid did not win funding however was very competitive and Living Streets are looking to revisit this in the future. Working with Transform Scotland who have been working on a project looking at zebra crossings without beacons with a pilot due to take place in Glasgow. The Steering Group on research on Edinburgh 20mph limits has concluded showing that there was a small reduction in speeds and slight reduction in casualties.
74. KI advised that Cycling Scotland are nearing the completion of their framework funded evaluation with the result received and currently being analysed. Working with the Active Nation Commissioner on an active travel signage project, with part of the work a literature review being carried out by Napier University. KI also advised that a new essential cycling skills app will go live in early January and Cycling Scotland are also looking at extending the practical cycling awareness training to more light goods drivers and fleets.
75. There is currently a DfT consultation looking at allowing HGVs to increase weight to 48 tonnes and longer trailers as well. Cycling Scotland will be responding to this expressing road safety concerns as well as the cost implications.

76. NG advised that there was reduced staff time due to Covid-19 and work has carried on with PACTS on a report for alcolocks which recommends the UK Government should allow the use of alcolocks as a pilot scheme.

77. Older driver report which looks at the opinions of older drivers on driver assessments is due to be published in March.

78. MM advised that RSS are continuing to review their online resources and work is ongoing to promote early years resources. The Curriculum for Excellence booklet was updated and has been distributed to all education establishments in Scotland.

79. Campaign material is being developed that link to Covid-19 and road safety, highlighting that these materials are available to local areas to use to support any campaigns that they are running locally.

80. MM added that the Breath-taking Roads and Drive Like Grans in the Car were both submitted and accepted for the Prince Michael Awards which won Scottish campaigns.

81. SW stated that the TRCRT are carrying out quite significant pieces of work pre-empting the new framework and the UKs exit from the EU. Looking to develop a risk mapping system for the Trunk Road network, based on a combination of factors, including road condition, roadside features and environment. Also researching our application of existing speed limit guidance and working on innovative projects to promote motorcycle safety at bends on our rural roads.

82. When the framework consultation launched in September it was also announced of 24 new safety camera sites, which have now been taken forward for delivery. SF also advised that next week will also see the UKs first ever all electric speed camera van deployed around Edinburgh.

83. JB advised that this was the first year an infographic summary was also produced to support the Reported Road Casualties Scotland publication.

RSF to 2030 Consultation Update

84. BD updated the group that the consultation closed on 1 December with a total of 204 responses, 67 from organisations and 137 from individuals. On 15 December draft report from Why Research is due on findings.

85. Meetings have taken place with the Scottish Fire and Rescue Service regarding the KPI on post-crash which was found that the service collect data that would help to report on this KPI.

Action Point: Secretariat to circulate Team Scotland questionnaire findings to members once finalised.

Action Point: Secretariat to invite David McKenzie or Alex Steeman to next meeting to discuss risk scoring on the trunk road network.

Action Point: KI to circulate Napier Literature Review on active travel signage project to members.

Action Point: Members to provide any comments or feedback on infographic summary report to Jeanine.

Agenda Item 6 – AOB and Next Meeting

Highway Code Update

86. BD reminded members that the DfT launched a consultation on 28 July 2020 looking at a review of the Highway Code which closed on 27 October where DfT received over 11,000 responses which show overall agreement with proposals.

87. The DfT will published a response by mid-February 2021 to the consultation.

Impact of Covid-19 on Road Safety

88. HD raised concerns around the curtailment of road safety prevention activity and highlighted that access to schools is restricted and asked if anything had been considered to move these to a more virtual basis to share with the Community Safety Network.

89. MM commented that access to school time has always been difficult and it would be difficult to say whether this was due to Covid-19 or not.

Date and time of next meeting

90. The Chair advised that the cycle of the governance groups should be reviewed moving forward. With a view that both should meet in February with the SPB meeting first. The Chair also stated that the membership of the group should also be reviewed to ensure that we have all stakeholders around the table.

Action Point: Secretariat to review SPB and OPG meeting dates and propose new dates to begin in February 2021.

Action Point: Secretariat to review OPG membership.