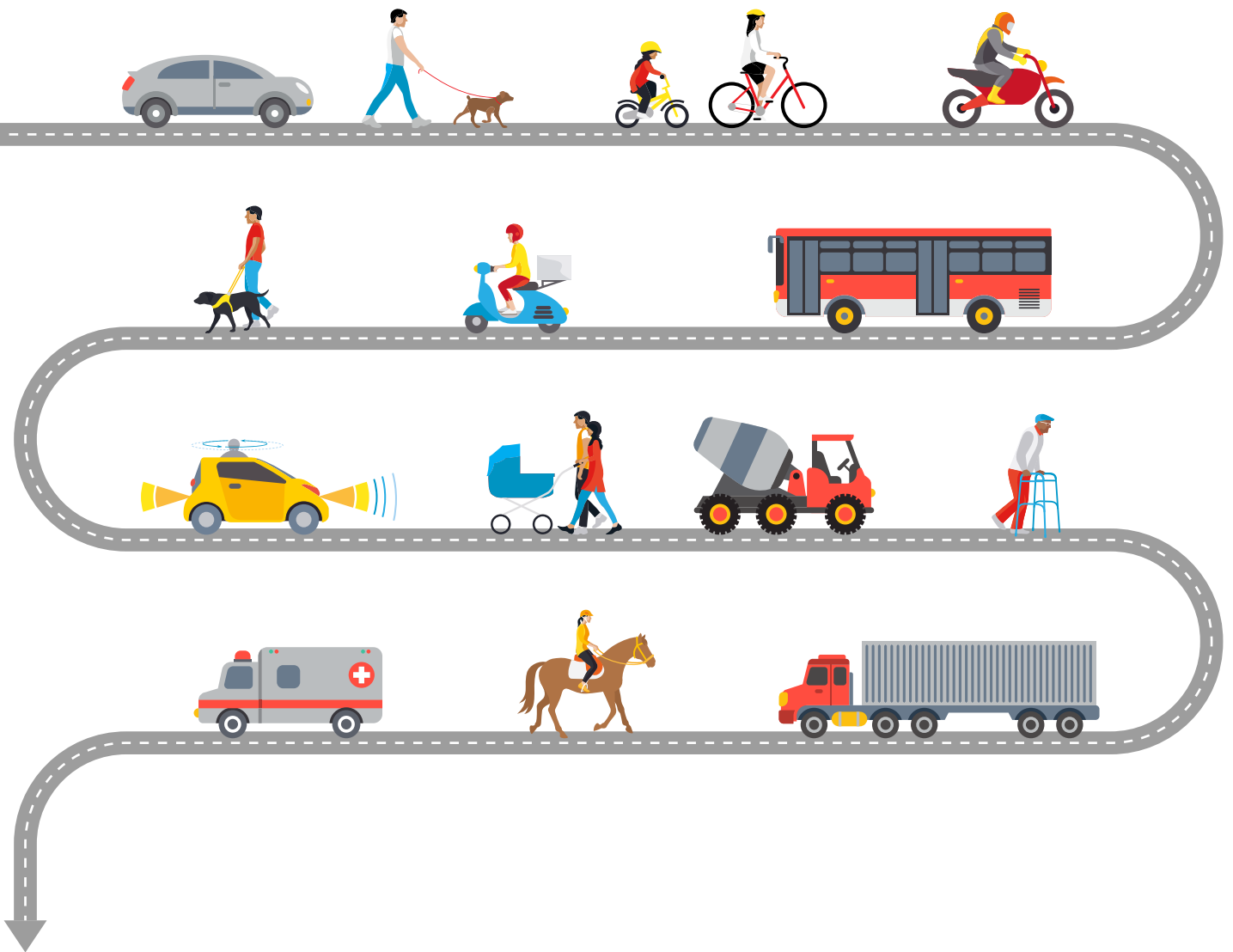# Annual Delivery Plan
2021-2022

Scotland's Road Safety Framework to 2030

Together, making Scotland's roads safer

Scotland to have the best road safety performance in the world

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Contents

Ministerial Foreword

On the 25th February 2021 we published **Scotland's Road Safety Framework** to 2030. I am delighted to present the framework's first delivery plan to 2022. It details the national actions which all our partners will deliver together. This collective approach will work towards achieving the framework's vision for Scotland to have the best road safety performance in the world by 2030.

I would like to thank all partners for their participation in the successful creation of this delivery plan. I am grateful for their valuable contribution, which will fundamentally allow us to build on and strengthen our relationships as we deliver this plan together.

Our deliverables clearly expand on the framework's twelve strategic actions. By focussing and investing our efforts on immediate actions to 2022, we can build a strong foundation that underpins and leads the way to our longer-term actions in future delivery plans.

Graeme Dey
Minister for Transport

Delivery Partner

As the first delivery plan for the Road Safety Framework 2030 (RSF2030), it is important to recognise at the outset the commitment needed from a strong collaborative partnership to accomplish what is set out in each of the deliverables.

The successful achievement of the RSF2030 aims and targets requires the individual and collaborative input of multiple stakeholders. This will strengthen our approach to achieve a successful outcome.

Lead Delivery Partners will have a duty and direct responsibility to put into action and monitor what they have committed to do into this delivery plan wherever they are nominated as Lead Partner. Our Lead Delivery Partners are listed below.

Lead Delivery Partners

Transport Scotland	Cycling Scotland	Sustrans
Police Scotland	Scottish Ambulance Service	Scottish Fire and Rescue
RoSPA	Living Streets	COSLA
SCOTS	Road Haulage Association	SCoRSA
IAM RoadSmart		Association of British Insurers

Our Vision

Scotland's Road Safety Framework to 2030 vision is for Scotland to have the best road safety performance in the world by 2030.

The framework identifies the part every one of us has to play in ensuring our long-term aspiration for Vision Zero (no death and no serious injuries on Scotland's roads by 2050) to become a reality. The **Long-Term Goal** of moving to zero fatalities and serious injuries in road transport by 2050 is set out in the NTS2 Delivery Plan. On this route to 2050 the targets are:

Interim Targets to 2030
(these are based on a 2014-18 baseline):

- **50%** reduction in people killed;

- **50%** reduction in people seriously injured;

- **60%** reduction in children (aged <16) killed;

- **60%** reduction in children (aged <16) seriously injured.

Intermediate Outcome Targets
(these are mode or age-specific and track performance of casualty figures for specific user groups):

- **40%** reduction in pedestrians killed or seriously injured;

- **20%** reduction in cyclists killed or seriously injured;

- **30%** reduction in motorcyclists killed or seriously injured;

- **20%** reduction in road users aged 70 and over killed or seriously injured;

- **70%** reduction in road users aged between 17 and 25 killed or seriously injured;

- Percentage of motorists driving/riding within the posted speed limit;

- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.

Long-term
Goal
to 2050

Interim Targets
to 2030

Intermediate Outcome Targets

are derived from both Intermediate
Measures and Key Performance Indicators

The framework aligns with cross-cutting national priorities in, for example, supporting the delivery of the National Transport Strategy (NTS2) outcome of having a transport system that is safe and secure for all. The Strategic Transport Projects Review (STPR2) Phase 1 was published in February 2021, it made the case for investment in transport interventions which would support a fair and sustainable economic recovery following the COVID-19 pandemic. It will also help lock in the sustainable travel behaviours observed during lockdown and contribute to addressing the increasing car dependence and low public transport usage. The Phase 1 recommendations include:

Intervention 2:
A National Strategy for 20 mph zones

Transport Scotland will work with partners to review the effectiveness of the measures introduced to date (temporary and permanent). Development of best practice guidance to aid those taken projects forward, supporting local authorities (and other partners where appropriate) to implement 20 mph zones. Transport Scotland will implement national road safety campaigns and other measure aimed at managing the compliance and to promote better driver behaviour in relation to 20 mph zones.

Intervention 20:
National Speed Management Review

Transport Scotland will undertake a review to establish appropriate speed limits across the urban and rural roads network, including different vehicle types. The speed management plan should look at a range of measures such as speed management on motorways, speed limits through roadworks, speed limits through rural settlements on the trunk road network and reducing speed limits in residential areas.

Following inclusion of increased funding for asset management in the Infrastructure Investment Plan, Road Safety will benefit from investment in the strategic road network asset.

The framework seeks to reduce perceptions of road danger, to encourage people to walk and cycle, and to create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity.

Drawing on the latest evidence, the framework highlights key challenges for the immediate and longer term. It sets out new, ambitious targets to 2030, strategic actions for the next decade and Key Performance Indicators (KPIs) which are included in this delivery plan. All of these will help shape our collective efforts, inspire collaboration and frame a shared vision for the future to improve road safety delivery.

The Safe System

Safe Road Use,
achieved from road users who decide the most sustainable way to travel, know and comply with road rules, and take responsibility for the safety of themselves and others, especially the vulnerable.

Safe Vehicles,
well-maintained, reduce the risk of collisions and, in the event of a collision, reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles, occupants.

Safe Road Use

Safe Vehicles

Scotland to have the best road safety performance in the world

Safe Speeds

Post-Crash Response

Safe Roads and Roadsides

Safe Speeds.
Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

Safe Roads and Roadsides.
They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.

Post-Crash Response,
allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon. Families of those killed or seriously injured are appropriately supported.

The Safe System approach to road safety involves those who manage and design the roads as well as those who use them. Each is responsible for, and must contribute to, eradicating fatal and serious injuries. Ultimately, all road users are expected to use the roads safely and comply with the rules.

The Safe System comprises both an explicit longer-term goal and a strategy by which it can be delivered.

The explicit, longer-term goal of the Safe System is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework. It is backed up by interim, quantitative targets to reduce numbers of deaths and serious injuries – usually measured over a ten-year period. There is also a focus on targeting those intermediate outcomes which are causally related to death and serious injury, such as: average speeds; seatbelt use; sober driving; the safety and quality of roads and vehicles; and emergency medical system response.

It involves an important paradigm shift away from trying to prevent all collisions towards preventing death and mitigating serious injury in collisions, a problem which is largely achievable based on current knowledge.

The strategy puts people at its centre, and aims for a more forgiving road system that takes human vulnerability and fallibility into account; people are fragile and can make mistakes that can lead to collisions. The Safe System mitigates that problem with its five pillars, which effectively act as layers of protection: safe road use; safe roads and roadsides; safe vehicles; safe speeds; and post-crash response; all working in harmony to prevent deaths.

To help achieve our vision, the framework identifies five outcomes (**Safe Speeds**, **Safe Road Use**, **Safe Roads & Roadsides**, **Safe Vehicles** and **Post-Crash Response**). These describe the road safety environment the framework aims to deliver and are built around the five pillars of the Safe System.
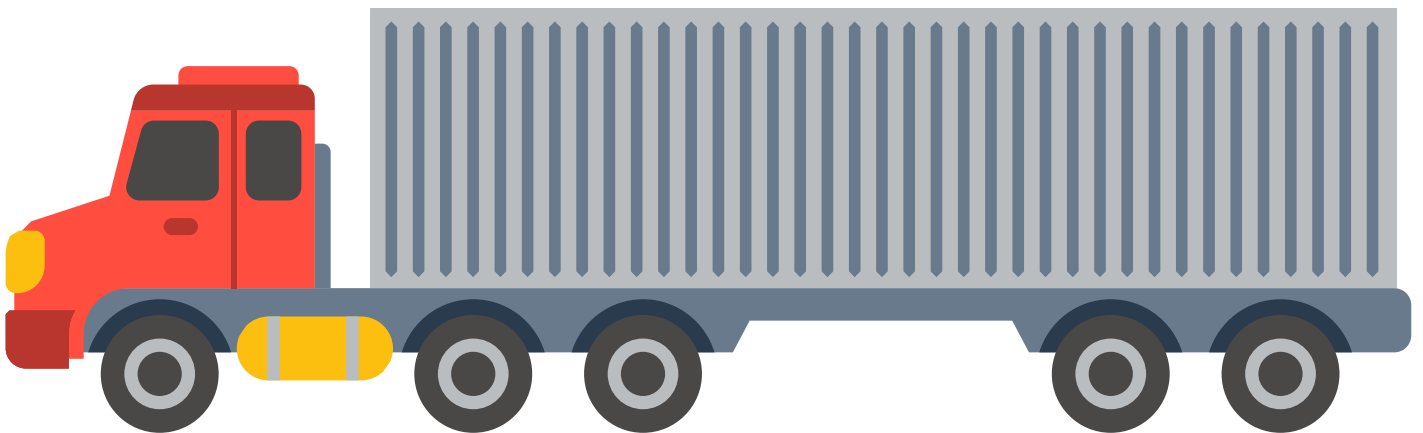
Governance

This first Delivery Plan covers the period to end March 2022 and we will publish annual Delivery Plans thereafter.

Progress against the 2021-2022 Delivery Plan will be monitored through the governance structure set out in the framework. Embedding the Safe System at a national, regional and local level will assist in this monitoring activity.

The Strategic Partnership Board (SPB) membership brings together senior partnership stakeholders to provide a high level strategic role in identifying and resolving high-level issues and providing policy direction based on collective decision making. The SPB will be responsible for ensuring their decisions are carried out by monitoring the progress made towards delivery of the framework with particular focus on the 2030 targets and the twelve strategic actions.

The Operational Partnership Group (OPG) membership brings together partners with relevant expertise and a vested interest in road safety. The OPG will support the SPB by monitoring and distilling the information on progress made by the various road safety partners against the overall national performance management system and the twelve strategic actions through tracking of delivery of the deliverables set out in this delivery plan. The OPG will provide feedback from SPB downwards to LPF and vice versa.
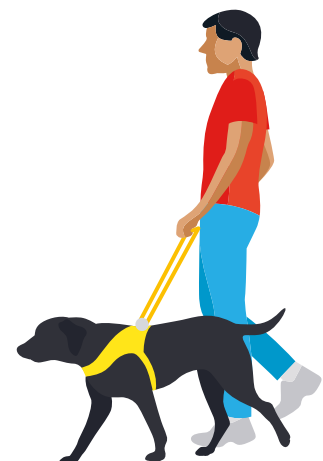
The Local Partnership Forums (LPFs) will be developed by November 2021. It will look to improve connectivity between what is happening at national and local levels in terms of road safety. It will support monitoring at local level of the framework's performance management and deliverables set out in this delivery plan. It will provide feedback upwards to the OPG.

Strategic Partnership Board

Operational Partnership Group

Local Partnership Forums

Strategic Actions

Speed: 1

We will deliver a range of speed management initiatives to support the Safe System.

Climate: 2

We will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.

Funding and Resourcing: 3

We will improve funding streams for national and local road safety delivery.

Change in Attitudes and Behaviour: 4

We will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.

Technology: 5

We will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.

Active and Sustainable Travel: 6

We will ensure road safety remains a key focus of active and sustainable travel in Scotland.

Knowledge and Data Analysis: 7

We will ensure our actions are evidence-led to support the delivery of the Safe System.

Enforcement: 8

We will optimise enforcement to encourage good road user behaviour to support the Safe System.

Health: 9

We will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

Education: 10

We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.

Engineering: 11

We will improve road infrastructure and maintenance.

Inequality: 12

We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Deliverables

The following national deliverables have been developed with stakeholders to deliver on the twelve strategic actions of the framework. It identifies for each deliverable who the lead partner is and by when the deliverable will be completed. Each deliverable is provided with some detailed text that allows the reader to understand the scope of the deliverable and how it will be delivered. It is followed, where appropriate, by bullet points that are relevant to what will be delivered in the financial year.

Deliverables Key

Deliverable detail	Deliverables are identified in the first column by year and reference number (i.e. "Ref No 21/01"). The deliverable detail breaks down the deliverable into actions, in a bullet point format, which lists what will be delivered in the 2021-2022 delivery plan. Where there are no bullet points the text covers the action of the deliverable.
Lead Partner	This column denotes who will be the lead delivery partner for the deliverable in the adjoining row.
	Deliverables that will be delivered in the first year of the framework (2021-2022).
	Deliverables that will be delivered over more than this delivery plan year (2022-2030).

1 - Speed	We will deliver a range of speed management initiatives to support the Safe System.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-Term 2022-2030
Ref No - 21/01 We will undertake a National Speed Management Review.	In 2021-2022 a National Speed Management Review will be undertaken to establish appropriate speed limits across the urban and rural roads network, including different vehicle types, as recommended in STPR2 Phase 1. The review will look at a range of measures such as speed management on motorways; speed limits through roadworks; speed limits through rural settlements on the trunk road network; and reducing speed limits in residential areas. It will include the consideration of HGV speed limit policy. Reducing speed limits in urban areas can also improve the sense of place and encourage active travel, which should reduce greenhouse gas emissions. • A contractor will be procured to start this piece of work. • They will be project managed. • The report they produce on the review will be published in 2022.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-Term 2022-2030
Ref No - 21/02 We will undertake a National Speed Indicator.	The speed indicator will measure compliance with speed limits by drivers/riders on the strategic road network and on roads managed by local authorities. These include motorways, dual carriageways, single carriageways, rural and urban roads, with speed limits from 20 mph to 70 mph. It is subdivided by road type and speed limit (e.g. urban 20 mph road) and vehicle type. The indicator will provide evidence on the levels of speed across Scotland allowing for an in-depth analysis to be carried out and potential countermeasures considered. The collected data will inform an analytical product that will identify patterns and issues, thereby focusing partnership efforts in the right places on the road network leading to a more proactive/preventative approach. • In 2021 a speed baseline will be set that will allow agreement on a % number in relation to the Intermediate Outcome Target for the percentage of motorists driving/riding within the posted speed limit. • The speed compliance data will be analysed to monitor patterns and trends, suggesting countermeasures. • The speed compliance data will be analysed to track progress toward the above-mentioned Speed Intermediate Outcome Target.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-Term 2022-2030
Ref No - 21/03 We will increase the use of visual deterrents and enforcement across the road network with the aim to reduce speed and promote the likelihood of being caught.	There are twelve strategic actions. This deliverable will be delivered across three of them: 1 – Speed; 4 - Change in Attitudes and Behaviour; 8 – Enforcement. In 2021-2022 Police Scotland will undertake speed enforcement as a daily activity, supplemented by days/weeks of action within the campaigns calendar. Locations identified as speed complaint areas, through collision history or public information, will be investigated and addressed as appropriate, by both Road Policing and local police officers trained in speed enforcement. Activity will be measured and reported to partners via Road Policing's Tactical Options Working Group (TOWG). We will undertake the following: • Short-term deployments of mobile cameras through regional Safety Camera Units (SCU) in accordance with the Scottish Safety Camera Programme policy and criteria. SCU to continue enforcement of average speed cameras in each command area, with a view to reducing the instances of speeding and improving driver attitudes and behaviours. Detections recorded and reported upon throughout the year. • Development of Road Policing command area tactical plans to identify strategic routes where a high incidence of speeding occurs. Deployment of high visibility patrols to target offenders and improve driver behaviours and attitudes on these routes. Detections recorded and reported upon throughout the year. • Police Scotland to deliver a National Speeding Campaign, as part of the Road Safety Campaigns Calendar with activity tailored to suit local areas. Support from partners with appropriate social media strategies to deliver key messages. • Police Scotland will work closely with partners to consider new and innovative approaches to speed enforcement in order to improve driver behaviour and reduce casualties.	Police Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-Term 2022-2030
Ref No - 21/04 We will continue development of Road Traffic Diversionary Courses in Scotland.	Following the Lord Advocate's agreement in principle for the introduction of Road Traffic Diversionary Courses (RTDCs), including Speed Awareness Courses, in Scotland, in January 2019. These are being considered by a multi-agency steering group, which will report in due course to the Lord Advocate and the Chief Constable of Police Scotland. • A substantial body of work is required before these courses can be introduced to Scotland. Police Scotland has procured the necessary ICT system to implement courses and is currently configuring this to work within the Scottish Criminal Justice System; this will subsequently support the introduction of suitable diversionary courses.	Police Scotland		

2 - Climate

We will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/05 We will encourage and promote EV ownership in Scotland.	There are twelve strategic actions. This deliverable will be delivered across three of them: 2 – Climate; 4 – Change in Attitudes and Behaviour; 6 – Active and Sustainable Travel. Transport Scotland will work with key stakeholders to ensure road safety aspects, such as issues of crashworthiness (i.e. how the structural and weight differences of EVs compared with conventional internal combustion vehicles affect vehicle collision behaviour), post-impact vehicle safety (i.e. the challenges associated with high-voltage circuits, batteries or hydrogen fuel-cells following a vehicle collision) and low noise emission (i.e. the impact on vulnerable road users who rely on auditory cues to respond to approaching vehicles) are considered alongside encouraging and promoting electric vehicle ownership.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/06 We will promote smooth driving through various education and engineering methods.	In 2021-2022 we will • educate and promote smooth driving and reduction in speed through roadside-activated speed limits and average speed technology, using real-time information messages through variable messaging on trunk to remind drivers to slow down; • encourage local authorities to consider implementing 20 mph limits without physical measures to reduce speeds in urban areas where average speeds are already low, to avoid unnecessary accelerations and decelerations; • promote the benefit of using intelligent speed assistance that displays a driver's current speed, to reduce unnecessary accelerations. Through ScORSA, promote smooth driving to SME through 'driving for work' policy.	Transport Scotland and ScORSA		
Ref No - 21/07 We will carry out analysis to investigate road traffic emissions on all roads.	In 2021-2022 the review will investigate road traffic emissions, particularly the correlation between speeds and emissions, and recommend countermeasures which when implemented will assist in the reduction of road surface emissions.	Transport Scotland		
Ref No - 21/08 We will continue to engage with the vulnerable locations group to safeguard the trunk road network (TRN) against the impacts of climate change.	To ensure that Scotland's trunk road network is safeguarded against the climate change and its weather-related impacts, we must ensure the transport system is well-adapted, safe, reliable & resilient and is adapted to the projected changes in Scotland's weather systems. A Vulnerable Locations Group has been established within Transport Scotland to identify and understand how the changing climate will affect the trunk road network and drive forward adaptation to keep Scotland moving safely.	Transport Scotland		
Ref No - 21/09 We will consider the impacts of the designs for new Low Emission Zones signs.	In 2021-2022 we will consider the impacts of the designs for new Low Emission Zones signs for their impact on a driver's distraction due to their complex content and layout.	Transport Scotland		

3 - Funding & Resourcing

We will improve funding streams for national and local road safety delivery.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/10 We will consider the development and implementation of a Road Safety Improvement Fund.	Transport Scotland will develop a proposal to bolster the need for a national Road Safety Improvement Fund which will help road authorities and partners meet the challenging 2030 road casualty reduction targets and to implement the safe system across their road network. The funding would allow for a proactive approach to road safety by undertaking a risk mapping exercise on all routes, in addition to more traditional road safety measures. This may identify where investment could be targeted to improve the maintenance and upgrading of roads, kerbsides and pavements. • A strategic business case will be developed in 2021. • Once the business case is approved, preparation of the funding process, including bidding template, funding criteria, bidding assessment and approval process will be competed. • The Fund is expected to be open by the end of 2021-2022.	Transport Scotland and CoSLA		
Ref No - 21/11 We will support road safety projects, grant-funded through the Road Safety Framework Fund.	In 2021-2022 Transport Scotland will continue to support road safety projects and evaluations, grant-funded through the Road Safety Framework Fund, to assist in the delivery of the Road Safety Framework to 2030. We will share evaluations and findings with the wider road safety community. This fund may be subsumed in the above-mentioned Road Safety Improvement Fund next financial year. • A funding call will be carried out for funding under the Road Safety Framework Fund. • Successful applications will be grant-funded.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/12 We will promote funding opportunities for road safety across all relevant policy areas of the Scottish Government.	In 2021-2022 Transport Scotland will work with colleagues across Transport Scotland and Scottish Government to highlight and promote road safety in each of their areas and highlight to road safety partners the available funding from these wider policy areas.	Transport Scotland		
Ref No - 21/13 We will fund and deliver cycling infrastructure.	There are twelve strategic actions. This deliverable will be delivered across four of them: 3 – Funding and Resourcing; 4 – Changes in Attitude and Behaviour; 6 – Active and Sustainable Travel; 11 – Engineering. Sustrans will fund and deliver cycling infrastructure. In 2021-2022 it will do it under the following conditions: • 'Cycling by Design' guidance for all permanent infrastructure in Scotland, to be republished in 2021 and rolled out with training and conditions on funding; • review of Traffic Regulation Orders by Transport Scotland; • continued roll out of 'Places for Everyone' fund.	Transport Scotland and Sustrans		

4 - Change in Attitudes & Behaviour

We will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/14 We will raise a national conversation on road safety across all of Scotland.	Over the next three years we will implement a national conversation on road safety which will reach out to all road users to encourage greater personal responsibility and a change in perception which, ultimately, should lead to a transformation of the road safety culture. In 2021-2022 we will: • use the newly created Road Safety Framework micro website to promote the national conversation. • use social media influencers to promote the national conversation. • undertake an annual Scottish Road Safety Week to raise awareness to promote steps to reduce road fatalities. By working with stakeholder at planned events with potential areas of focus such as speed, seatbelts and drink driving.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/15 We will deliver an annual Give Cycle Space campaign.	There are twelve strategic actions. This deliverable will be delivered across three of them: 2 – Climate; 4 – Change in Attitudes and Behaviour; 6 – Active and Sustainable Travel. Give Cycle Space is an annual, national campaign to encourage drivers to give space to people cycling, informed by evidence and developed in partnership with Police Scotland, with funding from Transport Scotland. The Give Cycle Space campaign will be undertaken by our partners highlighting the legal consequences to drivers of close-passing cyclists. Long-term, the aim of this activity is to contribute towards a decrease in serious incidents on Scotland's roads involving people on pedal bikes which will be tracked year on year from the Reported Road Casualties Scotland statistics. In 2021-2022: • a pre-and-post evaluation of the campaign will be carried out, measuring changes in awareness and claimed behaviour. • We will carry out research and policy activity on cycling and safety; build the evidence-base to support the delivery of improved cycling and road safety outcomes by monitoring cycling rates across Scotland and monitoring changes in perceived safety through the independent tracker research into attitudes and behaviours towards cycling; carry out specific research about safety, e.g. analysis of reported cycling casualties in Scotland during 1995-2018; and influence policy through responding to road safety, and connected policy areas including health and climate change.	Cycling Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030

Ref No - 21/16 We will offer Practical Cycle Awareness Training.	There are twelve strategic actions. This deliverable will be delivered across four of them:
	
	1 – Speed; 4 – Change in Attitudes and Behaviour;
	6 – Active and Sustainable Travel; 10 – Education.
	
	This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.
	
	• In 2021-2022 Cycling Scotland will continue to educate and raise awareness of the drivers of large vehicles and learner drivers to step into the shoes of more vulnerable road users, including those on bikes, on foot and those with disabilities to provide them with a greater understanding of their needs, through delivery of Practical Cycle Awareness Training to other road users.
	• This action is broken down by:
	  o LGV/PCV drivers as part of JAUPT-accredited CPC requirements
	  o Fleet and business users
	  o Young and learner drivers
		Cycling Scotland		

Ref No - 21/17 We will work with organisations on 'driving for work' policies.	The Scottish Occupational Road Safety Alliance (ScORSA) was created to raise awareness of managing occupational road risk and to promote occupational road safety within Scotland, so that road safety becomes ingrained in the workplace culture. In 2021-2022: • ScORSA will continue to engage with SMEs to provide advice and share road safety messages to those who drive for work promoting better 'driving for work' policies.	ScORSA		
Ref No - 21/18 We will continue and maintain Scotland's Road Safety Framework online portal to share road safety information and changes.	We will continue to develop the portal over the lifetime of the framework. In 2021-2022 we will ensure road users have access to learn and enhance their road safety knowledge. This will improve their road user experience, demonstrating positive road safety attitudes throughout their lives. We will: • promote the use of the newly created online portal; • regularly update with new and relevant information.	Transport Scotland		

5 - Technology

We will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/19 We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.	There are twelve strategic actions. This deliverable will be delivered across four of them: 5 – Technology; 8 – Enforcement; 10 – Education; 11 – Engineering. We will make use of Intelligent Transport Systems (ITS) to deliver a safe, efficient and resilient trunk road and motorway network, supported by the capabilities of the Traffic Scotland Service to provide accurate and up-to-date traffic and travel information to road users. This includes the provision of real-time information on planned and unplanned incidents and events which impact the network, delivered across a range of platforms including roadside infrastructure (e.g. motorway gantries, variable message signs (VMS) and other dynamic signing), Traffic Scotland websites, social media, and Traffic Scotland Radio. In advance of, and during, periods of severe weather, the Traffic Scotland Service is used to provide advice on Met Office weather warnings, police travel advice and the likelihood of disruption. When not in use for the provision of operational traffic and travel information, Traffic Scotland roadside infrastructure is used to provide background road safety messages and to support road safety campaigns such as motorcycle awareness. In 2021-2022 we will use new technology in road infrastructure to mitigate road safety risk by making use of: • Automatic Number Plate Recognition, • Average Speed Cameras, • Variable Message Signs to improve the journey, • and Temporary Average Speed Cameras at Roadworks (TASCAR) which contribute towards the safety of road workers and road users, as well as improving traffic flow.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/20 We will research the impacts of technology on road safety.	With the rise in technology within and outwith vehicles, there are opportunities to improve road safety but this may also present risks as a result of overconfidence in, and over-reliance on, technology, unfamiliarity with it; and potential for increased driver distraction. Hence, new and emerging technologies must be researched and evaluated. • In 2021-2022 Transport Scotland will carry out research on the impact of emerging technologies and road safety, particularly the human–machine interfaces.	Transport Scotland		
Ref No - 21/21 We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.	As technology is rolled out in vehicles, as part of the infrastructure or directly to road users, it will be very important to monitor the delivery of Scotland's CAV roadmap. We will: • undertake research and evaluate the impact that technology may have on road safety.	Transport Scotland		

6 - Active and Sustainable Travel

We will ensure road safety remains a key focus of active and sustainable travel in Scotland.

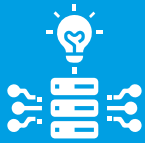| Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/22 We will develop a national strategy for 20 mph speed limits and zones and continue to encourage roll out of such schemes in the most appropriate environment.	We will ensure all appropriate roads in built up areas have a safer speed limit of 20 mph by 2025. In 2021-2022 we will develop a national strategy for 20 mph zones and limits in Scotland, as recommended in STPR2 Phase 1, to support a range of policies that assist those Government national outcomes and indicators relevant to this area. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation and place-making. • Research 20 mph policies and strategies to identify common features; • Take cognisance of the lessons learned from the 2019 Restricted Roads (20 mph Speed Limit) (Scotland) Bill; • Consider a range of policy options for the strategy. These options could include legislative changes, updated guidance or specific funding for 20 mph. This will include forming a task group to plan the most effective route for implementation.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/23 Cycling Framework for active travel in Scotland.	There are twelve strategic actions. This deliverable will be delivered across six of them: 2 – Climate; 4 – Change in Attitudes and Behaviour; 6 – Active and Sustainable Travel; 9 – Health; 11 – Engineering; 12 – Inequality. In 2021-2022 we will produce a new Cycling Framework for Active Travel in Scotland. The new framework will: • fit with the Long-term Active Travel Vision and the outputs and outcomes of the Active Travel Framework; • align with and reinforce the actions in the National Transport Strategy 2 Delivery Plan, Strategic Transport Projects Review 2 and Climate Change Delivery Plan; • take cognisance of the Road Safety Framework, National Planning Framework 4, Active Travel Taskforce Delivery Plan, National Walking Strategy Delivery Plan, Active Scotland Delivery Plan and, Obesity Strategy Plan and other relevant plans; • draw on good practice around the world to create a strategy which is both ambitious and achievable; • have the tackling of inequalities as a key theme throughout the document; • include a delivery plan which will contain clear and concise actions, with reasonable timescales, clear ownership and identified sources of funding. In 2021-2022 we will produce a draft a delivery plan to go alongside the framework. The delivery plan will: • link to the outcomes of other government strategies, including climate change, just transition, social renewal, public health and sport, should be made clear; • contain actions stated as clearly and concisely as possible with reasonable timescales, based on the evidence of what has worked elsewhere (lead partners should be identified) • include indicative budgets wherever possible (but the source of those funds does not have to be included); • clarify timescales on cycling infrastructure investment plans at a local, regional and city level.	Transport Scotland	█	

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/24 We will produce an active travel task force delivery plan.	There are twelve strategic actions. This deliverable will be delivered across eight of them: 1 – Speed; 3 – Funding and Resourcing; 4 – Change in Attitudes and Behaviour; 6 – Active and Sustainable Travel; 9 – Health; 10 – Education; 11 – Engineering; 12 – Inequality. The Active Travel Task Force Delivery Plan, published in July 2019, sets out 18 recommendations with the aim of improving the delivery of inclusive walking, wheeling and cycling projects through targeting infrastructure, improving policies, processes and procedures, carrying out better community engagement and consultation, and delivering more behaviour change projects such as access to bikes and adult cycle training. These interventions will help to create high-quality places for people, build more on/off road paths for all users and empower communities that support health, wellbeing and road safety. Timescale for delivery is now 2021 and beyond, although some recommendations have already been delivered, such as additional funding for infrastructure, and others are under consideration, such as the review of the TRO process. For more information see this link: active-travel-taskforce-delivery-plan-final.pdf (transport.gov.scot) • we will continue to work with and support the recommendations in the active travel task force delivery plan • continue local authorities will be encouraged to deliver more Safe to School initiatives, with the aim of ensuring every child who lives within two miles of school is able to walk or wheel safely.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/25 We will support through encouragement and advice on the benefits of safe use of our streets.	There are twelve strategic actions. This deliverable will be delivered across two of them: 6 – Active and Sustainable Travel; 12 – Inequality. In 2021-2022 we will: • continue to promote the benefits of walking, particularly in communities and to and from schools and support and encourage communities in making their own streets safe attractive place to live; • take forward research into how new infrastructure to improve the road safety of pedestrians and cyclists (bus stop bypasses and continuous footways) can also meet the needs of disabled people.	Living Streets		
Ref No - 21/26 We will ensure road safety is a key focus and a deliverable across all policy areas including active and sustainable travel.	In 2021-2022 we will work will wider Scottish Government/Transport Scotland policy areas to strengthen their connection/alignment with road safety, highlighting key areas where road safety will assist in the delivery of their own objectives.	Transport Scotland		
Ref No - 21/27 We will invest in delivery of high-quality walking, cycling and wheeling infrastructure, and place-making projects that are segregated from other road traffic to enable more people to choose to walk and cycle for shorter everyday journeys.	There are twelve strategic actions. This deliverable will be delivered across five of them: 3 – Funding and Resourcing; 6 – Active and Sustainable Travel; 9 – Health; 11 – Engineering; 12 – Inequality. Evidence suggests that safety is one of key reasons people do not cycle on our roads. Provision of safer routes on which to cycle will increase numbers of people cycling and reduce numbers of cars on roads both of which will impact on reduction in vulnerable road users killed and seriously injured. In 2021-2022: • there will be investment in delivery of high-quality walking, cycling and wheeling infrastructure, and place-making projects that are segregated from other road traffic to enable more people to choose to walk and cycle for shorter everyday journeys; • there will be consideration of the evidence to segregate different kinds of road users and the traffic moving in different directions or at different speeds.	Transport Scotland		

7 - Knowledge & Data Analysis

We will ensure our actions are evidence-led to support the delivery of the Safe System.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/28 We will undertake research to inform policy on cycling and safety.	There are twelve strategic actions. This deliverable will be delivered across five of them: 2 – Climate; 4 – Change in Attitudes and Behaviour; 6 – Active and Sustainable Travel; 7 – Knowledge and Data Analysis; 9 – Health. Through policy and research activity, we work to support delivery of the Long-term Vision for Active Travel in Scotland and the Active Travel Framework, delivery of the National Transport Strategy and the Cycling Framework and Delivery Plan (currently under development). Our work demonstrates the cross-sectoral importance of cycling and improved road safety for people travelling actively, through highlighting interconnections and ensuring cognisance is given to cycling in other areas and policies. Including the National Planning Framework and planning policy, National Performance Framework, and Climate Change Plan(s), amongst others. In 2021-2022 research will be carried out and policy activity on cycling and safety to build the evidence base to support the delivery of improved cycling and road safety outcomes by: • National Monitoring Framework – monitoring cycling rates across Scotland; • independent tracker research into attitudes and behaviours towards cycling, including monitoring changes in perceived safety; • specific research about safety, e.g. analysis of reported cycling casualties in Scotland from 1995-2018; • influencing policy through responding to road safety and connected policy areas including health and climate change.	Cycling Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/29 We will work with Police Scotland and provide funding to support fatality research to consider and develop new approaches to prevent road fatalities.	We will work with others to share knowledge which will assist in the development and delivery of road traffic fatality research. The research aims to determine and analyse the root causes of fatal collisions on Scotland's road network and assess the potential countermeasures that could been deployed to either avoid or reduce severity of these collisions. In 2021-2022: • a Road Traffic Fatality Research Working Group will be established to agree research scope, aims and timeline. • there will be provision of resource funding to support the fatality research (this will be backed up by an agreed remit of the role and a memorandum of understanding between involved parties); • we will run and facilitate the Working Group going forward following on from the Fatality Research, if any findings arise this financial year.	Transport Scotland and Police Scotland		
Ref No - 21/30 We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.	In 2021 we will: • begin the development of an online reporting system – a 1 year pilot scheme to extend the National Dashcam Safety Portal (NDSP) scheme to Scotland. This online reporting system, enabling anyone to upload camera footage of dangerous driving for example, currently operates in police forces in England and Wales. The introduction of this initiative in Scotland has the potential to have a significant and positive impact on driver and road user behaviour and road safety outcomes for communities across Scotland, in line with the aims and objectives of the framework.	Police Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/31 We will produce a range of policy and research documents as well as provide a range of road safety courses.	There are twelve strategic actions. This deliverable will be delivered across two of them: 7 – Knowledge and Data Analysis; 10 – Education. IAM RoadSmart has a mission to make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable. The organisation has over 82,000 members and around 180 local car and motorcycle groups. IAM RoadSmart Scottish groups are involved in many local education and training initiatives and are always open to partnership opportunities. In 2021-2022: • IAM RoadSmart will continue producing a range of policy and research documents on topics key to the conversation, such as drink driving, speed cameras, motorway speed limits, motorcycling and mature drivers; • IAM RoadSmart will continue to provide a range of courses for all road users, including fleet training, from online assessments through to the advanced driving and riding tests.	IAM RoadSmart		
Ref No - 21/32 We will engage with UK, Europe and beyond to share knowledge and best practice.	In 2021-2022 we will continue engaging with our road safety partners outwith Scotland, e.g. through the DfT fora of Road User Safety Programme Board and Road Safety Delivery Group on reserved matters such as driver licensing, including fitness to drive, vehicle certification, vehicle safety standards, motoring offences and matters of common benefits. We will continue engaging in ad hoc platforms such as Celtic nations road safety meeting, ETSC membership, etc to share knowledge and best practice.	Transport Scotland		
Ref No - 21/33 We will consider use of other sources of data other than STATS 19 to inform road safety initiatives.	In 2021-2022 we will consider other relevant source of data, other than STATS 19, to support and inform road safety initiatives by: • identifying, collating and reviewing motor insurance data, including telematics, where available; • reviewing hospital data (this action is linked to a deliverable under health strategic action); • identifying, collating and reviewing car manufacturer data such as telematics, where available.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/34 We will represent the collective interest of the motoring insurance industry and its link with road safety.	The ABI represents the collective interests of the UK's insurance industry. The Association speaks out on issues of common interest, works to inform and participate in debates on public policy issues, and also acts as an advocate for high standards of customer service in the insurance industry. In 2021-22 we will cover the following. • Telematics – the ABI has published updated consumer and member guidance on telematics-based motor insurance. The consumer guidance explains what telematics-based motor policies are; how they work; and information on benefits, restrictions, data protection and cancellation. The member guidance provides high-level information to providers of telematics policies to ensure that customers understand telematics policies and are treated fairly, as well as ensuring providers comply with the relevant legislation and regulation. • Autonomous vehicles – The insurance industry remains committed to the development and rollout of autonomous vehicles (AVs). These technologies have the potential to revolutionise the way we travel. AVs can make our journeys safer, greener, more efficient, and can help tackle issues related to social mobility and inclusion. We support the Government's plans for the UK to be a global leader in automated driving and believe we are on the verge of a watershed moment. We do not think, however, that Automated Lane Keeping Systems (ALKS) can be considered autonomous. The ABI and Thatcham Research released a Defining Safe Automated Driving report that identified 12 principles to ensure a safe transition between Assisted and Automated Driving. Critically, ALKS only meets two of these key principles. Additionally, we have identified several instances where ALKS will underperform when compared to a competent human driver. • We have been engaging with CCAV, MIB, and Thatcham to try to establish a system for data collection, storage, and access. There are many outstanding obstacles in this space: when does a vehicle start collecting data, what data will the system collect, how and where will this data be transmitted, who will have access to this data, how do we safeguard safe data principles?	Association of British Insurers		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/34 We will represent the collective interest of the motoring insurance industry and its link with road safety.	• Young drivers – we continue to advocate a Graduated Driver Licensing scheme and support the pilot scheme due to be rolled out in Northern Ireland next year. • E-scooters – the UK Government's e-scooter trials are ongoing and we do not expect to see any results until those trials end in the Spring of 2022. We will continue to engage with relevant stakeholders to address big questions that still remain including regulation, enforcement, and insurance. • Vnuk judgment – we are waiting on the UK Government to respond to the European Commission's Vnuk judgment on liability for compensating all accidents caused by any vehicle used on public and private land, where there is no requirement for insurance and therefore no corresponding insurance premium. The UK Government has pledged to exclude Vnuk from UK law. We have welcomed this here. • Vnuk would also apply to micromobility as those vehicles would be deemed as a vehicle requiring insurance. With the prevalence of micromobility, the risk profile changes significantly, and there was a worry that the MIB would bear the brunt of accidents related to uninsured e-scooters. • Zero Emission Vehicles (ZEVs) – we are working closely with Thatcham Research and various other stakeholders to understand how ZEVs will impact the insurance industry, from underwriting to claims handling. While we fully support the UK Government's plans to phase out petrol and diesel cars and vans by 2030, we want to work together to ensure a smooth transition.	Association of British Insurers		
Ref No - 21/35 We will undertake research on road casualties in deprived areas.	There are twelve strategic actions. This deliverable will be delivered across two of them: 7 – Knowledge and Data Analysis; 12 – Inequality. In 2021-2022, we will analyse road casualty data relative to the Scottish Index of Multiple Deprivation. This will provide analysis on the incidence of casualties occurring in the most deprived areas compared to the least deprived areas.	Transport Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/36 We will produce and publish the Road Safety Framework 2020 final annual report.	In November 2021 we will publish an Annual Report for 2020, the final report of Scotland's Road Safety Framework to 2020. We will use the latest official STATS 19 published in October 2021 to inform this report.	Transport Scotland		
Ref No - 21/37 We will publish the first and second Road Safety Framework Delivery Plans	In Quarter 3 of 2021 we will publish the Road Safety Framework First Delivery Plan. In early 2022 we will start developing the Second Delivery Plan.	Transport Scotland		
Ref No - 21/38 We will establish Local Partnership Forums as the third tier of the frameworks' governance.	Local Partnership Forums (LPFs) is a new level of governance of the framework which will improve connectivity between what is happening at a national and what is happening at a local levels in terms of road safety. It will support monitoring at local level of the framework's performance management and deliverables set out in this delivery plan. It will provide feedback upwards to the Framework Operational Partnership Group. In 2021-2022 we will: • Engagement with local partners in the setting up of 3 LPFs, including membership, terms of reference and agenda items. • Hold the first meeting of the 3 LPFs by November 2021.	Transport Scotland		

8 - Enforcement

We will optimise enforcement to encourage good road user behaviour to support the Safe System.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/39 We will deliver road policing operational/ campaign activity.	There are twelve strategic actions. This deliverable will be delivered across three of them: 1 – Speed; 4 – Change in Attitudes and Behaviour; 8 – Enforcement. In 2021-2022 we will deliver the following road policing operational/campaign activity. • Police Scotland to deliver a Road Safety Campaigns Calendar of activity covering April 2021 – March 2022. Campaign activity will focus on the Fatal Four (Drink/Drug Driving, Speeding, Seatbelts, and Mobile Phones). Campaigns will be national but locally delivered, supported by partners, with media support to ensure appropriate key messages are delivered. • Other areas of focus to include vulnerable road user groups; motorcyclists, cyclists and pedestrians. Multi-agency operations will resume when appropriate and safe to do so taking cognisance of current Coronavirus regulations. These will be run alongside partners to maximise effectiveness and highlighted via social media. • General road safety enforcement delivered on a daily basis by Police Scotland, including Road Policing officers and through the Scottish Safety Camera Programme, as part of their core role, supported by local policing officers where appropriate. Deployment of Police Scotland resources will be informed by intelligence and data analysis, identifying routes and loci where injury collisions occur or a high incidence of offending occurs in an effort to improve driver attitudes and behaviours. • Enforcement activity will be measured with data captured by Police Scotland's Analysis and Performance Unit (APU) throughout and published in quarterly performance reports. • Police Scotland will work with internal and external partners to consider new and innovative approaches to enforcement and campaign activity in order to improve driver behaviour and reduce casualties.	Police Scotland Transport Scotland, Road Safety Scotland, PSoS Corporate Communications, DVSA, Safety Camera Programme	■	

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/40 We will continue operation of the Scottish Safety Camera Programme.	There are twelve strategic actions. This deliverable will be delivered across five of them: 1 – Speed; 4 – Change in Attitudes and Behaviour; 5 – Technology; 6 - Active and Sustainable Travel; 8 – Enforcement. To reduce the number of casualties on Scotland's roads the Scottish Safety Camera Programme ('the Programme') will continue with the deployment of safety camera technology primarily where they have the greatest potential to reduce injury collisions, and where there is evidence of both collisions and speeding. Each safety camera location will be measured after three years of deployment. This is in accordance with the evaluation process contained in the Scottish Safety Camera Programme handbook. The Programme is grant-funded by Scottish Ministers. This funding is invested primarily to enable the continued operation of the Programme. Key investments include: payment of grant claims from the Scottish Police Authority which incorporate a range of staff and non-staff costs across each of the three Regional Safety Camera Units, annual camera calibration and maintenance, new safety camera sites and speed surveys. In 2021-2022 we will: • deliver a range of new safety camera sites, including: Auchinairn Road, East Dunbartonshire (new Average Speed Camera System) expected delivery June 2021, Parkhouse Road, Glasgow (new Average Speed System), expected delivery June 2021; and a range of new fixed camera sites; • use the revised site selection criteria to inform the annual site prioritisation processes; • ensure the continued operation of the Scottish Safety Camera Programme; • publish Safety Camera Programme Annual Progress Report 2020/21 around September 2021.	Police Scotland Transport Scotland, Road Safety Scotland, PSoS Corporate Communications, DVSA National Police Chiefs Council, Safety Camera Programme		

9 - Health

We will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/41 We will work with health colleagues, to better understand the impact that road casualties have on the health service.	In 2021-2022 we will work with health colleagues, to better understand the impact that road casualties and fitness to drive have on the health service and to identify actions, for example on first responders, that could be taken to avoid overwhelming the NHS with traffic-related patients.	Transport Scotland (Scottish Government, NHS)		
Ref No - 21/42 We will liaise with health colleagues to obtain hospital admissions data that is relevant to road safety.	In 2021-2022 we will liaise with health colleagues to obtain hospital admissions data, such as Hospital Episode Statistics, that is relevant to road safety.	Transport Scotland and Scottish Government Health		
Ref No - 21/43 We will review their clinical model to prioritise response to road collisions.	In 2021-2022 the Scottish Ambulance Service will review their clinical model to prioritise response to road collisions.	Scottish Ambulance Service		

10 - Education

We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/44 We will provide campaigns aimed at young drivers.	There are twelve strategic actions. This deliverable will be delivered across two of them: 4 – Change in Attitudes and Behaviour; 10 – Education. Young drivers, because of their age and inexperience, face specific issues when they get behind the wheel and, therefore, it is necessary to continue to focus on those behaviours which lead to fatal and serious injuries involving young drivers. Any marketing activity would be seen in relation to a lifelong learning approach to road safety which also includes a significant amount of investment in learning resources designed for 3-18 year olds to aid the development of safer attitudes and behaviours. In 2021-2022: • we will deliver a young driver campaign. We will continue to develop this as appropriate, such as, Get into Gear – Young Driver Interventions'. The resource is targeted at helping stakeholders develop, deliver and evaluate a pre-driver intervention. However, since its development several years ago there have been a number of reviews and evaluations of young driver resources that could be used to update the focus and content of the 'Get into Gear' resource. The Gate has been commissioned to repurpose the resource in a new website format that encourages interaction and increased traffic from stakeholders. To be completed in 2021. • following a review into Road Safety Scotland's Theatre in Education programme, Road Safety Scotland (RSS) will work with SG Marketing and Insight Unit to undertake fieldwork with road safety partners, including education professionals and other interested parties, to explore the validity of continuing this approach through theatre or whether, in a changing world, there might be an alternative that could prove more effective and has greater scope to be measured. The findings will give clear guidance on the strategy we need to develop to ensure road safety learning continues to be embedded in the education that children and young people receive in schools. To be completed in 2021.	Road Safety Scotland		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/45 We will deliver a motorbikes campaign annually.	There are twelve strategic actions. This deliverable will be delivered across three of them: 1 – Speed; 4 – Change in Attitudes and Behaviour; 10 – Education. RSS working with SG Marketing and Insight Unit will continue to use the Live Fast Die Old platform and Breath-Taking Roads initiative to maintain a strong presence among the older motorcyclist. In 2021-2022: • we will run this campaign throughout the traditional biking season (March-October 2021) and mesh with Police Scotland activity during that period; • we will review and use new and emerging data to look at extending the range of the campaign to reach other age groups as appropriate.	Road Safety Scotland	■	
Ref No - 21/46 We will deliver a seatbelt campaign.	There are twelve strategic actions. This deliverable will be delivered across two of them: 4 – Change in Attitudes and Behaviour; 10 – Education. In 2021-2022 RSS working with SG Marketing and Insight Unit, will develop a social marketing for behavioural change campaign on seatbelts.	Road Safety Scotland	■	
Ref No - 21/47 We will educate people aged 30 to 55, particularly those who drive for work, on the risks of speeding through national campaigns.	There are twelve strategic actions. This deliverable will be delivered across two of them: 4 – Change in Attitudes and Behaviour; 10 – Education. Road Safety Scotland, working with Scottish Government Marketing and Insight Unit will develop a 'social marketing for behavioural change' campaign on speeding, for a target audience of 30-55 year olds. Delivered across a range of media platforms, the campaign will run from 25 February until 24 March 2022.	Road Safety Scotland, ScORSA, Police Scotland, ALL	■	

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/48 We will provide adult cycle training.	There are twelve strategic actions. This deliverable will be delivered across three of them: 6 – Active and Sustainable Travel; 10 – Education; 12 – Inequality. In 2021-2022 we will: • offer cycle training for adults to increase opportunities and uptake of cycle training for adults through Essential Cycling Skills resources. This deliverable is linked to the Active Travel Task Force Delivery Plan mentioned in the deliverable under Active Travel. This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework.	Cycling Scotland	▓	
Ref No - 21/49 We will deliver Bikeability Scotland.	There are twelve strategic actions. This deliverable will be delivered across three of them: 6 – Active and Sustainable Travel; 10 – Education; 12 – Inequality. Bikeability Scotland aligned to the UK National Standard for Cycle Training. It is aimed at improving the skills and confidence of young people to make journeys by bike. This includes significant focus on sharing space, both on-road and off, including vulnerable road user awareness. This commitment depends on continued and escalating funding to expand the programme across the lifetime of the framework. • in 2021-2022 we will ensure school children have access to on-road cycle training through delivery of Bikeability Scotland in primary schools.	Cycling Scotland	▓	

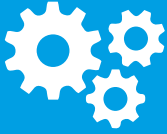| Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/50 We will develop and trial a Safe System training course for all.	In 2021-2022 we will develop and trial a training course explaining what the Safe System is and what embedding this approach to road safety means for organisations and individuals. • We will produce six animated videos about the Safe System generally speaking and one for the five pillars of the Safe System. • We will promote these on the newly created Road Safety Framework micro website. • We will develop a curriculum course. • We will pilot this course within Transport Scotland, its Operating Companies and the LPFs.	Road Safety Scotland		
Ref No - 21/51 We will continue deliver RoSPAs road safety activities.	In 2021-2022 we will: • continue to carry out research on various road safety topic; • research and respond to the UCL report on LGVs; • continue to identify and work with organisations on 'driving for work' policies – including fatigue and driver health at local level; • round out the fatal four to tie in with the framework and driving for work; • support the framework through a theme a month from ScORSA; • share and support road safety messages; • continue the 'Better Biker' initiative for motorcyclists; • look to share messages throughout a person's lifetime.	RoSPA		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/52 We will continue providing education through learning resources from early years to secondary schools.	There are twelve strategic actions. This deliverable will be delivered across two of them: 4 – Change in Attitudes and Behaviour; 10 – Education. In 2021-2022 RSS working with Smarts PR, will continue to focus on social media activity to promote their 'Go Safe with Ziggy!' resource for the early years and younger primary children. They will also progress, with Leith Agency, the 'Go Safe with Ziggy!' field campaign to reach out to outdoor leisure spaces and introduce Ziggy to various locations across the country in Summer 2021. Road Safety Scotland will continue to ensure their road safety learning resources for secondary schools, Your Call (S1-S3) and Crash Magnets (S4-S6) remain relevant and accessible to teachers and students. Work will begin in 2021 to develop a new resource for additional support for learning, and this involves support from colleagues in Education Scotland and other professionals.	Road Safety Scotland		
Ref No - 21/53 We will engage with the hauliers to strengthen the road safety performance within the industry.	In 2021-2022 we will engage with the hauliers to strengthen the road safety performance within the industry by focusing our effort on the following: • HGV speed limits – we will be working with Scottish Government to help delivery; • National Road Safety Week – we will be looking to create events to tie in with this; • Following recent increase of members to include bus and van, we will carry out a national van, bus, lorry week. We will engage with the public and school via online platforms. • All driver CPC courses will have a section on Vulnerable Road Users.	Road Haulage Association		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/54 We will support delivery of Scotland's Road Safety Framework to 2030 from a fire and rescue point of view.	In 2021-2022 the Scottish Fire and Rescue Service (SFRS) will support delivery of Scotland's Road Safety Framework to 2030 by doing the following. • SFRS has undertaken an internal restructure of the management of road safety within SFRS to continue to develop and improve the services contribution to road safety. • Assist with Scottish Government road safety advert ongoing, providing technical and procedural advice as well as uniform etc to ensure the advert is accurate. • Support Project EDWARD (Every Day Without A Road Death) on 6 September 2021. This is an annual UK-wide road safety campaign backed by government, the emergency services, highways agencies, road safety organisations and British businesses. Increased fire service involvement has been requested this year and Scottish Fire and Rescue Service is engaging to ensure promotion, communication and engagement with communities to deliver this important safety message. • Participate in the National Fire Chiefs Council National Road Safety Seminar to identify best practice and implement within Scotland. • Work with colleagues on the National Fire Chiefs Council to review educational packages from other UK Fire and Rescue Services to identify best practice and any relevant learning since Scotland's Road Safety Framework to 2030 launched. SFRS submitted a consultation request. • Develop a virtual reality education capability with investment in associated equipment made to provide and innovative way of delivering road safety advice tailored to all ages. SFRS will continue to develop relevant training packages this year. • Work in partnership with Police Scotland utilising existing Police Scotland presentations and associated documents targeting young drivers via the police-led youth intervention scheme. • Continue to provide 'Biker Down' presentations and engagement sessions free of charge with a new team being established in Inverness. These sessions will restart as COVID restrictions allow.	Scottish Fire and Rescue Service		

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/54 We will support delivery of Scotland's Road Safety Framework to 2030 from a fire and rescue point of view.	• Contribute to the new Police Scotland Road Safety Campaign Calendar communicating safety messages and participating as appropriate throughout the year. • Engage in a consultation about Road Safety Scotland's Theatre in Education to assist in developing innovative ways of promoting road safety. • Work in partnership with key stakeholders to develop a targeted safety campaign to promote road safety on the North Coast 500. • In line with developing positive destinations and opportunities for young people, a key partnership was formed between SFRS and Her Majesty's Young Offenders Institute (HMYOI) in 2016. This course is planned to continue in 2021-2022 as COVID restrictions allow. The course includes a road safety element through which participants learn about road safety, safe driving and the consequences involved not only for themselves as a driver but as a passenger as well as the wider community and emergency services.	Scottish Fire and Rescue Service		

11 - Engineering

We will improve road infrastructure and maintenance.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/55 We will trial interventions for motorcyclists on the trunk road network (TRN).	PRIME (Perceptual Rider Information for Maximising Expertise and Enjoyment) overall objective is to reduce the number of motorcyclists being killed or seriously injured on Scotland's roads. Some pilots have already taken place in popular motorcycle routes and the data collected before and after the installation of markings to capture any changes in rider behaviour. The gateways are produced as a tool for motorcycle riders to use but these will need to adapt their riding to the road/weather conditions. In 2021-2022 we will review the effect of the Gateways.	Transport Scotland	■	
Ref No - 21/56 We will research and develop safe infrastructure fit for automated vehicles.	There are twelve strategic actions. This deliverable will be delivered across three of them: 1 – Speed; 5 – Technology; 11 – Engineering. We will research and develop safe infrastructure which is ready for the higher levels of automation in vehicles, including the safety and performance of road signs and markings, including their placing, visibility and retro-reflectivity.	Transport Scotland (SCOTS)		■
Ref No - 21/57 We will map the trunk road network following a trunk road risk scoring model.	In 2021-2022 we will continue work to develop a trunk road route scoring/risk mapping model which is based around a combination of environment, alignment, condition and roadside hazards. The methodology will continue to be developed for the calculation of a risk score, based on these attributes, which will be mapped and assigned to every 500-metre section on the trunk road network. The aim is to have the trunk road fully mapped and we would then be able to identify locations that are high risk. A Safe System approach requires to understand where should be given priority.	Transport Scotland	■	

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/58 We will improve road infrastructure and maintenance on the trunk road network.	There are twelve strategic actions. This deliverable will be delivered across three of them: 1 – Speed; 10 – Education; 11 – Engineering. For ongoing maintenance work on the trunk road network, we will ensure that the Safe System's approach to road safety is embedded in the development, design and delivery of all maintenance schemes whether a minor lighting, drainage or landscaping scheme or a larger embankment reinstatement or road reconstruction. Every scheme should consider if/how it could contribute towards the framework's targets and Safe System and should only not be incorporated by exception. This can be added/recorded on an amended "Statement of Intent" form where Operating Companies develop and propose investigations, designs and works for Transport Scotland's approval. In 2021-2022 we will: • consider road safety and Safe System as we develop our one- and three-year maintenance programmes; • continue liaison with Transport Scotland's Trunk Road Casualty Reduction Team to explore joint issues, opportunities and programmes; • pilot a Safe System course with our Operating Companies (linked to the deliverable about this course under the education strategic action).	TS (All operating companies, DBFOs but also works contractors through the OC contracts (TS Roads) and major capital projects (design and construction), delivered by TS Major Projects		
Ref No - 21/59 We will publish a new Strategic Road Safety Plan for the Trunk Road.	The Strategic Road Safety Plan sets out how Transport Scotland delivers road safety on the trunk road network. In 2021-2022 we will: • develop the Plan. • publish the Plan.	Transport Scotland		

12 - Inequality

We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Deliverable (with Ref No)	Deliverable Detail	Lead Partner	Immediate 2021-2022	Longer-term 2022-2030
Ref No - 21/60 We will ensure road safety interventions and education cover areas of deprivation.	Once findings of the research on road casualties in areas of deprivation are known, we will ensure road safety interventions and education cover these areas of deprivation.	Transport Scotland	■	

Annex A
Key Performance Indicators

All Interim Targets, Intermediate Outcome Targets, Intermediate Measures and KPIs will be monitored in the Road Safety Framework Annual Report. There will also be a number of other indicators that will be monitored at Operational Partnership Group level. The performance management framework will be a live document with KPIs that are added, modified or removed as appropriate through the lifetime of the framework.

Measuring progress towards meeting the Interim Targets requires the use of indicators, the most important one being the number of deaths and serious injuries.

This diagram shows the dependency between Long-term Goal, Targets, Intermediate Measures and Key Performance Indicators.

The explicit, longer-term goal of the Safe System is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework. It is backed up by interim, quantitative targets to reduce numbers of deaths and serious injuries – usually measured over a ten-year period. The Safe System also has a focus on targeting those intermediate outcomes which are causally related to death and serious injury, such as: average speeds; seatbelt use; sober driving; the

safety and quality of roads and vehicles; and emergency medical system response. As such our 10 year RSF 2030 performance framework sets the following.

- Our Long-term Goal is for zero death or serious injury on Scotland's roads by 2050 (Vision Zero).
- On this path to 2050 our four Interim Targets – to be met by 2030 – are as follows:
  ○ 50% reduction in people killed;
  ○ 50% reduction in people seriously injured;
  ○ 60% reduction in children (aged <16) killed;
  ○ 60% reduction in children (aged <16) seriously injured.
- Our seven Intermediate Outcome Targets are mode- or age-specific targets to 2030 and complement the Interim Targets.
- A number of other indicators have been set which are categorised as either Intermediate Measures – tracking performance of casualty figures for specific user groups – or Key Performance Indicators; measuring observed road safety behaviours, vehicle safety and road infrastructure.

Performance indicators in road safety have been designed to:

1) have direct relationships with the target objective of reducing KSI's,

2) be based on readily available data,

3) be quantitatively and periodically measured,

4) have a level of accuracy subject to verification and scientific validation, and

5) be easily understood, and cost effective, and address the needs of all road users.

With this in mind, the tables set out below show the data that will be collated to support these indicators and the frequency of its assessment. It also sets out which organisation has responsibility for collating the data. Data will be emailed to Transport Scotland, at RSframework@transport.gov.scot.

Intermediate Outcome Targets to 2030

No	Intermediate Outcome Target Description	Organisation responsible for collection of data	Assessment frequency	Data source
01	40% reduction in pedestrians killed or seriously injured	Transport Scotland	Annually	Primary: STATS 19 Potentially secondary: Hospital Episode Statistics This is complemented by an Intermediate Measure on pedestrians
02	20% reduction in cyclists killed or seriously injured	Transport Scotland	Annually	Primary: STATS 19 Potentially secondary: Hospital Episode Statistics This is complemented by an Intermediate Measure on cyclists
03	30% reduction in motorcyclists killed or seriously injured	Transport Scotland	Annually	Primary: STATS 19 Potentially secondary: Hospital Episode Statistics
04	20% reduction in road users aged 70 and over killed or seriously injured	Transport Scotland	Annually	Primary: STATS 19 Potentially secondary: Hospital Episode Statistics
05	70% reduction in road users aged between 17 and 25 killed or seriously injured	Transport Scotland	Annually	Primary: STATS 19 Potentially secondary: Hospital Episode Statistics
06	TBC% of motorists driving/riding within the posted speed limit	Transport Scotland	Annually	See KPI on Speed. The TBC% number in column two needs to be agreed following acceptance of speed compliance baseline
07	The overall casualty rate for the most deprived 10% Scottish Index of Multiple Deprivation (SIMD) areas is reduced to equal to the least deprived 10% SIMD areas	Transport Scotland	Annually	Casualty rate derived from STATS 19 location data, Scottish Index of Multiple Deprivation 2020 data, and National Records for Scotland population estimates

Intermediate Measures				
No	**Intermediate Outcome Target Description**	**Organisation responsible for collection of data**	**Assessment frequency**	**Data source**
01	Casualty rate per 100 million vehicle kilometres for cyclists killed and seriously injured	Transport Scotland	Annually	STATS 19 and Scottish Transport Statistics This complements the Intermediate Outcome Target of 20% reduction in cyclists killed or seriously injured
02	Casualty rate per thousand population for pedestrians killed and seriously injured	Transport Scotland	Annually	STATS 19 Currently contained within Table 32 of Reported Road Casualties Scotland. This complements the Intermediate Outcome Target of 40% reduction in pedestrians killed or seriously injured
03	Number of people killed and seriously injured in collisions where at least one driver/rider was driving for work, not commuting	Transport Scotland	Annually	STATS 19 variable recording journey purpose of driver/rider

Key Performance Indicators

No	RSF2030 Outcome	KPI description	Organisation responsible for collection of data	Assessment frequency	KPI status
01	Safe Speeds	Percentage of drivers/riders driving WITHIN the speed limit	Transport Scotland	Quarterly	Current
02	Safe Road Use	Percentage of drivers NOT distracted by a handheld mobile phone	Transport Scotland	Every three years	Current
03	Safe Road Use	Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly	Transport Scotland	Every three years	Current
04	Safe Road Use	Percentage of drivers/riders driving WITHIN the legal limit for alcohol or specified drugs	Transport Scotland	Every six months	Current
05	Safe Road Use	Overall casualty rate by SIMD decile (10 equally sized groups)	Transport Scotland	Annually	Current
06	Safe Roads and Roadsides	Percentage of distance travelled by vehicles that are travelling on roads with a risk rating below a relevant threshold	Transport Scotland	Annually	Current
07	Safe Vehicles	Percentage of new passenger cars, LGVs and HGVs with a 5-star EuroNCAP safety rating	Transport Scotland	Annually	Current
08	Post-Crash Response	Time elapsed in minutes between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services.	Scottish Fire and Rescue Services	Every six months	Current

01 - Percentage of drivers/riders driving within the speed limit	
Related RSF Outcome	**Safe Speeds**
Related RSF Strategic Action	Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others. Speed - we will deliver a range of speed management initiatives to support the Safe System. Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System.
Rationale	Speed is very regularly cited as one of the most common collision causation factors and is related to both collision occurrence and severity. In Scotland overall, the number of fatalities due to speeding has decreased from 24% in 2013 to 21% in 2019. Latest figures show that travelling too fast for the conditions or excessive speed was reported in 9% of all reported accidents and 20% of fatal accidents. The RAC Report on Motoring 2020 found non-compliance with 20 mph was at 39% though this had reduced from 44% the previous year. According to the last RITS survey, 43% of people exceeded the speed limit by 5 mph in 30 mph zones at least once in the past year. 38% of people exceeded the speed limit by 5 mph in 20 mph areas in the last year. 15% of people drove at 40 mph in a 30 mph zone. 10% admit to having driven at least once in the past year at 90 mph on the motorway. According to the National Travel Attitudes Study 40% of people think it is safe to exceed the speed limit slightly on motorways
Measure Description	The number of vehicles travelling within the posted speed limit relative to the total number of vehicles travelling at any speed.
Measure Aim	To measure the speed compliance on a range of different road types, speed limits and vehicles types across the country.
Methodology	Transport Scotland will use data from a number of speed indicator devices (currently 100) that have been installed on trunk and local roads that provide vehicle by vehicle speed data.

01 - Percentage of drivers/riders driving within the speed limit		
Related RSF Outcome	**Safe Speeds**	
Data Input	A = Total number of vehicles passing each site B = Speed of each of these vehicles C = Total number of vehicles broken down by vehicle type D = Total number of vehicles per carriageway type E = Total number of vehicles per speed limit F = Data broken down by day of the week G = Data broken down by time of day (hour by hour) The following data shall be derived based on the sum of the previous 12 months data: P = sum of all vehicles by vehicle type passing the speed indicator devices per carriageway type or per speed limit R = sum of all vehicles by vehicle type NOT exceeding the speed limit on this carriageway type or speed limit	
Formula	KPI = R/P %age	
Required Supporting Information – instrumental tolerance	Speed counters limitation, particularly if they can also differentiate motorcycles from bicycles.	
Performance Indicator Reporting Period	Annually	**Data source for calculation** Speed data from speed indicator devices
Performance Indicator Assessment Frequency	Quarterly	
Return Format	Percentage	**Decimal places** 1

02 - Percentage of drivers NOT distracted by a handheld mobile phone

Related RSF Outcome	Safe Road Use
Related RSF Strategic Action	Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others. Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System.
Rationale	Driver distraction is considered as a collision factor of growing importance due to the increased use of mobile devices, mainly smartphones, during the past years. The widespread use of texting applications has aggravated the existing problem of phone calls. In 2019 in Scotland, a distraction to the driver from inside the vehicle was a contributory factor in 2% of recorded collisions (reported Road Casualties 2019, Table M). The latest mobile phone survey undertaken in Scotland recorded the behaviour of 14,427 drivers and found that, while compliance was good, it is decreasing over time. This is why the use of a handheld mobile device while driving is proposed as a proxy to assess the driver distraction problem. The survey found that the proportion of car drivers observed using a mobile phone whilst driving was at 1.8% at moving (free-flowing) sites, a marginal increase from the 2014 figure (1.3%). At stationary (traffic light controlled junction) sites, the proportion observed using a mobile phone was 2.4%, an increase from 2014 figure (1.6%).
Measure Description	Number of drivers observed NOT holding mobile electronic devices while driving by site type (stationary or mobile) relative to the total number of drivers observed.
Measure Aim	To measure compliance to law in relation to the offence of using a hand-held mobile phone while driving (likely to include non-connected mobile application actions in the near future).
Methodology	Direct observation by trained observers on roadside or from moving vehicles. More detail can be found in Section 2 Methodology of Seatbelt and Mobile Phone Usage Survey Scotland.

02 - Percentage of drivers NOT distracted by a handheld mobile phone

Related RSF Outcome	Safe Road Use

Data Input		

			Seatbelt stationary sites	Mobile phone stationary sites	Mobile phone moving sites
Vehicle characteristics	Type: car, van, taxi, private hire, lorry, bus (or minibus or coach)		✓	✓	✓
	Passengers present		✗	✓	✗
Driver characteristics	Gender		✓	✓	✓
	Age group		✓	✓	✗
	Hand-held mobile phone use		✗	✓	✓
	Purpose of hand-held mobile phone use		✗	✓	✓
	Driver restraint use		✓	✗	✗
Passenger characteristics	Seating position		✓	✗	✗
	Gender		✓	✗	✗
	Age group		✓	✗	✗
	Restraint use		✓	✗	✗

Table 2.2: Information recorded by survey and site type (✓ = recorded, ✗ = not recorded)

A = Number of drivers observed at moving sites
B = Number of drivers observed at stationary sites
C = Number of drivers observed using electronic devices while driving at moving sites
D = Number of drivers observed using electronic devices while driving at stationary sites

Formula	KPI at moving site = $100 - ((C/A) * 100)$
	KPI at stationary site = $100 - ((D/B) * 100)$

| Required Supporting Information – instrumental tolerance | Reliance on the judgement of roadside observers (for instance, on gender and age). However, reliable findings can still be achieved due to the large volume of observations made and the weightings procedure followed during analysis.

Roadside observers are wearing high-visibility jackets for the purposes of safety and transparency and this may influence the behaviour of some drivers. |
|---|---|

Performance Indicator Reporting Period	Annually	**Data source for calculation**	Seatbelt and Mobile Phone Usage Survey Scotland

02 - Percentage of drivers NOT distracted by a handheld mobile phone

Related RSF Outcome	Safe Road Use		
Performance Indicator Assessment Frequency	Every three years		
Return Format	Percentage	**Decimal places**	1

03 - Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly

Related RSF Outcome	Safe Road Use
Related RSF Strategic Action	Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others. Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System.
Rationale	The use of the safety belt and child restraint systems is an essential element of passive safety. For the period 2015-2019, 16% of in-car fatalities in Scotland (% not actually published in a table but the values for 'all casualties' can be found in Appendix F of RRC 2019 page 229) were not wearing seatbelts. A PACTS report states that seatbelt wearing reduces both fatal and non-fatal injuries by 60% among front-seat passengers, and by 44% among rear-seat passengers. Seatbelt-wearing by rear-seat passengers also halves the fatality risk for belted front-seat occupants, given the dynamics in a vehicle after a collision. Children must normally use a child car seat or restraint until they are 12 years old or 135 centimetres tall. Child car seat specialist, Good Egg Safety, has consistently found, during its popular Community Checking Events across Scotland, the suitability of the child car seats or restraints used in them were inappropriate in 57% of cases.
Measure Description	Number of drivers, front and rear passengers observed correctly using a seatbelt relative to the total number of drivers, front and rear passengers observed.
Measure Aim	To measure compliance to law in relation to the offence of not wearing seat belts.
Methodology	Direct observation by trained observers on roadside. More detail can be found in Section 2 Methodology of Seatbelt and Mobile Phone Usage Survey Scotland.

03 - Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly

Related RSF Outcome	Safe Road Use

Data Input			Seatbelt stationary sites	Mobile phone stationary sites	Mobile phone moving sites
Vehicle characteristics	Type: car, van, taxi, private hire, lorry, bus (or minibus or coach)	✔	✔	✔
	Passengers present	X	✔	X
Driver characteristics	Gender	✔	✔	✔
	Age group	✔	✔	X
	Hand-held mobile phone use	X	✔	✔
	Purpose of hand-held mobile phone use	X	✔	✔
	Driver restraint use	✔	X	X
Passenger characteristics	Seating position	✔	X	X
	Gender	✔	X	X
	Age group	✔	X	X
	Restraint use	✔	X	X

Table 2.2: Information recorded by survey and site type (✔ = recorded, X = not recorded)

A = Number of drivers, all vehicles, observed at stationary sites
B = Number of drivers, all vehicles, observed correctly using a seatbelt at stationary sites
C = Number of front seat passengers, all vehicles, observed at stationary sites
D = Number of front seat passengers, all vehicles, observed correctly using a seatbelt at stationary sites
E = Number of rear seat passengers, all vehicles, observed at stationary sites
F = Number of rear seat passengers, all vehicles, observed correctly using a seatbelt at stationary sites

Formula	KPI for complying drivers = B/A %age
	KPI for complying front seat passengers = D/C %age
	KPI for complying rear seat passengers = F/E %age
Required Supporting Information – instrumental tolerance	When referring to passengers, the seatbelt usage rate also includes the correct use of child restraints where children have been observed in the vehicle.

03 - Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly

Related RSF Outcome	Safe Road Use		
Performance Indicator Reporting Period	Annually	**Data source for calculation**	Seatbelt and Mobile Phone Usage Survey Scotland
Performance Indicator Assessment Frequency	Every three years		
Return Format	Percentage	**Decimal places**	1

04 - Percentage of drivers/riders driving WITHIN the legal limit for alcohol or specified drugs

Related RSF Outcome	Safe Road Use
Related RSF Strategic Action	Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others. Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System.
Rationale	Over the period of 2014-2018, an estimated 20 people were killed each year in Scotland as a result of drink-drive accidents. Driving under the influence of alcohol was a factor in 131 or 3% of all accidents in 2019, with drug impairment a factor in 53 or 1% of accidents. Drivers with blood alcohol content level between 0.5 and 0.8g are 20 times more likely to be involved in a fatal collision.
Measure Description	Number of drivers/riders who self-report to comply with the drink and drug drive laws, relative to the overall sample survey.
Measure Aim	To measure compliance to law in relation to offences of drink and drug-driving.
Methodology	Self-reporting survey such as RITS or the annual survey used as part of Road Safety Scotland's Motorbikes campaign evaluation. More detail can be found in latest report of RITS Driver attitudes and behaviours tracker.
Data Input	A: number of survey respondents B: number of respondents who responded they have driven over the legal alcohol limit in the last 12 months, even if only on one occasion or for a short distance C: number of respondents who responded they have driven while under the influence of drugs in the last 12 months, even if only on one occasion or for a short distance.

04 - Percentage of drivers/riders driving WITHIN the legal limit for alcohol or specified drugs

Related RSF Outcome	Safe Road Use		
Formula	KPI on drink driving compliance = 100 – ((B/A)*100) KPI on drug driving compliance = 100 – ((C/A)*100)		
Required Supporting Information – instrumental tolerance	Respondents are self-reporting their attitude and may not fully disclose their true attitude towards drink and drug driving. Respondents to online panel surveys are self-selecting rather than being randomly selected using probability sampling. This means that statistically precise margins of error or significance testing cannot be provided as the sampling type is non-probability. Statistical testing and margins of error should therefore be treated as indicative, based on an equivalent probability sample.		
Performance Indicator Reporting Period	Annually	**Data source for calculation**	RITS: Driver attitudes and behaviours tracker
Performance Indicator Assessment Frequency	Every six months		
Return Format	Percentage	**Decimal places**	1

05 – Overall casualty rate by SIMD decile

Related RSF Outcome	Safe Road Use
Related RSF Strategic Action	Inequality: we will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation. Speed: we will deliver a range of speed management initiatives to support the Safe System. Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others. Education: we will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users.
Rationale	Increased road safety in deprived areas gives residents more confidence to use streets and cross roads, and therefore safer access to their communities. For children, road traffic injuries are a major cause of preventable death during childhood and adolescence, and on average three children (under 16 years) died annually on Scotland's roads between 2017 and 2019. According to the [Glasgow Centre for Population Health Scotland](), child pedestrians from more deprived areas in Scotland are three times more likely to be injured on the roads than those from less deprived areas.

05 – Overall casualty rate by SIMD decile

Related RSF Outcome	Safe Road Use		
Measure Description	Overall casualty rate by SIMD decile		
Measure Aim	To measure how these casualty rates vary by SIMD decile		
Methodology	Cross reference STATS 19 location data, Scottish Index of Multiple Deprivation 2020 data, and National Records for Scotland population estimates (which can produce estimates for individual SIMD deciles).		
Data Input	A: Number of people killed, seriously and slightly injured by SIMD decile B: SIMD decile population size		
Formula	KPI = A/B		
Required Supporting Information – instrumental tolerance	N/A		
Performance Indicator Reporting Period	Annually	**Data source for calculation**	Casualty rate derived from STATS 19 location data, Scottish Index of Multiple Deprivation 2020 data, and National Records for Scotland population estimates.
Performance Indicator Assessment Frequency	Annually		
Return Format	Number	**Decimal places**	1

06 - Percentage of distance travelled by vehicles that are travelling on roads with a risk rating below a relevant threshold

Related RSF Outcome	Safe Roads and Roadsides
Related RSF Strategic Action	Engineering: we will improve road infrastructure and maintenance Technology: we will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate Knowledge and Data Analysis: we will ensure our actions are evidence-led to support the delivery of the Safe System

06 - Percentage of distance travelled by vehicles that are travelling on roads with a risk rating below a relevant threshold			
Related RSF Outcome	**Safe Roads and Roadsides**		
Rationale	Layout, design (including signals) and maintenance are aspects of infrastructure that determine its 'road safety' quality. In Europe it is estimated that road infrastructure and road surroundings are a contributing factor in more than 30% of crashes. Well-designed and properly maintained roads can reduce the probability of road traffic accidents, while "forgiving" roads (roads laid out on Safe System principles e.g. with the protection of roadside hazards to ensure that driving errors do not need to have serious consequences) can reduce the severity of accidents that do happen (as an example, the risk of death or serious injury per kilometre travelled on an iRAP five-star road is approximately 10% of the risk a user faces on a one-star road). Research demonstrates that for every star rating improvement on roads, the crash costs per kilometre travelled halved. A safety performance indicator for road infrastructure is intended to provide a quantified representation of the safety quality of a road network, which is independent of road user behaviour or vehicle technology.		
Measure Description	TBC		
Measure Aim	To measure distance travelled by different class of vehicles on roads with a risk rating below a relevant threshold relative to the total distance travelled across Scotland.		
Methodology	TBC		
Data Input	TBC		
Formula	TBC		
Required Supporting Information – instrumental tolerance	Transport Scotland is working on finalising a risk rating methodology for the trunk road network. Following this we will revisit the possibility to roll-out the same methodology across all roads.		
Performance Indicator Reporting Period	Annually	**Data source for calculation**	TBC
Performance Indicator Assessment Frequency	Annually		
Return Format	Percentage	**Decimal places**	1

07 - Percentage of new passenger cars, LGVs and HGVs with a 5-star EuroNCAP safety rating

Related RSF Outcome	**Safe Vehicles**
Related RSF Strategic Action	Technology: we will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.
Rationale	There is no clear quantification in terms of KSI reductions yet for the UK, but research has shown there exists a 68% lower risk of fatal injuries and a 23% lower risk of serious injury for Euro NCAP five-star-rated cars when compared to two-star-rated cars. Using current figures, and based on the population of Scotland as a proportion of the EU population, the impact of adopting the EU vehicle safety measures in Scotland could prevent around 7 fatalities and 39 serious injuries per year.
Measure Description	Number of new passenger cars, LGVs and HGVs fitted with the highest vehicle standard rating in Europe, currently EuroNCAP, relative to total number of new registered vehicles of these classes.
Measure Aim	To monitor the proportion of highly safe vehicles in the fleet of passenger cars, LGVs and HGVs registered as new.
Methodology	Data can be calculated through the combined provision by Euro NCAP of vehicles safety ratings and DVLA vehicle registration data. The rating could be matched through the type approval numbers held by DVLA.
Data Input	A: total number of new passenger cars, LGVs and HGVs with a five-star EuroNCAP safety rating B: total number of new passenger cars, LGVs and HGVs registered by DVLA
Formula	KPI = A/B %age
Required Supporting Information – instrumental tolerance	Provision by Euro NCAP of vehicles safety ratings to DVLA with this information recorded on the DVLA registration database.

Performance Indicator Reporting Period	Annually	**Data source for calculation**	DVLA registration database
Performance Indicator Assessment Frequency	Annually		
Return Format	Percentage	**Decimal places**	1

08 - Time elapsed in minutes below and above a threshold between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services		
Related RSF Outcome	**Post-Crash Response**	
Related RSF Strategic Action	Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.	
Rationale	Post-crash (trauma) care or trauma management refers to the initial medical treatment provided after a crash, whether it is administered at the scene, during the transportation to a medical centre or indeed subsequently. The time elapsed between the collision and the initial medical attention together with the quality of this initial treatment is often cited as playing an essential role to minimise the consequences of the crash. A review of European studies of death in traffic crashes concluded about 50% of all deaths occurred within a few minutes of the crash (immediate deaths), either at the scene or on the way to a hospital. PACTS have used 18 minutes as a threshold for their recommended KPI (percentage of emergency medical services arriving at accident scene within 18 minutes of notification).	
Measure Description	Time elapsed, using 18 minutes as the threshold, between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services.	
Measure Aim	To record time elapse between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services	
Methodology	Recording of time elapse above or below an agreed threshold between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services by different type of roads.	
Data Input	A: Number of interventions on road traffic collisions with KSIs by type of roads where the collisions happened: Accessible Rural, Other Urban Areas, Large Urban Areas, Remote Rural, Accessible Small Towns and Remote Small Towns B: Time elapsed above or below the agreed threshold for each of A above	
Formula	N/A	
Required Supporting Information – instrumental tolerance	N/A	
Performance Indicator Reporting Period	Annually	**Data source for calculation**	Primary: Scottish Fire and Rescue Service Incident Recording System Potentially secondary: data from Scottish Ambulance Service to be considered
Performance Indicator Assessment Frequency	Every six months		

08 - Time elapsed in minutes below and above a threshold between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services			
Related RSF Outcome	**Post-Crash Response**		
Return Format	Numbers within a table with types of roads and above/ below threshold as axes.	**Decimal places**	N/A

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