



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scotland's Road Safety Framework to 2020 Evaluation

**2010-2020**

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## Introduction

[Scotland's Road Safety Framework to 2020 – Go safe on Scotland's roads. It's everyone's responsibility](#) (the Framework) was published in 2009. It set out a collaborative approach and the vision for road safety in Scotland, the main priorities and issues. It included five Scotland-specific targets to 2020 associated with milestones to 2015. It initially contained 96 commitments to be delivered by 2020. The progress towards delivery of the Framework's commitments, including road safety achievements and road safety partners activities, as well as the 2020 targets were reported on an annual basis through the publication on Transport Scotland website of the [Framework's Annual Reports](#).

The Framework's Strategic Partnership Board (SPB) undertook an evidence-based [mid-term Review of the Framework in 2015/16](#). The review, which adopted a participatory approach, assessed the progress made since 2010 and identified three Priority Focus Areas around Speed, Age and Vulnerable Road Users.

The review established that a fundamental re-working of the Framework was not required. Instead, there should be an on-going focus and activity on all the existing priorities and commitments through a continued emphasis across the five Framework Pillars of Education, Engineering, Enforcement, Encouragement and Evaluation.

The review further enhanced Framework performance by setting outcomes and indicators specific to the Priority Focus Areas, with outcomes deemed sufficiently challenging to be in-step with the Framework's ambitious casualty reduction targets, but still attainable by the delivery partners.

The Framework ended 31 December 2020.

This report is the evaluation of the decade-long Framework using the final official road casualty 2020 statistics for Scotland published in Reported Road Casualty Scotland 2020 in October 2021. It was informed by a number of initiatives led by Transport Scotland, which included engaging with Road Safety partners through workshops and questionnaires as well as through the Framework's governance. The purpose of these initiatives was to gather information on the current situation in respect of road safety in Scotland. It also allowed Scottish Government/Transport Scotland and stakeholders to collectively critically assess the last ten years and identify how the Road Safety Framework to 2030 can better serve Scotland and address issues with a targeted approach to reduce casualties over the next ten years. Responses received in relation to the [public consultation on the draft Road Safety Framework to 2030](#) that was held between 8 September and 1 December

2020, which included questions about the successes and failures of the previous framework, have also helped to inform this report.

## Delivery of the vision

The Framework has delivered its vision for “a steady reduction in the numbers of those killed and those seriously injured”.

Reported Road Casualty Scotland 2020 shows that there were 141 people killed and 1,547 people seriously injured in 2020 compared to 292 and 4,865 respectively over the 2004-08 baseline period. As depicted in the graphs in the section about Delivery of the 2020 Targets the rates of reduction has been pretty steady.

Figure 1 shows that there were a total of 5,040 casualties (of all severities) reported in 2020: 2,705 (35%) fewer than in 2019 and the lowest number since annual records began in 1950. Between circa 1970 and 1990, the figures fluctuated around a general downward trend, with numbers falling from the short-term peak in 1989 & 1990 (of over 27,000). Since 1998, there has been a consistent reduction, with numbers falling below 12,000 in 2013, which was half the level of the early 1990s.

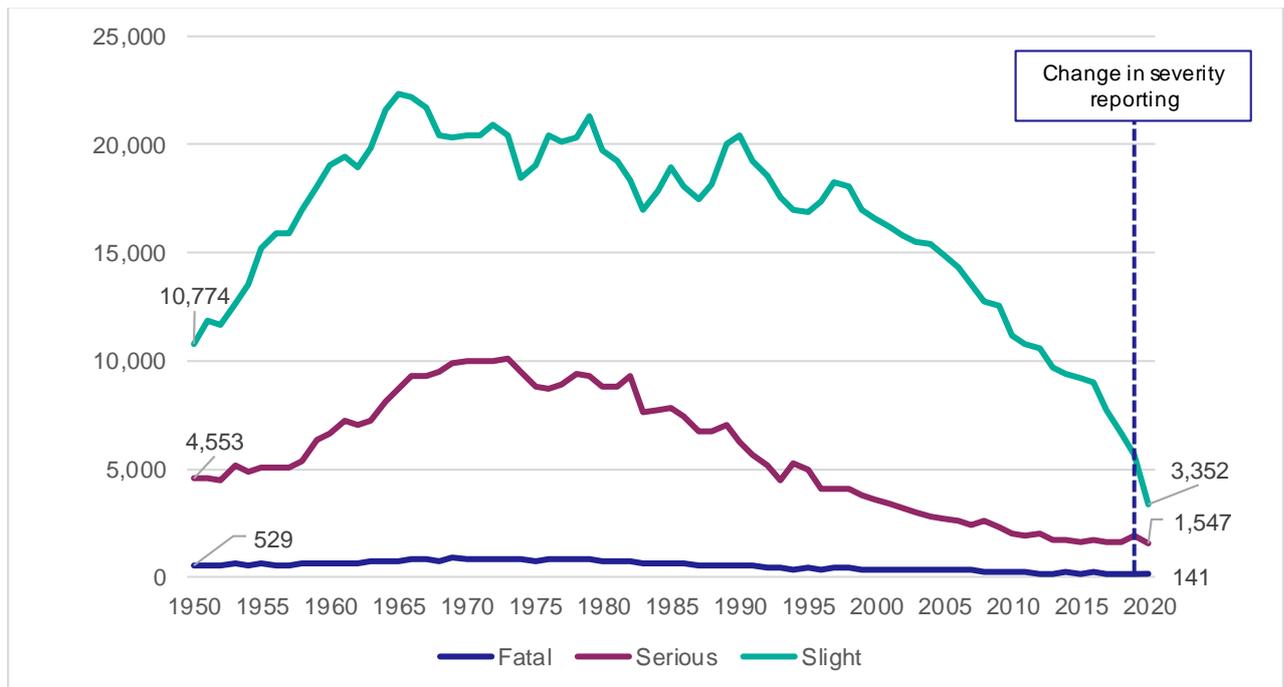


Figure 1: Number of reported road casualties broke down by severity, 1950 to 2020

Note: Due to changes in the way casualty severity is recorded, serious and slight figures in 2019 and 2020 are not comparable with previous years.

This reduction must be seen in the context of the level of road traffic in Scotland. As depicted in Figure 2, prior to the Covid-19 pandemic, traffic had been rising steadily since 2010. In 2019 the volume of traffic on Scottish roads was 12% higher than in 2010. In 2020 the volume of traffic was 13% lower than in 2010 and the level of accidents was 62% lower than in 2010.

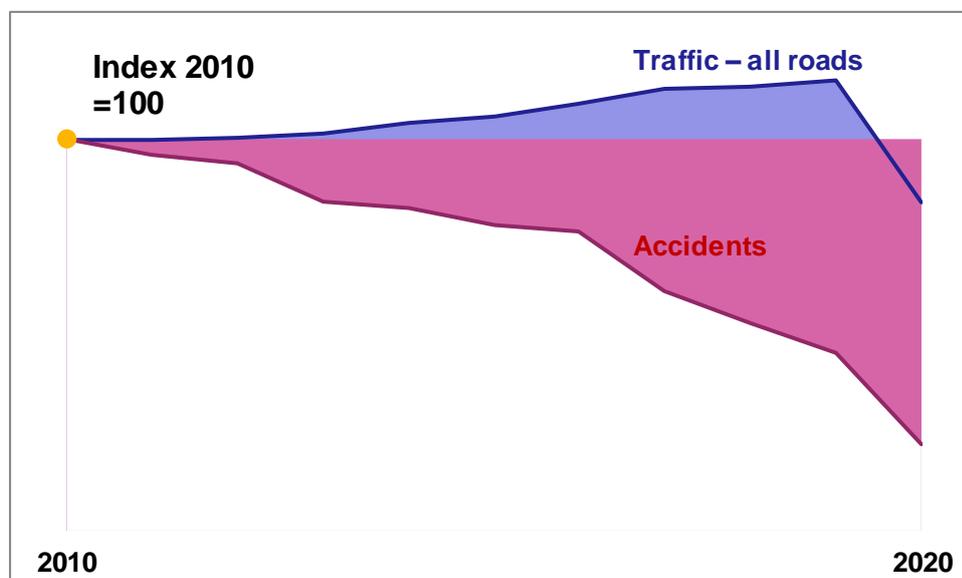


Figure 2: all roads traffic level vs accidents level – Index 2010=100

## Delivery of casualty reduction targets for 2020

The Framework included Scotland-specific targets (with 2015 milestones) due for delivery in 2020. These targets and milestones are included in Table 1. Each reduction target is assessed against a 2004/08 average baseline. In addition to the above four targets a pre-existing target (a ten per cent reduction in the slight casualty rate) continued to be adopted. Progress is assessed towards a milestone in 2015 and the final target by means of an indicative trend based on a constant annual percentage reduction.

Target	2015 milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed *	35%	50%
Children (aged < 16) seriously injured	50%	65%

Table 1: Casualty reduction targets in Scotland's 2009 Road Safety Framework

As outlined above, due to changes in the reporting system used by Police Scotland, the number of serious and slight casualties cannot be directly compared to previously recorded figures. As a result, progress against the serious casualty reduction targets are based on adjusted figures, produced by the Department for Transport. The adjusted figures show how many serious casualties there would have been in previous years if they had been recorded using the same sort of reporting system that Police Scotland use currently.

Table 2 below provides final progress against the five national casualty reduction targets for 2020 and shows that the reduction achieved exceeded all five targets. Note that all the casualty reduction milestones for 2015 were met, bar the one on people seriously injured.

2004/08 baseline	2020 target	2020 actual figures	final status
292	175 = 40% reduction in people killed	141 = 52% reduction	exceeded target
4,865	2,191 = 55% reduction in people seriously injured	1,547 = 68% reduction	exceeded target
15	8 = 50% reduction in children killed	6 in 2020 but average for the 2018- 2020 period was 4 a year= 76% reduction	exceeded target
626	219= 65% reduction in children seriously injured	144 = 77% reduction	exceeded target
27.01 casualties per 100 million vehicle kilometres	24.3 = 10% reduction in the slight casualty rate	8.85 = 67% reduction	exceeded target

Table 2: Progress against five national casualty reduction targets for 2020 since 2004/08 baseline

## Target: 40% reduction in those killed by 2020

141 people were reported as killed in 2020, 52 per cent (151) below the 2004- 2008 average of 292. The decrease seen to 2020 has exceeded the framework target for 2020 (a reduction of 40% from 2004-08). Figure 3 shows that the total number of fatalities in 2020 was below the indicative line in purple representing a constant annual percentage decrease that would result in meeting the 2020 targets and has been for the past few years.

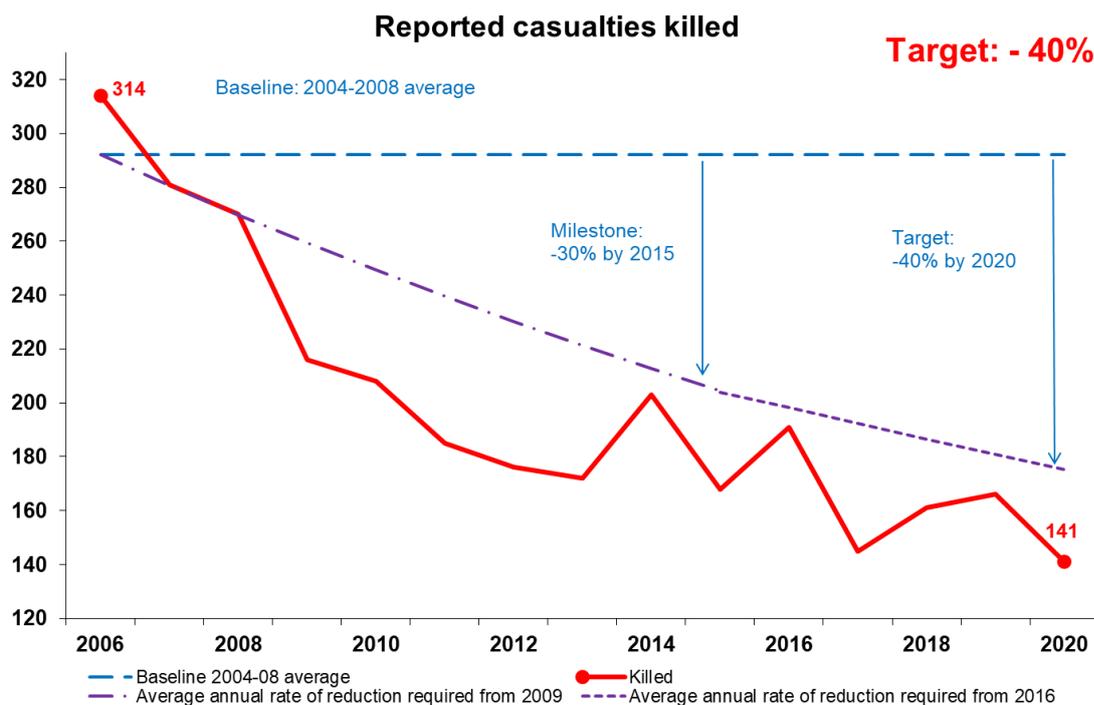


Figure 3: Progress towards casualties killed reduction target

## Target: 55% reduction in those seriously injured by 2020

Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, 1,547 people were reported as seriously injured in 2020, 68 per cent (3,318) below the 2004-2008 average of 4,865. Figure 4 shows that the reduction has exceeded the framework target for 2020 (a reduction of 55% from 2004-08). Prior to the casualty reductions in 2020, Scotland had seen significant reductions but was not on track to meet this target. The reduction achieved in 2020 compared to previous years should be seen in the wider context of lower level of road traffic in Scotland in 2020 due to the Covid-19 pandemic.

The below chart show an “indicative line” in purple representing a constant annual percentage decrease that would result in meeting the 2020 targets.

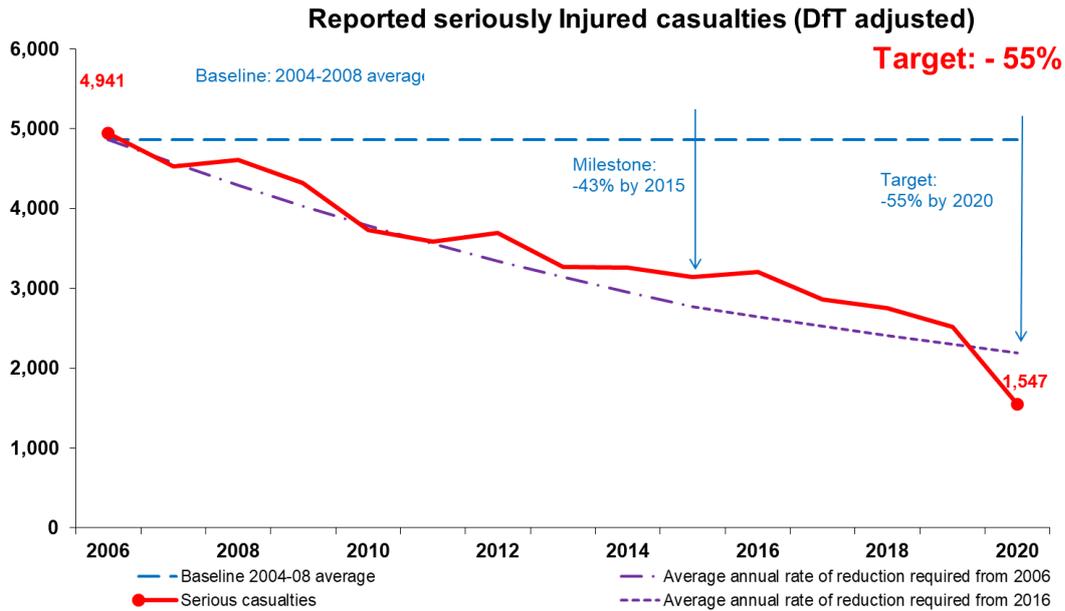


Figure 4: Progress towards casualties seriously injured reduction target

## Target: 50% reduction in children killed by 2020

Due to small numbers and year-to-year fluctuations this target is measured using a three-year average. 6 children were reported as killed in 2020, meaning the average for the 2018- 2020 period was 4 a year, this is 76 per cent (11) below the 2004-2008 average of 15. Figure 5 shows that the reduction has exceeded the 2020 target.

The below chart show an “indicative line” in purple representing a constant annual percentage decrease that would result in meeting the 2020 targets.

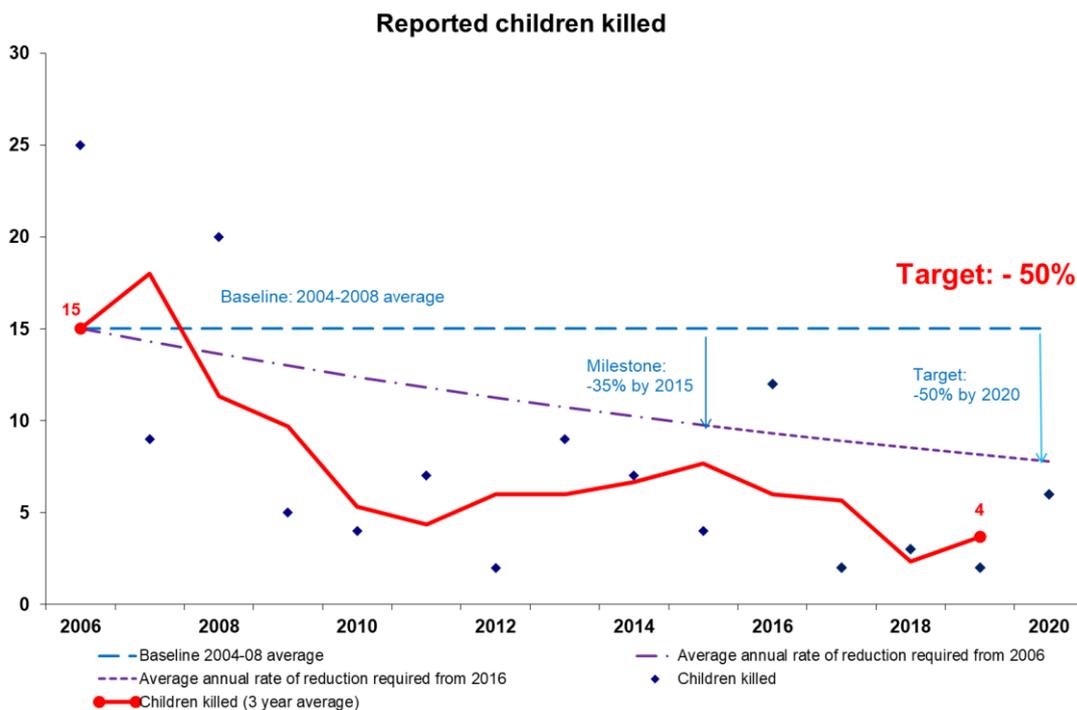


Figure 5: Progress towards children killed reduction target

## Target: 65% reduction in children seriously injured by 2020

Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, 144 children were reported as seriously injured in 2020, 77 per cent (482) below the 2004-2008 average of 626. Figure 6 shows that the decrease has exceeded the framework target for 2020 (a reduction of 65% from 2004-08). Prior to the casualty reductions in 2020, Scotland had seen significant reductions but was not on track to meet the target. The reduction achieved in 2020 compared to previous years should be seen in the wider context of lower level of road traffic in Scotland in 2020 due to the Covid-19 pandemic.

The below chart show an “indicative line” in purple representing a constant annual percentage decrease that would result in meeting the 2020 targets.

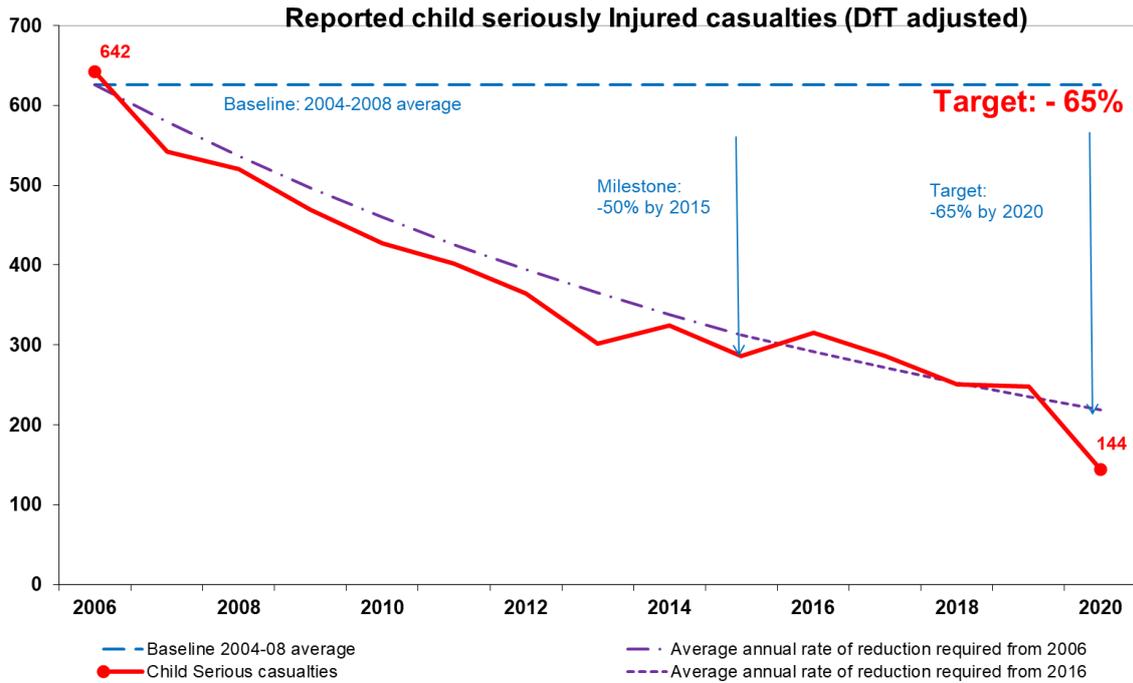


Figure 6: Progress towards children seriously injured reduction target

## Target: 10% reduction in the slightly injured rate by 2020

Due to changes in severity reporting, progress against this target is measured on the basis of adjusted figures provided by the Department for Transport. These figures illustrate how many casualties there would have been in previous years if they had been recorded using an injury-based recording system. On the basis of the adjusted figures, the slight casualty rate of 8.85 casualties per 100 million vehicle kilometres in 2020 was 67 per cent below the 2004-2008 baseline average of 27.01. Figure 7 shows that the decrease has exceeded the framework target for 2020 (a reduction of 10% from 2004-08).

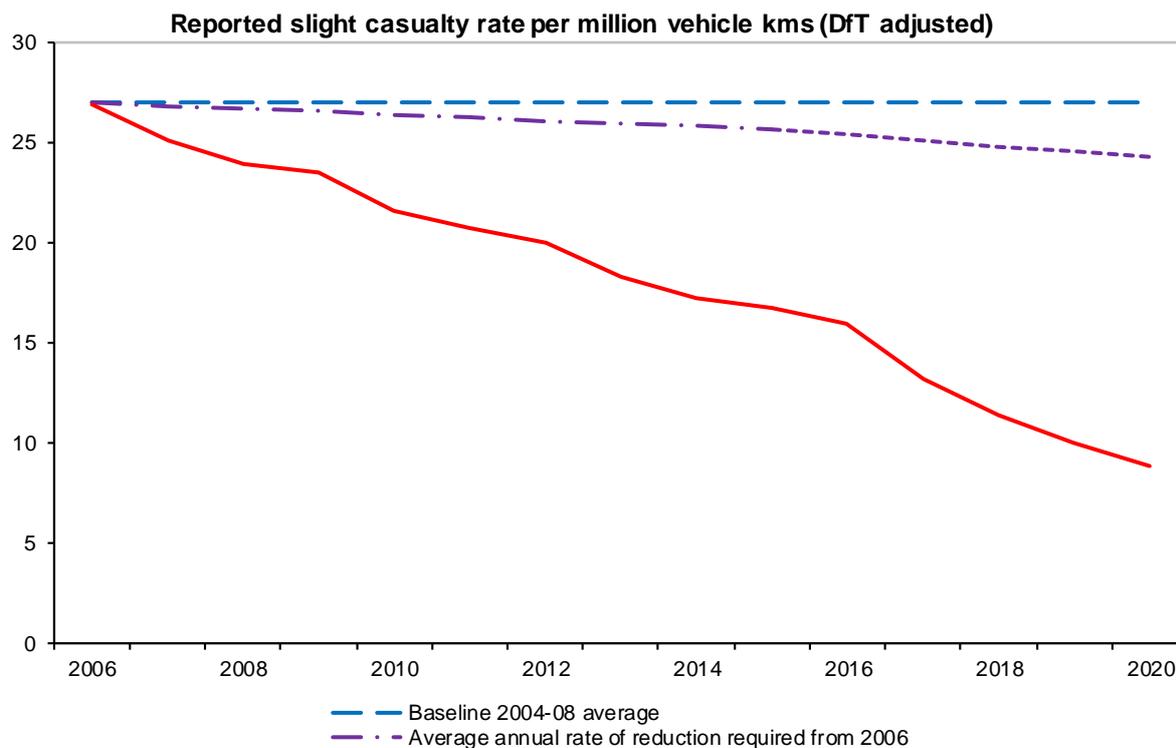


Figure 7: Progress towards slight casualty reduction target

## Priority Focus Areas outcomes and indicators

As previously mentioned the mid-term review of the Framework further enhanced its performance management system to reconcile the fact that different reductions had been seen amongst different road user types and therefore set overarching outcomes and indicators specific to three Priority Focus Areas. For example in relation to the Speed Priority Focus Area, one of the outcomes was to “increase the proportion of vehicles travelling at appropriate speeds on Scotland’s roads to support reducing road casualty numbers”. One of the indicators was the “positive behavioural or attitudinal trends in drivers including driving at appropriate speeds and awareness and understanding of speed limits and what they mean”.

The progress towards the delivery of these outcomes and the monitoring of their respective indicators were reported in the Outcomes Indicator Toolkit (OIT) which used a Red/Amber/Green (RAG) rating to illustrate the relative position of progress towards delivery and provided graphical summary sheet of the relevant indicators. The OIT was updated before each of the OPG and SPB meetings and reviewed at these meetings. The last OIT produced can be found in Annex A.

Table 3 provides RAG status for each of the Framework’s outcomes and indicates that they are all improving but none of them achieved a Green RAG status meaning more works need to be done in the future. In addition no assessment of the RAG

status could be done in relation to the Pre-drivers outcome because the findings from the [evaluation of Pre-driver interventions](#) were that “there is currently no robust evidence suggesting that pre-driver interventions are being effective at improving road safety”. Even over a long period of time being a “safe driver” could not be solely contributed to a pre driver intervention.

Priority Focus Area	Overarching outcome	RAG status	Direction of RAG status
Speed and Motorcyclists	increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers	Amber/Green	Improving
Speed and Motorcyclists	Improve the safety of motorcycling by reducing levels of motorcycle injury accidents on the road network to support reducing road casualty numbers.	Red/Amber	Improving
Pre-Drivers, Drivers ages 17 to 25 and Older Drivers	Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving	No assessment	Improving
Pre-Drivers, Drivers ages 17 to 25 and Older Drivers	Increase safer driving behaviours by young drivers after they pass their test.	Amber/Green	Improving
Pre-Drivers, Drivers ages 17 to 25 and Older Drivers	Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving.	Red/Amber	Improving
Cyclists and Pedestrians	Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with, road traffic laws and safe practices by all road users	Red/Amber	Improving
Cyclists and Pedestrians	Reduce the number of pedestrian casualties through	Amber/Green	Improving

Priority Focus Area	Overarching outcome	RAG status	Direction of RAG status
	good design, appropriate speed management, high awareness of and compliance with, road traffic laws and safe practices by all road users.		

Table 3: RAG status for each of the Framework's overarching outcomes

### Recommendations:

- **Monitoring the five targets to 2020 at SPB and OPG level was not sufficient to understand the underlying road casualty trends which would have allowed to focus attention on where the effort should pivot. That is why the Mid-term Review introduced three Priority Focus Areas and their associated outcomes. The next Framework should set out from the start both Interim Targets to 2030 complemented by Intermediate Outcome Targets that are mode or age specific targets to 2030. A number of other indicators 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 should also be set out in a comprehensive Performance Management System/Framework.**
- **If the next Framework sets out the above-mention Performance Management System, there won't be any need to have milestones to 2025.**

## Delivery of the Framework's commitments

The mid-term review of the Framework made a number of revisions to existing commitments and added a new commitment on Elderly Pedestrian Casualties. The commitments contributing to the new three Priority Focus Areas were ranked in terms of their likely impact on reducing casualty numbers to 2020, expressed as priority level 1, 2 or 3.

The delivery of the 97 commitments was monitored by the Framework's Operational Partnership Group (OPG) and reported into its Risk Register. 87 commitments are complete (green status), 8 commitments are ongoing (amber status), with only two of these listed as priority 2 and a further 2 as priority 3, and 2 were not delivered (red status) by 2020 but none were considered as priority 1, 2 or 3.

**Recommendations:**

- **As the number of commitments was already large from inception, it was not deemed possible to add more as the Framework progressed and new trends appeared. The next Framework should therefore contain strategic actions rather than detailed commitments. These strategic actions would be expanded further in subsequent Delivery Plans, separate from the Framework itself. These annual or multi-annual Delivery Plans would contain deliverables that would be achieved either within the timeframe of the Delivery Plans or over more than the corresponding delivery plan year(s)**
- **Ensure that future commitments/deliverables are allocated a lead delivery partner, for better reporting and tracking purposes.**

The following sub-sections provide further detail in specific tables on how each commitment has been progressed between 2010 and 2020.

Wherever these commitments were amended during the Mid-term review, the wording and priority level (expressed as P1, P2 or P3 following the commitment reference number) of these commitments is consistent with Annex 2 of the Mid-term Review.

## Working Together for Safer Roads

Ref	Commitment	Status	Activity
RSF01	Investigate the establishment of a strategic Scottish group which is representative of the major road safety disciplines and key delivery partners.		Creation of the Strategic Partnership Board and the Operational Partnership Group and the continued organisation of the bi-annual board and group meetings with minutes published on <a href="#">Transport Scotland website</a> .

Ref	Commitment	Status	Activity
RSF02	Produce an annual public update on the delivery of the Framework.		Road Safety Framework Annual Report – created, receive contributions from road safety partners and published each year on <a href="#">Transport Scotland website</a> , showcasing the work that partnership working has carried out throughout the year.
RSF03	Ensure Scottish views are included in the DfT Stats 19 review.		The Standing Committee on Road Accident Statistic was chaired by DfT, with Police Scotland and the Scottish local authority representative being included in its membership. A second review of STATS 19 took place between 2018 and 2021 with the involvement of Transport Scotland with the <a href="#">final recommendation report</a> published in 2021.
RSF04	Work with local authorities and police forces in order to identify their needs in relation to expanding Road Casualties Scotland to include casualty analysis by home post code.		Post codes are used in Scotland's reported road casualties' analysis.
RSF52	Introduce a Scottish Road Safety Week after consultation with partners.		A road safety week is run each year by the charity BRAKE. The Road Safety Scotland Learning Advisory Group is supportive of a road safety focus, such as a 'road safety week', but this would need to be supported with campaign and PR activity. RSS runs its Seminar every year, bar 2020 due to Covid, but reduced the event from 3 days to one.
RSF53	Help to promote existing information sharing fora and databases and consider whether there is a need		Share information, research and evaluations through the Transport Scotland Website and the Road Safety Scotland website as well as circulating to the OPG and SPB for further distribution.

Ref	Commitment	Status	Activity
	for a specific initiative for Scotland.		A webpage of RSS website is dedicated to the new Framework to 2030 which serves as a knowledge base tool - <a href="https://roadsafety.scot/scotlands-road-safety-framework/initiatives/">https://roadsafety.scot/scotlands-road-safety-framework/initiatives/</a>
RSF54	Consider, with partners, local pilots of initiatives for evaluation and promulgation of results across Scotland.		A new Road Safety Framework Evaluation Fund was launched in 2019 to co-fund evaluation of road safety projects. These evaluations are published on a <a href="#">webpage of RSS website</a> that is dedicated to the new Framework to 2030 and serves as a knowledge base tool.
RSF55	Explore the inclusion/effectiveness of wider statistical evidence other than that of Stats 19.		The Mid-term Review introduced Priority Focus Areas supported by indicators using other than STATS19 data, such as the <a href="#">RITS</a> (ROAD SAFETY INFORMATION TRACKING STUDY).
RSF56	Encourage and support the use of intelligence-led road safety targeting.		Police Scotland enforce the law of the roads by running intelligence-led operations such as Speed, Drink-drive and Drug-drive campaigns.

Table 4: progress towards delivering commitments on Working Together for Safer Roads

## Being Responsible on the Roads

### Children and Young People

Ref	Commitment	Status	Activity
RSF05	Undertake an audit of our road safety education resources to ensure they address the specific issues which Scotland's child road casualty record presents and that they keep pace with educational		The evaluation of 'Go Safe With Ziggy' resource was carried out in 2016 by Road Safety Scotland (RSS). The report concluded that the resource is fit-for-purpose as an early years road safety learning tool. There is a strong brand and a recognisable character that children, educators and parents seem to engage with. The recommended adjustments to the ordering and

Ref	Commitment	Status	Activity
	developments and methods.		distributing process failed to increase uptake so a new more accessible and flexible system has been implemented. By Dec 2019, this new system has seen a significant uptake of the resource. RSS also commissioned an independent evaluation of four of its main learning resources - Streetsense2; The Junior Road Safety Officer scheme; Your Call; and Crash Magnets. It took forward the recommendations of that evaluation, including streamlining the resources. This is now complete.
RSF06	Continue to support the use of school travel plans, fully involving the local community, through grant to the Sustrans School Run Team and cycle training resources from Road Safety Scotland (RSS no longer produces cycling resources) and Cycling Scotland.		<p>Cycling Scotland commissioned an independent evaluation of the existing Bikeability Scotland delivery model. In response to the recommendations of this report Cycling Scotland are working with local authority partners to provide greater flexibility in how funding is used to support the transition to a volunteer-supported delivery model.</p> <p>Evaluation carried out as part of the 2016 Give Everyone Cycle Space campaign found that 65% of pupils were more confident cycling after Bikeability training, and 45% reported to cycle more frequently. 82% of parents were more in favour of letting their children cycle after completing Bikeability training. In 2020 Children in Scotland was asked by Cycling Scotland to explore children and young people's views of cycling and road safety. The project, called Changing Gears, offered 300 children and young people the chance to share their thoughts and experiences and shape future decisions about cycling and road</p>

Ref	Commitment	Status	Activity
			<p>safety across Scotland. The <a href="#">evaluation report</a> is here.</p> <p>Sustrans support schools in Scotland in a variety of ways: A range of resources for teachers; I Bike promoting cycling, walking and scooting; The Cycle and Scooter Parking Grant Fund helps make travelling actively to school a more viable option for pupils in Scotland; Places for Everyone funding, for infrastructure developments around schools, to make it easier for pupils to walk, scooter and cycle to school safely; and The Hands Up Scotland Survey (HUSS) provides an insight into journeys to school that Sustrans has been delivering for more than a decade.</p> <p>As part of its walking to school programmes Living Streets did some work on travel planning, including a DIY guide for schools developed in 2020. This was supported by Transport Scotland although not from the road safety stream.</p>
RSF07	Investigate, report and implement ways to help ensure schoolchildren's safety when getting on and off school buses.		<p>As part of <a href="#">Seat Belts on School Transport (Scotland) Act guidance</a>, safety measure on behaviour while on the bus was included.</p> <p><a href="#">A guide to improving school transport safety</a> was prepared by TRL for Transport Scotland and SCOTS. It is primarily for use by Scottish local authorities; however, it may be of use to anyone who has an interest in or responsibility for provision of school transport, including transport operators.</p>

Ref	Commitment	Status	Activity
RSF08	Call on UK Government to consider any strengthening of legislation in relation to school transport.		<p>The Seat Belts on School Transport (Scotland) Act came into force August 2018. A school authority must ensure that each motor vehicle which the authority provides or arranges to be provided for a dedicated school transport service has a seat belt fitted to each passenger seat.</p> <p>Additionally and working with key partners a <a href="#">seat belt guidance</a> was created and published for the use of Seat Belts on dedicated school transport.</p>
RSF57	Fund Road Safety Scotland to develop innovative road safety educational resources (including a new Early Years resource to replace the Children's Traffic Club in Scotland).		<p>RSS has become part of the wider Transport Scotland family and continues to develop educational resources, review them and act upon the recommendations of such reviews. Following the evaluation of the Children's Traffic Club in Scotland a completely new strategic approach, more relevant to Scotland - <a href="#">Go Safe with Ziggy</a> - was developed in 2010. The following list sets out the major outputs produced by RSS</p> <ul style="list-style-type: none"> <li>• High-quality road safety materials, which have been written by teachers for teachers, are made available online to allow access to a complete suite of resources for use with children and young people aged 3-18.</li> <li>• Early years: an 'Out and About' buggy book for 0-3 years, and 'Go Safe with Ziggy' resource for 3-6 years</li> <li>• For Primary (First and Second Levels), the main resources are: 'Streetsense2' (under development); and the 'Junior Road Safety Officer' scheme;</li> </ul>

Ref	Commitment	Status	Activity
			<p>the latter operates in all 32 local authorities across Scotland</p> <ul style="list-style-type: none"> <li>• For Lower Secondary (Third and Fourth Level) the main resource is 'Your Call'</li> <li>• For Upper Secondary (Senior Phase), the main resource is 'Crash Magnets'</li> <li>• A new resource for complex additional support needs is being developed. Our current road safety learning resources from early years through to senior phase is under review to ensure they are accessible to children and young people with ASN in mainstream education.</li> <li>• Theatre in Education – exploring current approach or whether an alternative could prove more effective and has greater scope to be measured ensuring road safety learning continues to be embedded in the education that children and young people receive in school</li> <li>• Additional resources include a reaction timer; an App which uses a gaming platform to enhance child pedestrian training; and a website for those about to embark on a driving career</li> </ul>
RSF58 P2	Review the evidence base and consider whether this supports the need for further research to investigate the apparent links		<p>Research on both disadvantaged children and ethnic minority groups was carried out in 2014.</p> <p>In 2017 a literature review was collected using the Scottish Government library</p>

Ref	Commitment	Status	Activity
	between road safety and people living in socio-economic disadvantaged communities or ethnic min.		<p>service and internet searches, and summarised evidence from governments, academia and the third sector from 2009 onwards. The findings were presented at the July 2017 OPG meeting.</p> <p>A further literature review was also carried out in house in 2018 and presented at OPG level.</p>
RSF91	Aim to achieve our ambitious child casualty reduction targets by 2020, by scrutinising the circumstances of each child fatality and reporting to Scottish Ministers with recommendations for action.		<p>Preparatory work done on in-depth RTC investigation involving child fatalities as part an overall Road Traffic Fatality Study launched in 2019. Transport Scotland and Police Scotland are continuing to work in partnership to establish road traffic fatality research in Scotland. A working group has been created to lead on the delivery and once reports are produced the group will examine the recommendations and agree on how to progress / action the countermeasures which will be shared with this group.</p> <p>However the 2 child casualty reduction targets to 2020 have been met.</p>

Table 5: progress towards delivering commitments on Children and Young People

## Pedestrians

Ref	Commitment	Status	Activity
RSF24 P3	Encourage the implementation of the guidance for Scottish roads authorities on designing streets, focusing on the needs of pedestrians, and investigate the levels of its adoption and usage		<p>In 2010, the Scottish Government published the Local Authority guidance '<a href="#">Designing Streets: A Policy Statement for Scotland</a>' on the design and redesign of new and existing streets, focusing on the needs of all road users.</p> <p>A <a href="#">report</a> containing the results of research into the implementation of the</p>

Ref	Commitment	Status	Activity
			<p>Designing Streets policy was published in 2013.</p> <p>The <a href="#">Place Standard</a> could be used as a way of measuring communities' perceptions of road safety.</p> <p>Since the publication of Designing Streets, the Scottish Government has worked with SCOTS to create <a href="#">supplementary guidance, templates and audits</a> for Local Authorities.</p>
RSF74 P1	<p>Encourage local authorities to introduce 20 mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice guide on 20 mph Speed restrictions.</p>		<p><a href="#">Revised Good Practice Guide on 20 mph Speed Restrictions</a>, developed in conjunction with the SCOTS, updated to reflect revised TSRGD and published on 24 June 2016.</p> <p>Transport Scotland supported the Ready for 20 Conference, held in Edinburgh in June 2016 and invited every local authority to attend, offering them a free place.</p> <p>Pilot sites were delivered on trunk roads at Maybole, with consideration of consultation with communities in Oban, Bigger, Largs and Langholm.</p> <p>Living Streets delivered the 2016/17-2017/18 community-led 20 mph project which included pilots that were subsequently <a href="#">evaluated</a>.</p> <p>Local Authorities speed limit reviews undertaken.</p> <p>Following the fall of the <a href="#">Restricted Roads (20 mph Speed Limit) (Scotland) Bill</a> at Stage 1 in June 2019, TS officials have continued to work with CoSLA and SCOTS conducting a review to better</p>

Ref	Commitment	Status	Activity
			<p>understand potential barriers or issues which could be prohibiting local authorities from implementing 20 mph speed limits in the right environments. The main barriers highlighted were lack of funding and lack of resources. Implementing 20 mph zones and limits was a low priority compared with other duties. The Scottish Government supported local authorities to respond to the Covid-19 emergency through the 'Spaces for People' fund and some local authorities introduced 20 mph speed limits alongside wider temporary measures such as pop-up cycle lanes and widening walkways to allow people to physically distance. Local authority ambition has seen demand taking the fund over £30 million budget.</p>
RSF75 P2	<p>Investigate whether alcohol is playing a greater part in pedestrian casualties and, if it is, consider what we can do to reverse the trend.</p>		<p>TS undertook a literature Review which confirms that a problem exists internationally, but there is a lack of Scotland-specific data.</p> <p>The Strategic Partnership Board discussed this commitment in November 2014 and considered this is a wider public health issue that goes beyond road safety. It was decided that pursuing interventions solely from a road safety perspective would not be the most appropriate approach.</p> <p>Transport Scotland analytical services conducted a desk-based evidence review and presented its findings at July 2017 OPG meeting.</p>
RSF97 P2	<p>Conduct further research to enhance the evidence base for elderly pedestrian</p>		<p>A literature review was presented to OPG in January 2017 and highlighted that although the number of elderly pedestrians is growing, they are not at</p>

Ref	Commitment	Status	Activity
	<p>casualties which may allow consideration of further measures that will help to reduce casualties, taking into account the impact of an ageing population.</p>		<p>an increased risk of being in an accident. However, if involved in one, they are more likely to be killed.</p> <p>The report evidenced that the road crossing environment, including the types of crossing present and existing supporting traffic calming measures, can influence accidents involving elderly pedestrians and it was suggested that the TRL crossing times report might assist in determining the optimum number of controlled crossings required on a street.</p> <p>The benefits and importance of appropriate messaging were also discussed, with the suggestion that elderly pedestrians should be offered positive solutions, rather than having a focus on frailty, with pedestrian information possibly being offered via a leaflet or other suitable medium.</p> <p>In January 2019 the OPG received an update on whether information on kilometres walked can be gathered and if this can be correlated with the key reported road casualties. Each year the Department of Transport produces estimates on the distance travelled by road traffic (including pedal cycles) in Scotland. Estimates are not produced for pedestrians. The source for any Scottish estimates of annual walking distance would be from the Scottish Household Survey (SHS). The SHS includes a one day travel diary that records details of the journeys that the survey respondent made the previous day (including distance). There is specific issues to</p>

Ref	Commitment	Status	Activity
			walking, in that short periods of walking are not routinely recorded if they form part of a journey involving other modes of transport. Previous analysis has found SHS undercounts journeys by 30-40% compared to other sources. Going forward the Transport Statistics team will investigate annualised pedestrian KM travel estimates as part of a wider look at producing 'annualised' travel estimates from the Scottish Household Survey.

Table 6: progress towards delivering commitments on Pedestrians

## Motorcyclists

Ref	Commitment	Status	Activity
RSF25	Develop a website which provides a link to all sites providing information on a range of issues, including safety, of interest to motorcyclists.		RSS has a dedicated <a href="#">motorbike section</a> within its website.
RSF76 P1	Provide support for motorcyclists, e.g. through advanced rider training schemes and raise awareness of bad or dangerous riding behaviour, through safety awareness initiatives such as Operation Zenith.		<p>RSS supported legacy Police forces with the delivery of Bikesafe when the scheme was in operation from 2009 to 2013, however it was no longer supported in Scotland following the formation of the single Police Scotland force in 2014.</p> <p>RSS has supported Police Scotland with their launch of motorcycle campaign 'Operation Zenith' since 2014, and coordinated road safety input from various partners to the Scottish Motorcycle Show.</p> <p>The RIDE (Rider intervention Developing Experience) Scheme has been</p>

Ref	Commitment	Status	Activity
			<p>designed as an intervention for those motorcyclists whose behaviour has brought them to the attention of the Police. This Scheme, as part of 2 NDORS national schemes in operation in Scotland, is designed to address undesired behaviour or for those motorcyclists who have demonstrated careless riding leading to a collision.</p> <p>Recent investment in a dedicated enforcement motorcycle with camera equipment (same as a camera van) designed around deployment on routes where there are particular issues with rider behaviour. This was complemented by a focused media and communications strategy.</p> <p>The Scottish Biker Magazine was funded through the Framework fund in 2016/17. The overall aim of the project is to provide resources to all motorcyclists to help improve their knowledge, behaviours and skills, thus contribute towards a reduction in motorcyclist casualty rates. More recently <a href="#">Rider Refinement North</a> was funded through the Framework fund in 2018/19 to reduce the high number of motorcycle casualties in the North and North East of Scotland by delivering a bespoke defensive rider training package aimed at improving rider skills and enhancing safety. The scheme was <a href="#">evaluated</a> in 2018</p>
RSF77 P2	Through RSS, support targeted publicity campaigns aimed at motorcyclists.		Road Safety Scotland, in collaboration with SG Marketing, Police Scotland and other Partners, developed the Live fast Die Old (LFDO) campaign, which launched at the start of the biking

Ref	Commitment	Status	Activity
			<p>season in 2015 and was directed at older male bikers. It specifically encouraged them to slow down on left-hand bends, which feature prominently in biking accidents. The campaign ran again in 2016 encompassing a message about overtaking. In 2018, the <a href="#">LFDO site</a> was enhanced with the addition of a series of Breathtaking Roads videos dealing with riding in mountain, coastal and forest routes, and a group riding video was added in 2019. The previous top tips videos were replaced by an expert police biker doing commentary rides covering off a number of different riding situations/manoeuvres. This campaign was recognised by the Prince Michael International Road Safety Awards' scheme in 2020.</p> <p>Argyll &amp; Bute were funded to deliver their Scottish Biker magazine throughout 2017 and launched a dedicated website.</p> <p>Communications activity has been undertaken supporting motorcycle camera deployments on routes favoured by motorcyclists.</p>
RSF92 P2	Consider the needs and vulnerabilities of motorcyclists in developing motorcycle-friendly roads and roadsides where this may support casualty reduction, while ensuring that motorcycle safety is fully considered when other traffic calming		Motorcycle-friendly safety barriers and vehicle activated signs (VAS) at known hazardous locations for motorcyclists, including Strone Point on the A83 as well as other similar sites on the A82 and A84 have been introduced across the trunk road network. The designs of sign and barriers has been altered to try to reduce the severity of casualties in motorcyclist incidents.

Ref	Commitment	Status	Activity
	schemes are introduced.		<p>Transport Scotland conducted a study on motorcycle collisions that identified potential locations for more installations.</p> <p>PRIME (Perceptual Rider Information for Maximising Expertise and Enjoyment) pilots on the trunk road network have taken place in popular motorcycle routes and the data was collected before and after the installation of markings to capture any changes in rider behaviour. The overall objective is to reduce the number of motorcyclists being killed or seriously injured on Scotland's roads.</p> <p>Bikeguard installations have been provided including the A702 at Wandel, the A68 at Carter Bar, the A9 Ord of Caithness, the A828 at Appin, the A7 between Langholm to Hawick and locations on the A95.</p>

Table 7: progress towards delivering commitments on Motorcyclists

## Pedal Cyclists

Ref	Commitment	Status	Activity
RSF26	Develop a Cycling Action Plan for Scotland that will incorporate actions to achieve the overarching outcome of 'more people cycling more often'. One action will be to increase the numbers of children receiving cycle training and therefore promoting road safety.		<p><a href="#">Cycling Action Plan for Scotland 2017-2020</a> published in January 2017 is the third iteration of the Cycling Action Plan for Scotland (CAPS). It is the most progressive, representing six years of shared work by partners and an unshakable commitment to the 2020 vision.</p>
RSF27	Ensure that all road users receive		<p>The Cycling Scotland "<a href="#">Give Everyone Cycle Space</a>" awareness campaign has</p>

Ref	Commitment	Status	Activity
P1	<p>appropriate education and training to encourage safer cycling in the road environment, including journeys to and from school and in residential areas.</p>		<p>been running on an annual basis since 2016 and is funded by Transport Scotland's Sustainable and Active Travel Team.</p> <p>Cycling Scotland has rolled out Practical Cycle Awareness Training for Drivers (PCAT) of LGVs and PCVs, initiated through 2014 funding from the Road Safety Framework Fund of the project "Vulnerable Road User Awareness Training for Drivers of LGVs and PCVs " (£60,000), with at least 15 partner local authorities in 2017. Before and after monitoring data on knowledge and attitudes around vulnerable road users is collected from participating drivers, indicating that support for cycle training for professional drivers increased from 75% to 100% in post-course surveys. In partnership with Recycle-A-Bike, Cycling Scotland are offering subsidised training to local authority staff, while providing access to commercial operators at cost rates. The Learner Driver Cycle Awareness Training (LDCAT) Evaluation Study was published in 2018 - <a href="https://www.transport.gov.scot/media/43693/evaluation-of-learner-driver-cycle-awareness-training.pdf">https://www.transport.gov.scot/media/43693/evaluation-of-learner-driver-cycle-awareness-training.pdf</a></p> <p>Cycling Scotland provided early intervention, and incentivise young and learner drivers preparing for their driving test to undertake vulnerable road-user awareness training including Practical Cycle Awareness Training, contributing to both the Drivers Aged 17-25 and Cyclist Outcomes. Cycling Scotland also delivers the <a href="#">Essential Cycling Skills (ECS) course</a> which is a practical course</p>

Ref	Commitment	Status	Activity
			<p>for anyone who wants to develop their confidence on a bicycle.</p> <p>Police Scotland Road Policing and Community Officers partnered to run Operation Close Pass across Scotland. These pro-active initiatives provide education via a 'chat on the mat' (using roadside mats illustrating appropriate passing distances), and enforcement where appropriate, to motorists observed affording cyclists insufficient space. Trained police cyclists use bicycles equipped with recording equipment to corroborate their own observations. Cycling Scotland provide equipment and media messaging support for these initiatives.</p>
RSF28 P2	Continue to monitor and develop Bikeability resources for dissemination to those responsible for co-ordinating the Bikeability programme.		<p>Transport Scotland provides on-going support to Cycling Scotland for the initiative which was launched in 2011, incorporates cycle training levels 1-3 with a refresh rolled out in 2012 and continues to be delivered throughout Scotland. Bikeability Scotland - <a href="https://www.cycling.scot/bikeability-scotland">https://www.cycling.scot/bikeability-scotland</a> - continued to offer youngsters on-road training to improve their skills in making safer, independent journeys by bike, with 40% of primary schools in 29 authorities offering the training. New Bikeability Plus modules target increased parental engagement and encourage younger children to develop control skills.</p> <p>Evaluation carried out as part of the 2016 Give Everyone Cycle Space campaign found that 65% of pupils were more confident cycling after Bikeability training, and 45% reported to cycle more</p>

Ref	Commitment	Status	Activity
			<p>frequently. 82% of parents were more in favour of letting their children cycle after completing Bikeability training. A further <a href="#">evaluation of Bikeability Scotland</a> was published in 2020.</p> <p>Regional Cycle Training and Development Officers, a partnership between Cycling Scotland, TACTRAN and SEStran are accelerating the roll out of all cycle training, including Bikeability.</p>
RSF78 P3	Encourage the wearing of correctly fitted helmets.		<p>The wearing of correctly fitted cycle helmets for children is recommended and encouraged in all RSS's education resources featuring cycling for children.</p> <p>"Bikeability" contains material relating to the wearing of correctly fitting cycle helmets as an integral part of the child cyclist training programme in Scotland.</p>
RSF93 P2	Ensure cyclists are considered in new road and maintenance schemes, through the implementation of the Trunk Road Cycling Initiative and the standards and advice contained in "Cycling by Design 2010", where the (re-) design of identified higher risk road locations such as junctions may contribute to the reduction of casualty numbers.		<p>Transport Scotland has invested in infrastructure-based cycling-related projects; for example: Glasgow - installation of flashing amber lights as part of traffic control system to help accommodate cyclists; Inverness - quality, safe route to school and a commuting link on; The new Hillington footbridge is accessible to pedestrians and two 377 ft ramps provide access for cyclists and less-abled users; and Kirkcaldy - re-designing a neighbourhood to "Designing Streets" standard and to allow pedestrians and cyclists to avoid busy roads on their journeys.</p> <p>Cycling By Design and the Trunk Road Cycling Initiative (a precursor to the Cycling Action Plan for Scotland 2013 sets out special consideration for cyclists</p>

Ref	Commitment	Status	Activity
			in all new trunk road schemes and within improvements of existing trunk roads) were updated by Transport Scotland in 2017.

Table 8: progress towards delivering commitments on Pedal-cyclists

## Driving for Life

### Pre-drivers

Ref	Commitment	Status	Activity
RSF29 P3	Support the promotion of and encourage take up of the safe road user award and evaluate the uptake and completion of the course.		Safe Road User Award is available within the SQA suite of courses which can be accessed by approved centres. RoSPA Scotland developed the SQA qualification for road safety practitioners in Scotland and has been awarded accredited delivery status. However this was mothballed a few years ago as a consequence of lack of uptake. This coincided with the significant reduction in the number of Local Authority Road Safety Officers, essentially the target audience for the programme.
RSF79 P1	Seek to influence young people's attitudes to road safety and future driving behaviour before they get behind the wheel and investigate the usage and delivery by schools of pre-driver educational intervention and eve		The <a href="#">Get into Gear website</a> has continued to aid and assist those involved in educating young people aged 16-18 at school, college and in training on road safety issues involving young drivers and young passengers. The site was incorporated into RSS website in 2020.  An independent <a href="#">evaluative assessment of young driver interventions Safe Drive Stay Alive and Edinburgh Young Driver activity</a> in Scotland was conducted in 2015 on behalf of TS. The scope of the assessment was not full-scale but focussed on possible changes in knowledge and behaviours of young

Ref	Commitment	Status	Activity
			<p>people in relation to driving and road safety as a result of young driver interventions in three case study areas in Scotland. It found evidence for changing knowledge, behaviours and attitudes but recommended further evaluation would be needed. An evaluation Framework was prepared as a supplementary document by the independent evaluators ODS as a tool for practitioners and delivery partners to support further outcomes-based evaluation of such young driver interventions.</p> <p>TRL undertook in 2018 a <a href="#">research on review and assessment of pre-driver interventions in Scotland</a>. It aimed to inform future direction, investment and delivery of pre-driver interventions across Scotland.</p>
RSF80 P2	Support outcomes-based evaluation of pre-driver interventions with a view to further developing a guide to organising pre-driver events for senior secondary school pupils.		<p>An <a href="#">evaluation Framework</a> was prepared in 2015 by the independent evaluators ODS of Safe Drive Stay Alive as a tool for practitioners and delivery Partners to support further outcomes-based evaluation of such young driver interventions.</p> <p>TRL undertook in 2018 a <a href="#">research on review and assessment of pre-driver interventions in Scotland</a>. It aimed to inform future direction, investment and delivery of pre-driver interventions across Scotland.</p>

Table 9: progress towards delivering commitments on Pre-drivers

## Drivers Aged 17-25

Ref	Commitment	Status	Activity
RSF09 P1	Continue to look for innovative ways to target younger drivers with appropriate messages, including effective social media platforms, about safe driving to increase their awareness and understanding of their vulnerability and the dangers they face due to age and inexperience.		<p>The Get into Gear website has continued to aid and assist those involved in educating young people aged 16-18 at school, college and in training on road safety issues involving young drivers and young passengers. The site was incorporated into RSS website in 2020. <a href="https://roadsafety.scot/resources/get-into-gear-general-information/">https://roadsafety.scot/resources/get-into-gear-general-information/</a></p> <p>Road Safety Scotland's parental guide "So Your Teenager is Learning to Drive?" is still available for hints and tips to keep young drivers safe. The launch of the Klang app in February 2015 augmented existing education resources including Ziggy and Your Call, allowing various formats to continue to emphasise the significance of early years, and the principle of lifelong learning as being important to future driving behaviour. The Klang app was refreshed in 2017.</p> <p>An <a href="#">evaluation framework for Safe Drive Stay Alive (SDSA) and similar young driver educational interventions in Scotland</a>, prepared by the independent evaluators ODS, was published in 2015. It is a tool for practitioners and delivery Partners to support further outcomes-based evaluation of such young driver interventions.</p> <p>In 2017/18 Cycling Scotland were funded to pilot a Practical Cycle Awareness Training initiative for Learner Drivers, alongside Glasgow City Council Road Safety Team to increase</p>

Ref	Commitment	Status	Activity
			awareness of vulnerable road users before the Driving Test is sat.
RSF 10	Conduct a public debate on young driver issues including graduated licences and additional training.		A Scottish Government National Debate on young drivers safety was held in 2013. It contained 17 recommendations, including a training day.
RSF59	Provide information and support for parents and carers on how to set a good driving example.		An award-winning Parental influence marketing campaign about the importance of parents as role models was run by RSS in 2013. This remains a thread in RSS resources and, in 2018, RSS published a new Ziggy storybook which specifically dealt with Parental Influence
RSF60 P2	Encourage younger drivers to undergo post-test training, by engaging with the private sector including the insurance industry to explore incentivisation, and to support national coordination of the use of outcomes-based evaluation of post-test training.		<p>The focus of this commitment in recent times has been in trying to persuade the UK Government to implement a full graduated driver licence system which would enhance pre-test learning and put restrictions on post-test driving. However this has not come to fruition in Scotland.</p> <p>The insurance industry takes the approach that they need to see a reduced risk before they can offer reduced premiums. There has been a greater take up of telematics technology in recent years through black boxes, and more recently, apps. Take up is growing.</p> <p>Police Scotland has worked collaboratively with Scottish Borders Council, the Scottish Fire and Rescue Service, and the IAM RoadSmart to achieve shared outcomes through the delivery of three SG funded sub-projects which includes Pre, Young and Older Driver elements; Young Drivers</p>

Ref	Commitment	Status	Activity
			<p>Advanced Driver courses offered for 100 participants through 12 training blocks.</p> <p>We have engaged with DISC who are to suggest ideas on how we can introduce the UK Government's proposal to allow learner drivers to take lessons on motorways in order that they enhance their driving skills and gain experience in a variety of road conditions and on different road types. <a href="#">Consultation outcome</a> was published by the UK Government in 2017. <a href="#">Legislation</a> came into force in June 2018.</p>
RSF61 P3	Encourage initiatives which lead to qualifications and safer driving attitudes and behaviours and explore flexible delivery and certification approaches to increase uptake.		<p>The SQA 'Safe Road User' Award which was developed by DVSA is available for pre drivers and aims to build positive attitudes to road use and to help young people take responsibility for using the roads safely.</p> <p>Via the Framework funding, Cycling Scotland provided early intervention training, and incentivised young and learner drivers preparing for their driving test to undertake vulnerable road-user awareness training including Practical Cycle Awareness Training, contributing to both the Drivers Aged 17-25 and Cyclist Outcomes.</p> <p>RSS continues to promote safety among young drivers and, in 2019 launched a new two-year Young Drivers strategy on a variety of issues related to this age group. The #DriveSmart campaign features a series of larger-than-life 'gran' characters, who unexpectedly appear whenever a young driver attempts to do something risky. The Gran theme has been used to tackle a number of issues,</p>

Ref	Commitment	Status	Activity
			most recently drink and drug driving in the run up to the festive period. This campaign being recognised by the Prince Michael International Road Safety Awards' scheme in 2020. Police Scotland have worked collaboratively with Scottish Borders Council, the Scottish Fire and Rescue Service, and the IAM RoadSmart to achieve shared outcomes through the delivery of three sub-projects, aimed at improving knowledge, skills, attitudes and behaviours by delivering awareness raising and training opportunities for those drivers most at risk of injury related accidents, contributing to all three Age related overarching Outcomes; Pre-Drivers, Drivers Aged 17-25 and Older Drivers.

Table 10: progress towards delivering commitments on Drivers aged 17-25

## People who Drive for Work

Ref	Commitment	Status	Activity
RSF30	Encourage and support the Royal Society for the Prevention of Accidents (RoSPA) (Scotland) with the formation of the Scottish Occupational Road Safety Alliance (ScORSA) in order to raise employers' awareness of the need to have a policy on the Management of Occupational Road Risk (MORR)		<p><a href="#">Scottish Occupational Road Safety Alliance (ScORSA)</a> created to help and support small and medium sized businesses to do this where such specialist knowledge would normally be out with their budgetary constraints.</p> <p>The Health and Safety Executive has worked closely with the Driver and Vehicle Standards Agency and police forces to produce clear and consistent guidance for businesses to help them comply with the law and enable consistent enforcement to protect professional drivers and members of the public, particularly vulnerable road users.</p>

Ref	Commitment	Status	Activity
			The Health and Safety Executive has also produced new <a href="#">guidance on driving for work</a> that includes drink/drugs and fatigue specifically.
RSF31	Continue our activities to ensure that Safe and Fuel Efficient Driving (SAFED) training is embedded within the freight industry.		SAFED is a complementary driver development course, consisting of assessment and training. It intends to improve the safe and fuel efficient driving skills of LCV / LGV drivers. It therefore should complement a much broader programme of commercial vehicle fleet efficiency management
RSF32	Introduce the development of SAFED training for van drivers in Scotland.		A <a href="#">case study for Fuel Saving in a Scottish Haulage Fleet</a> , funded by the Department for Transport (DfT) and the Scottish Government, and compiled with assistance from John Mitchell (Grangemouth) Ltd was published in 2010. It promotes SAFED.
RSF81	Provide road safety and speed awareness sessions for Scottish Government staff.		The Scottish Government organised a FuelGood training session in 2014.
RSF82	Ensure that all contractors working with Scottish Government have a MORR policy in place.		Transport Scotland became Strategic Partner of the <a href="#">Driving For Better Business scheme</a> early 2020 and officials have been encouraged to promote membership to this scheme or to ScORSA to any fleet managers bidding for TS contracts.
RSF94	Encourage an increase in the provision of rest areas across Scotland.		In August 2011 the Scottish Freight and Logistics Advisory Group (ScotFLAG) issued a report on lorry parking. The work concluded that the main issue with lorry parking was not so much the lack of supply, but the quality of facilities on offer (these concerns are across GB, not just in Scotland). Information on the location of lorry

Ref	Commitment	Status	Activity
			<p>parking facilities is provided on the Traffic Scotland website. The Freight Best Practice Scotland programme issued a driver's guide on lorry parking. This is available free to download from the Transport Scotland website and provides simple advice on how to locate a safe place to park, what to look for in a parking location, and how to determine the risks to the driver and their vehicle. In considering the provision of lay-bys and toilet facilities along the A9, Transport Scotland sought to balance the needs of users of the A9 (HGV drivers, hill walkers, tourists, etc.) and the local communities as part of the design process. The 'Lay-by and Rest Area Strategy (March 2015)' outlined Transport Scotland's approach to the provision of lay-bys, enhanced lay-bys and rest areas as part of the A9 Dualling Perth to Inverness programme. A A96 Dualling Inverness to Aberdeen Rest Area Strategy was developed in 2014 to ensure a consistent approach to identifying rest area provision for the new dualled A96.</p>

Table 11: progress towards delivering commitments on People who drive for work

## Older Drivers

Ref	Commitment	Status	Activity
RSF33	Encourage full use of public transport		<p>Transport Scotland have been investing over £1 billion annually over the past few years in public transport, including local bus services, and other sustainable transport options, such as cycling to encourage people out of their cars across Scotland. <a href="#">The Transport (Scotland) Act 2019</a> is designed to help</p>

Ref	Commitment	Status	Activity
			make Scotland's transport network cleaner, smarter and more accessible than ever before. It makes provisions to improve bus services and develop a Scotland-wide multi-modal smart ticketing. People over 60 or with a disability are eligible for <a href="#">free bus travel</a> to get around Scotland and their local area. They can access this via the National Entitlement Card, their pass to free bus travel in Scotland.
RSF83 P1	Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices.		<p>In 2017/18 <a href="#">Drivewise Borders</a>, designed to reduce the number of casualties on the roads while positively influencing the attitudes and behaviours of drivers and passengers in the Scottish Borders, was funded by the Framework fund. Since then it has combined practical and theoretical training for pre, new and mature drivers; Drivewise set out to address a gap in driver education. It was <a href="#">evaluated</a> in 2017. It was expanded to Fife in 2018/19 and <a href="#">evaluated</a> in 2019</p> <p>In 2018/19 the Framework Fund assisted RoSPA in delivering its <a href="#">Destination Drive</a> project. The project aims to encourage older drivers to review their current driver ability, their individual driving skills and relevant health issues, such as eyesight and cognitive skills to ensure their driving ability is safe for all road users</p>
RSF95 P2	Investigate and support ways to promote and facilitate initiatives relating to further accredited or certified training for older drivers including incentivisation to do this.		Framework-funded project "Saferwheels 50+" was a 2016 partnership project between Stewarty Community Safety Forum and the IAM . The identified project outcomes included increase the awareness and appreciation of elderly drivers of the road safety benefits of undertaking additional driver training;

Ref	Commitment	Status	Activity
			<p>improve the confidence of elderly drivers as road users; and incentivise and improve driver training of elderly drivers as safer road users.</p> <p>In 2016/17, Police Scotland worked with Scottish Borders Council, the Scottish Fire and Rescue Service, and IAM RoadSmart for the delivery of three sub-projects, aimed at improving knowledge, skills, attitudes and behaviours by delivering awareness raising and training opportunities, contributing to all three Age related overarching Outcomes. In 2017/18 <a href="#">Drivewise Borders</a>, designed to reduce the number of casualties on the roads while positively influencing the attitudes and behaviours of drivers and passengers in the Scottish Borders, was funded by the Framework fund. Since then it has combined practical and theoretical training for pre, new and mature drivers; Drivewise set out to address a gap in driver education. It was <a href="#">evaluated</a> in 2017. It was expanded to Fife in 2018/19 and <a href="#">evaluated</a> in 2019.</p> <p>The Destination Drive project, funded by the Framework Fund in 2018/19, aims to encourage older drivers across Scotland to review their current driver ability, their individual driving skills and relevant health issues, such as eyesight and cognitive skills to ensure their driving ability is safe for all road users. <a href="#">RoSPA Advanced Drivers and Riders</a> is also available to older road users. Early 2020 an <a href="#">evaluation of the Communicating Effectively with Older Drivers project</a> from March 2019 to February 2020 was published.</p>

Table 12: progress towards delivering commitments on Older drivers

## Drivers from Abroad

Ref	Commitment	Status	Activity
RSF34	Continue to meet the demand for the migrant workers booklet, exploring the need for production in other languages. We will also consult with the United Kingdom Border Agency (UKBA), to ascertain the most effective way to disseminate the information as widely as possible.		RSS produced a <a href="#">booklet</a> that is available at ports and airports of entry into Scotland. RSS website also contains a dedicated section labelled <a href="#">Driving on the left</a> – advice for visitors to Scotland.
RSF35	Continue to produce the tourist information leaflet and 'keep left' sticker. We will consult with Visit Scotland to ensure it is promoted widely in advance of the tourist season each year.		In 2019, this activity was increased significantly - working with Police Scotland and the British Vehicle Rental and Leasing Association, RSS produced leaflets, online information, wristbands and windscreen stickers for visiting drivers.
RSF84	Continue to monitor accidents involving foreign drivers and discuss and implement appropriate actions, with partners where relevant.		RSS has invested significant resources in this area (see previous entry)
RSF85	Promote the use of Fresnel lenses by left-hand drive HGVs to avoid blind spots and side-swipe incidents.		RSS purchased a number of Fresnel lenses and made them available to Police Scotland for distribution as they saw fit.

Table 13: progress towards delivering commitments on Drivers from abroad

## Reducing Risk on the Roads

### Rural Roads

Ref	Commitment	Status	Activity
RSF11	Continue to publicise the risks associated with driving and riding on rural roads and warn drivers of potential dangers.		<p>RSS has undertaken significant campaign activity on rural/country roads, including the Prince Michael award-winning VR360 execution. All campaign activity is supported by the refreshed <a href="#">RSS website</a>. RoSPA also offers a rural road factsheet with the common causes of collisions on rural roads.</p> <p>The British Horse Society has run its behaviour change theory <a href="#">Dead Slow Campaign</a> and launched its <a href="#">Horse i accident reporting app</a>, both of which are widely used to promote the needs of vulnerable road users (especially equestrians) across Scotland.</p> <p>Health and Safety Executive has been working with Police Scotland to provide training on vehicle load security for roads policing officers.</p>
RSF12	Continue to support targeted enforcement campaigns on rural roads.		Police Scotland activity ties in with RSS country roads campaigns where practicable.
RSF62	Consider what further actions to take from current research on rural roads.		RSS has undertaken significant campaign activity on rural/country roads, including the Prince Michael award-winning VR360 execution. All campaign activity is supported by the refreshed <a href="#">RSS website</a> . RoSPA also offers a rural road factsheet with the common causes of collisions on rural/country roads.

Ref	Commitment	Status	Activity
			PRIME (Perceptual Rider Information for Maximising Expertise and Enjoyment) pilots have taken place in popular motorcycle routes and the data was collected before and after the installation of markings to capture any changes in rider behaviour. The overall objective is to reduce the number of motorcyclists being killed or seriously injured on Scotland's roads.
RSF63	Encourage any proposal by the Driving Standards Agency (DSA) to include specific pre-test training on rural roads.		In January 2012 IAM RoadSmart, OPG member, renewed its <a href="#">call on the UK Government to make driving on rural A-roads a mandatory part of the driving test</a> . But the recommendation has not been considered by the UK Government.

Table 14: progress towards delivering commitments on rural roads

## Impairment

Ref	Commitment	Status	Activity
RSF13	Continue to press the UK Government for a reduction in the drink drive limit and for powers for the police to carry out breath testing anytime, anywhere.		The Drink- Drive limit was lowered in December 2014. An <a href="#">academic evaluation of this policy</a> was published in the Journal of Health Economics in June 2021.
RSF14	Promote the use of data enabled roadside evidential breath screening devices by Scottish police forces		Data-enabled devices were rolled out across Road Policing units in 2017 and rolled them out force-wide in 2020
RSF15	Continue to work in partnership with Police Scotland and other partners, including the private sector, to provide publicity in support of enforcement		RSS delivers a variety of campaigns covering a number of issues and works closely with Police Scotland to align with enforcement campaigns where practicable

Ref	Commitment	Status	Activity
	initiatives by Scottish police forces.		
RSF36	Press the UK Government to quickly ensure Home Office type approval of roadside drug testing devices.		On 21 October 2019 <a href="#">new legislation came into force in Scotland that set prescribed limits for specific drugs</a> . The legislation has already been in place in England and Wales since 2015. Police use roadside screening devices to test for the presence of cannabis and/or cocaine. A positive saliva sample leads to the driver being arrested and required to provide a blood sample at the police station. This sample is tested for 17 drugs in total and, if positive, the driver is charged. The penalties are the same as drink-driving, including an automatic 12 month ban. Section 5a and Section 4 (unfit to drive impaired by drink or drugs) can be used interchangeably so, if the forensics show zero or readings below the limits, police can revert to Section 4.
RSF64	Give greater prominence to the 'Don't risk it' message throughout the year through the targeting of more road policing officers to carry out increased enforcement and raise the perceived risk of being caught.		In 2019, following testing, the "Don't Risk It" strapline was deemed irrelevant to the younger audience and is no longer used
RSF65	Introduce, in liaison with the Scottish Government Marketing Unit, drink drive publicity campaigns outside of the traditional summer and festive seasons.		RSS, working with SG Marketing and Insights Unit, and Police Scotland, continues to maximise resources and adopt an 'always-on' approach where resources allow and can be accommodated within a wider campaign schedule.

Ref	Commitment	Status	Activity
RSF86	Raise awareness of the dangers of fatigue among drivers.		<p>RSS ran a fatigue campaign in 2015 and in 2020. The topic of Driver fatigue is part of RSS website - <a href="https://roadsafety.scot/topics/driver-fatigue/">https://roadsafety.scot/topics/driver-fatigue/</a></p> <p>ScORSA promoted the RSS messaging to those who drive for work.</p>
RSF87	Raise public awareness of the possible effects on driving after taking some prescription or over the counter drugs.		<p>The topic of <a href="#">Drug-driving</a> is part of RSS website.</p> <p>Ahead 21 October 2019 in-force date for new legislation setting prescribed limits for specific drugs and with Police Scotland's ability to carry out immediate roadside testing for any driver they suspect of drug-driving, RSS undertook a campaign in September 2019 to raise awareness of the new legal drug limits and the new road side testing procedure.</p> <p>The Scottish Government and Road Safety Scotland's annual festive social marketing campaign ran from 28 November 2019 to 2 January 2020. For the first time, the marketing campaign included advertising tackling drug-driving as well as drink-driving. This campaign was recognised by the Prince Michael International Road Safety Awards' scheme in 2020.</p> <p>The Health and Safety Executive has produced new <a href="#">guidance on driving for work</a> that includes drink/drugs and fatigue specifically.</p>

Table 15: progress towards delivering commitments on Impairment

## Seat belts

Ref	Commitment	Status	Activity
RSF16	Raise awareness of the importance of seatbelts, including via TV and radio advertisement, with a view to creating future generations who will automatically use seatbelts whenever they travel in a vehicle.		Seatbelt-wearing is a consistent thread in <a href="#">RSS learning resources</a>
RSF17	Continue to educate and encourage drivers to ensure that children are properly restrained in cars and vans.		RSS continues to invest in the annual Good Egg In-Car Safety campaign
RSF18	Support the introduction of a requirement for children aged between three and 14 to wear seatbelts on buses and coaches where fitted.		The Seat Belts on School Transport (Scotland) Act came into force August 2018. A school authority must ensure that each motor vehicle which the authority provides or arranges to be provided for a dedicated school transport service has a seat belt fitted to each passenger seat. Additionally working with key partners a <a href="#">seat belt guidance was created and published</a> for the use of Seat Belts on dedicated school transport.
RSF66	Conduct research into seatbelt compliance in Scotland and act on the research findings.		This is done on a regular basis through Seatbelt and Mobile Phone Usage Survey Scotland - <a href="https://www.transport.gov.scot/media/43968/seatbelt-and-mobile-phone-usage-survey-scotland-2017.pdf">https://www.transport.gov.scot/media/43968/seatbelt-and-mobile-phone-usage-survey-scotland-2017.pdf</a> . Police Scotland takes into account findings from the above mentioned survey as well as PACTS report on <a href="#">'Seat Belts: Time for Action'</a> to run campaign on seat belts wearing.

Ref	Commitment	Status	Activity
RSF67	Seek ways of bringing attention to seatbelt wearing, for example, through the use of seatbelt accessories that are highly visible.		RSS has promoted seatbelt wearing through campaign activity and with seatbelt wraps. Some SCoRSA members have advised that they use coloured seat belts in their business fleets that allow better wearing monitoring, therefore improved compliance
RSF68	Press the case with the UK Government to make non-seatbelt wearing an endorsable offence. (I.e. one which attracts licence penalty points in addition to the current fine).		In March 2020 the PACTS report on <a href="#">'Seat Belts: Time for Action'</a> to run campaign on seat belts wearing stated that according to a survey conducted by Direct Line 72% of the British public overwhelmingly support the introduction of penalty points for those found not to be wearing a seat belt when driving. By 2020 the UK Government had not considered this legislative change.

Table 16: progress towards delivering commitments on Seat belts

## Speed

Ref	Commitment	Status	Activity
RSF19 P1	Continue to publicise and educate people about the risks associated with speeding.		Annual country roads publicity & awareness campaigns, aimed at motivating drivers to adjust their speed on country roads have run since 2010. Evaluation of the country roads campaigns suggests there may have been some positive attitudinal influence of drivers interviewed in the study of the need to continually adapt driving speed on country roads. Campaign launched in May 2018 used 360 filming and VR.  The <a href="#">A9 safety Group</a> delivered a number of campaigns during 2015 which focused on overtaking, speed limit awareness and fatigue. These campaigns complemented the introduction of the

Ref	Commitment	Status	Activity
			<p>average speed cameras on this route. The performance data following the first monitoring year has indicated sustained changes in driver behaviour and significant casualty reductions which was further confirmed via the <a href="#">3-year evaluation of the A9 HGV speed increase pilot</a> published in 2018.</p> <p>The <a href="#">A9 Safety Group</a> ran a campaign on 'Distracted Driving', essentially about social media use of hand held phones while driving. Emerging crash investigation evidence from the A9 suggest fatigue / distraction is a major causation and this along with other evidence and studies, suggests that this is a significant issue across the UK.</p>
RSF20 P1	Continue to raise awareness of speed limits and their purpose, including those that apply to different types of vehicle on the different categories of roads.		<p><a href="#">Scottish Safety Camera Programme</a> communications continue to produce publicity resources on speeding, including focus on "Know Your Limits" in North SCU, materials relevant to different vehicle types on A68 and A1, and targeted motorcycle communication activity from August 2016</p> <p>Transport Scotland, in conjunction with SCOTS, issued a survey to local authorities in June 2016 to ascertain what actions they have taken as a result of the speed limit review.</p> <p>Following instruction in September 2018 by the Framework's SPB to set up a Speed Indicator in Scotland to assess actual speeds, based on speed counters, and to a lesser extent, by safety camera activity, the Speed indicator has been developed and 100 counters installed across a variety of</p>

Ref	Commitment	Status	Activity
			<p>types of roads with the speed baseline date starting 1 July 2021.</p> <p>AECOM evaluation of the potential impacts of increasing speed limits for HGVS in SCOTLAND and AECOM evaluation of A9 HGV pilot were published in July 2018 showing that there are small safety dis-benefits and marginal environmental impacts. While there are no further plans to increase the HGV speed limits in Scotland, this will be re-examined when three years of evidence becomes available from England and Wales. The Department for Transport's three year evaluation of the HGV speed increase will help develop our understanding of the impact of the HGV speed limit change on driver behaviour, vehicle speeds, the economy, the environment, and most importantly, road safety. When the impacts are known, in summer 2019, we will assess the potential for an increase on roads in Scotland</p> <p>Speed limit for heavy goods vehicles (HGVs) over 7.5 tonnes on dual-carriageways in England and Wales rose from 50 mph to 60 mph and 40 mph to 50 mph on single carriageways from April 2015. Scottish Ministers did not believe there was sufficient evidence to increasing HGV speed limits in Scotland at the same time on a national basis. Scottish Ministers will reconsider this position once a National Speed Management Review launched in 2021 is complete in 2022. This review is taking <a href="#">the 3-year evaluation by the DfT of the</a></p>

Ref	Commitment	Status	Activity
			<p><a href="#">HGV speed increase in England and Wales</a> published in 2020</p> <p>A safer driving publicity campaign was delivered around A9 safety plan, focusing on speed limit awareness and aims to raise awareness of the correct speed limits. Used available resources and materials where possible and complemented the national “driver fatigue” campaign. Evaluation of the A9 safety plan has shown a reduction in vehicles speeding on the 6 monitored stretches of the A9 as well as a reduction in the number of collisions and casualties. A new speed limit compliance campaign aired in Summer 2020.</p>
RSF21 P2	Continue to support the Safety Camera Programme.		<p>Refurbishment of A77 ASC system was completed in June 2016. (figures covering the three years to July 2016 indicate a 85% reduction in fatal casualties and a 64% reduction in serious casualties when compared with original baseline published in 2005).</p> <p>Supported by TS Comms activity and following Police Scotland staff training, motorcycle camera deployments commenced August 2016 on routes favoured by bikers &amp; at higher risk times.</p> <p>Installation of camera test site in Dec 2016 as part of Variable Mandatory Speed Limit (VMSL) enforcement in Forth Replacement Crossing ITS. Installation of first camera test site installed in April 2017 at M90 southbound at Kirkliston, as part of Variable Mandatory Speed Limit (VMSL) enforcement in Forth Replacement Crossing ITS, now calibrated and</p>

Ref	Commitment	Status	Activity
			<p>providing data. Another three sites installed, tested and commissioned by the end of September 2017.</p> <p>A90 Average Speed Cameras - Construction commenced on 22 May with full system go live end 2017.</p>
RSF22	Support the development and implementation of the new viewing and administration system for the Safety Camera Partnerships.		<p>Following Programme Review, recommendations agreed across five themes: purpose (contribution to road safety vision and targets); site selection; structure (New three Unit structure implemented in North, East and West); funding (New arrangements for provision of grant funding to PS implemented); and governance (New local governance arrangements established, with the Framework's SPB providing strategic governance and direction;).</p> <p>Completion of the first comprehensive national site assessment following the Review. New sites identified and enforced from Dec 2016 with those no longer assessed as a priority to be decommissioned from January 2017.</p>
RSF23	Publish a Delivery Plan on Climate Change that will require significant changes in driving practice.		<p><a href="#">Climate Change Plan: third report on proposals and policies 2018-2032</a> (RPP3) published in February 2018 states that the Energy Savings Trust has trained over 13,400 drivers in fuel efficient driving techniques, which deliver an average 15% improvement in efficiency. In December 2020 the Scottish Government published an <a href="#">update to Scotland's 2018-2032 Climate Change Plan</a> that set out the Scottish</p>

Ref	Commitment	Status	Activity
			Government's pathway to our new and ambitious targets set by the Climate Change Act 2019. Eco-driving is one of many measures that can reduce carbon emission from motor vehicles.
RSF69 P3	Support the voluntary use of Intelligent Speed Adaptation (ISA) and other technologies designed to encourage compliance with speed limits, through engagement with employers and the commercial sector.		<p>The policy intention behind both the ISA commitments was to promote what was now referred to as "advisory" ISA. Latest commercially produced Satnav devices now have these functions as standard. It may be that such advances in technology render this commitment superseded or redundant.</p> <p>An ISA pilot was considered with the City of Edinburgh Council in 2012, but CEC decided not to proceed for financial reasons.</p> <p>A review the evidence base of the effectiveness of ISA technologies was completed by TS analytical team and reported back to both SPB and OPG. Further exploratory work in which we can test, promote and encourage ISA (or similar speed limit technologies) adoption in Scotland was superseded by adoption by the EU of the <a href="#">revision of the general safety regulations</a> updating existing rules on car safety contained in the general safety regulation (EC) 661/2009 and the pedestrian safety regulation (EC) 78/2009 which came into force in November 2019 and will apply from mid-2022 first with all new cars put on the EU market that will have to be equipped with advanced safety systems.</p>
RSF70 P3	Further develop the evidence base to support consideration of a pilot in Scotland to		An ISA pilot was considered with the City of Edinburgh Council in 2012, but CEC decided not to proceed for financial reasons.

Ref	Commitment	Status	Activity
	test out the effectiveness of speed limiting technologies.		
RSF71 P1	Encourage local authorities to implement any changes indicated by their review of speed limits and continue to monitor networks in order to identify changes where these may support casualty reduction.		<p>Transport Scotland, in conjunction with SCOTS, issued a survey to local authorities in June 2016 to ascertain what actions they have taken as a result of the speed limit review. All 32 Local Authorities were surveyed, with one not responding.</p> <p>Transport Scotland supported the Ready for 20 Conference, held in Edinburgh in June 2016, and invited every local authority to attend and offered them a free place.</p>
RSF72 P2	Consider if the introduction of a Speed Awareness Scheme focused on speeding would be an appropriate contribution to road safety in Scotland.		<p>Early 2017 the Lord Advocate granted Police Scotland permission to carry out a scoping exercise for the potential introduction of these courses in Scotland. As a result Police Scotland carried out preparatory work to establish how speed awareness courses could be introduced and identified practical implementation steps required for this to take place. Following the publication in May 2018 by the DfT of <a href="#">Impact evaluation of the National Speed Awareness Course</a>, Police Scotland considered its findings and concluded their scoping exercise. This was submitted to the Lord Advocate for his consideration and agreement in principle was provided for the introduction of Road Traffic Diversionary Courses (RTDC), including Speed Awareness Courses in Scotland, in January 2019. Following the Lord Advocate's agreement in principle the Steering Group was reconvened. The group</p>

Ref	Commitment	Status	Activity
			<p>comprises of Police Scotland, COPFS, the Scottish Courts and Tribunal Service, the Scottish Government and the Scottish Safety Camera Programme. It is currently chaired by a representative of Police Scotland. The group will report back to the Lord Advocate, Chief Constable of Police Scotland and the Road Safety Framework Strategic Partnership Board at the end of the process. The purpose of this Group is to model the introduction of RTDC in Scotland, diversion of offenders by Police Scotland to RTDC and the operational and logistical frameworks of such a diversion scheme for criminal justice partners in order to support the possible introduction of RTDC.</p>
<p>RSF73 P3</p>	<p>Provide information on the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.</p>		<p>Transport Scotland, through the Home Energy Scotland advice centre, provide advice to around 35,000 consumers each year on sustainable transport which often focuses on fuel efficient driving.</p> <p>The <a href="#">RSS website</a> provides advice on eco-safe driving.</p> <p>Transport Scotland is funding the <a href="#">Energy Savings Trust</a> to provide advice to drivers through what was called the Fuel Good Programme.</p> <p>The majority of training is delivered through organisations and their staff. After the training suggestions for maintaining such savings are provided. A key part of this is promoting the use of telematics, which will help track fuel use for their drivers. It can also inform of incidents of speeding, so the technology also brings with it road safety benefits.</p>

Table 17: progress towards delivering commitments on Speed

## Distraction

Ref	Commitment	Status	Activity
RSF37	Continue to raise awareness through targeted campaigns of the dangers of driver distraction.		Within the first phase of the new Young Driver activity, RSS tackled distraction caused by mobiles and mates (autumn 2019).  RSS website contains a topic on <a href="#">distraction</a> .
RSF96	Encourage everyone to acknowledge driving as a skill which requires concentration and judgement.		RSS has produced on-line <a href="#">advice to drivers</a> , including driving in bad weather leaflet and tips for returning to driving safely and building up confidence.

Table 18: progress towards delivering commitments on Distraction

## Designing for Human Error on the Roads

### Trunk Roads

Ref	Commitment	Status	Activity
RSF38	Undertake Road Protection Score Surveys, for the remaining two-thirds of Scotland's trunk road network and determine how this information can complement the existing processes within the road safety engineering programme.		Transport Scotland commenced development of a trunk road scoring model which is based around a combination of environment, alignment, condition and roadside. This is being finalised for the Trunk Road Network and will result in these being mapped in combination and a score assigned to every 500 meter section.
RSF39	Continue to consider and implement a range of proactive risk removal strategies to		Through the annual trunk road casualty reduction programmes a proportion of funding has been used to deliver a range of proactive risk removal works.

Ref	Commitment	Status	Activity
	reduce the severity and frequency of impacts with hazards.		
RSF40	Continue to invest in providing 2+1 overtaking opportunities.		<p>A77 Maybole Bypass project provides overtaking opportunities on steeper sections of the alignment; completion of the project is anticipated in winter 2021.</p> <p>A737 Dalry Bypass project includes 2+1 overtaking lanes; the project opened to traffic on 30 May 2019.</p>
RSF41	Consider the most appropriate barriers to protect vulnerable users such as motorcyclists.		<p>In 2013 Transport Scotland commissioned TRL to develop a policy for the provision of 'Motorcycle Friendly' adjuncts to road restraint systems. This is report in 'Draft Project Report RPN 2577 – Development of Policy for the Provision of 'Motorcycle Friendly' Adjuncts to Road Restraint Systems'.</p> <p>This research assessed the proprietary motorcyclist protection systems available on the market in Europe and the UK, and also developed recommendations for implementing a policy for provision of such systems on the Scottish trunk road network. These recommendations have been used to inform the installation of motorcycle friendly adjuncts to road restraint systems.</p>
RSF42	Continue to invest in junction improvement schemes.		<p>Through the annual casualty reduction programme we have invested in a range of junction improvement schemes across the trunk road network ranging from minor to more significant interventions. Examples of this include:</p> <ul style="list-style-type: none"> <li>• A6091 Borders General Hospital junction improvement scheme which was awarded Road Safety</li> </ul>

Ref	Commitment	Status	Activity
			<p>Scheme of the Year at the 2019 Highways Awards.</p> <ul style="list-style-type: none"> <li>• Signalisation of the A92 Balfarg junction.</li> <li>• Signalisation and improvements to the A1 Old Craighall roundabout.</li> <li>• Improvements to the A9 Tain junctions</li> <li>• Solar studs to improve visibility of 7 junctions on the A1 in the Scottish Borders.</li> <li>• Intelligent illuminated roads studs on the A720 Sheriffhall Roundabout which work by illuminating the studs in line with the traffic signals, so when through movements are signalled green, the studs are activated. This results in drivers being presented with a clear, illuminated path through the roundabout.</li> <li>• The A77 Maybole Bypass will remove strategic traffic from Maybole High Street, reducing traffic in the town and therefore enhancing the safety for all road users and pedestrians.</li> <li>• A92/A96 Haudagain Improvement once complete the project will help alleviate congestion at the Haudagain Roundabout and will contribute to the reduction of accidents at the junction.</li> <li>• A9 Dualling - Luncarty to Pass of Birnam aims to improve road safety through improvements to existing grade-separated junctions and removal of all direct accesses to the A9 carriageway.</li> </ul> <p>In addition there is a programme of major infrastructure junction improvements that will provide safer</p>

Ref	Commitment	Status	Activity
			<p>grade separated junctions at the following locations:-</p> <ul style="list-style-type: none"> <li>• A720 Sheriffhall Roundabout</li> <li>• A90/A937 Laurencekirk</li> <li>• A9/A82 Longman</li> </ul> <p>These projects are currently progressing through the design and preparation phases.</p> <p>Junction improvements are also being delivered as part of the A9 Dualling programme from Perth to Inverness. With improved grade separated junctions already in place following completion of the Luncarty to Birnam project in August 2021 and Kinraig to Dalraddy in September 2017.</p>
RSF43	Rank the worst performing junctions on the trunk road network, by accident frequency and severity over the last ten years, and prepare a programme to improve selected locations.		<p>An exercise in ranking the worst performing junctions was carried out annually and appropriate improvements were either undertaken or the proposed schemes or included in a minor improvement programme of works. Latterly, following the publication of the Strategic Road Safety Plan 2016, identification of poorly performing junctions was undertaken annually through the annual road safety performance review.</p> <p>In addition to the above, in 2020 a cluster analysis of personal injury accidents (PIAs) was carried out to identify locations with higher numbers of accidents. Whilst this is done annually as part of ongoing monitoring of the safety performance of the trunk road, the criteria for a 'cluster' was modified to highlight those junctions where accident</p>

Ref	Commitment	Status	Activity
			numbers are significantly higher than that seen elsewhere on the Scottish Trunk Road Network. This information is being used to inform STPR2.
RSF44	Develop Route Safety Groups for each of the trunk road routes with participation from relevant road safety partners such as Local Authorities, Police Forces, Emergency Services, Safety Camera Partnerships, etc.		<p>Transport Scotland has developed specific Route Safety Groups/ forums where road safety is considered on a route basis as required such as the A9 Road Safety Group, A77 Safety Group and the A75 Operational Group.</p> <p>Transport Scotland also participated in other Road Safety Groups such as NE Road Safety Group, Highlands and Islands Road Safety Officers Group, Argyll and Bute Multiagency Road Safety Group, Lanarkshire Road Safety Governance Board and Scottish Borders Road Safety Working Group. We also engaged with a number of local community groups in relation to specific routes such as the A68 Focus Group and A7 Action Group.</p>
RSF45	Examine the possibility for further rollout of TRISS.		TRISS routes have been expanded on strategic routes as part of Network Management Contract Tranche 1.
RSF46	Implement Strategic Transport Projects Review		<p>STPR Intervention 1 – Strategic Road Safety Plan.</p> <p>The Strategic Road Safety Plan continued to be developed and delivered through the period of the Framework through the Trunk Road Annual Road Safety Programmes. Following the mid-term review of Road Safety Framework in 2015/2016, the Strategic Road Safety Plan was also updated in 2016 to refocus actions and enhance support for the measures in the updated Road Safety Framework.</p>

Ref	Commitment	Status	Activity
			<p>Intervention 4 - Work is continuing on the A9 Dualling Perth to Inverness with road users already benefiting from the dualled stretch between Kincaig and Dalraddy (since September 2017).</p> <p>The second section to be dualled, between Luncarty and the Pass of Birnam, opened fully to traffic on 28 August 2021.</p> <p>The Contract Notice for the next section between Tomatin to Moy was published on 19 August 2021.</p> <p>Design work is progressing well on the rest of the programme, with the statutory process well underway for seven of the remaining eight schemes.</p> <p>Queensferry Crossing opened to traffic on 30 August 2017. The £1.35 bn investment has provided a more reliable route across the Forth and is delivering benefits for the economy, businesses and commuters.</p> <p>Its connecting infrastructure provides a road corridor that is more reliable and resilient than the one it replaces by providing;</p> <p>A motorway with at least two lanes in each direction linking the key strategic routes either side of the Forth with junctions designed to modern standards.</p> <p>Wind Shielding on the Queensferry Crossing which has already significantly reduced traffic disruption due to high winds.</p>

Ref	Commitment	Status	Activity
			<p>M8 M73 M74 Motorway Improvements opened progressively to traffic with all traffic management restrictions removed on 01 June 2017. The £500 m investment is delivering significant benefits to Scotland and helping promote sustainable economic growth by improving access to facilities and employment. This investment aimed to remove congestion with significant journey time savings experienced across the central Scotland motorway network since the scheme opened.</p> <p>The £745 m Aberdeen Western Peripheral Route/ Balmedie to Tipperty project fully opened to traffic on 19 February 2019 delivering substantial benefits across the whole of the north east and providing a boost to the economy; increasing business and tourism opportunities; improving safety; cutting congestion as well as increasing opportunities for improvements in public transport facilities.</p> <p>A737 Dalry Bypass opened to traffic on 30 May 2019 improving road safety and journey time reliability.</p> <p>A737 The Den Realignment opened to traffic on 05 December 2019. The project involved the removal of substandard bends and introduced road safety benefits at this location.</p>

Table 19: progress towards delivering commitments on Trunk Roads

## Local Roads

Ref	Commitment	Status	Activity
RSF47	Continue to seek improvements to the planning, co-ordination and implementation of safety measures at road works through Codes of Practice and further legislation if necessary.		<p>The 32 Scottish Local Authorities (with Transport Scotland for trunk roads) have responsibility for the day to day management and coordination of works undertaken on the roads for which they have responsibility. The reinstatement of road surfaces remains the responsibility of the party undertaking the works.</p> <p><a href="#">Safety at Street Works and Road Works - A Code of Practice</a> was reviewed in October 2013.</p> <p><a href="#">The Transport (Scotland) Act 2019</a> raised the standard, and improve the quality, of road works in Scotland, and provide the Scottish Road Works Commissioner (SWRC) with better options to deal with poor performance. For example the requirement for reinstatement quality plans (to establish that organisation have the necessary processes and competence to execute road works to the required standards).</p>
RSF48	Encourage and promulgate research and guidance in the engineering field through SCOTS.		<p>In conjunction with SCOTS, Transport Scotland issued a survey to local authorities in June 2016 to ascertain what actions have been taken as a result of the 2012 speed limit review, and the extent to which Local Authorities have introduced 20mph limits or zones. The overwhelming majority of Local Authorities had implemented some speed limit changes, with eight having carried out a major/ extensive implementation of 20mph zones or limits. For example, in 2016, Edinburgh City Council initiated the rollout of a city-wide 20mph scheme with an expected completion date of 2018.</p>

Ref	Commitment	Status	Activity
			<a href="#">Revised Good Practice Guide on 20 mph Speed Restrictions</a> , developed in conjunction with SCOTS, was updated to reflect revised TSRGD and published on 24 June 2016.
RSF88	Produce a best practice guide with SCOTS for carrying out safety audits by reviewing current local authority procedures.		SCOTS, supported by Transport Scotland and Scottish Government Planning and Architecture Division, published in 2017 their <a href="#">NATIONAL ROADS DEVELOPMENT GUIDE</a> . This document supports Designing Streets and expands on its principles to clarify the circumstances in which it can be used. This includes section on Safety audits
RSF89	Monitor and evaluate the progress of the A811 route safety strategy and, if successful in the reduction of casualties, encourage rollout across Scotland.		Following the successful introduction of the A811 route strategy in 2009, a number of route strategies have been implemented across Scotland. All route strategies in use in 2015 were subject to a safety camera site selection prioritisation exercise undertaken by the Scottish Safety Camera Programme.

Table 20: progress towards delivering commitments on Local Roads

## Safe Vehicles

Ref	Commitment	Status	Activity
RSF49	Signpost information for car buyers to help them to make informed safer and greener choices.		On its website, RSS signposted information on other sites for users to make greener and safer choices when purchasing vehicles.
RSF50	Support EC recommendations to include safety features in new cars as standard.		Transport Scotland, as member of the European Transport Safety Council (ETSC), has supported the <a href="#">revision of the general safety regulations</a> updating existing rules on car safety contained in the general safety regulation (EC) 661/2009 and the pedestrian safety

Ref	Commitment	Status	Activity
			regulation (EC) 78/2009 which came into force in November 2019 and will apply from mid-2022 first with all new cars put on the EU market that will have to be equipped with advanced safety systems. Post Brexit the UK Government has still to decide if it will adopt it in full or partially.
RSF51	Encourage and support the fitting of close-proximity lenses to HGVs.		RSS purchased a number and made them available to Police Scotland for distribution as they saw fit.
RSF90	Ensure that all new cars purchased or hired by the Scottish Government have a high rated EuroNCAP rating, low engine size, low emissions and are fuel efficient.		In 2019 the Scottish Government bought eight electric cars to help meet a commitment to reduce carbon emissions from its fleet. 40% of its 200 vehicles fleet were ULEV end of 2019 and the target is 80% by 2022. However there was no requirement for the EuroNCAP rating.

Table 21: progress towards delivering commitments on Safe Vehicles

## Casualty matrix

For each type of injured road user (X axis), the figures below illustrate which other road users were involved in the collision that caused their injury (Y axis), including no other vehicles - which means for example a motorcyclist becoming a fatality when no other vehicle was involved. 'Involvement' in the collision does not strictly mean that a given road user directly caused the injuries. Pedestrians are not listed in the Y axis. The sizes of the circles - either blue or black - are proportionate to the number of total fatalities (Figure 8) or total casualties (Figure 9) by type of road user within each of the Figures but are not comparable between them.

Although there have been clear reductions in the number of total fatalities and casualties (blue circles smaller in size than the black circles), the general patterns of road user involvement have remained broadly similar between the 2004-2008 and 2016-2020 periods. Car/taxi road users killed/casualties involved in a collision with another car/taxi are still the prominent group along with pedestrian killed/casualties involved in a collision with another car/taxi. Two noticeable stagnating numbers are in relation to pedal cycle casualties involved in a collision with another car/taxi with

553 in 2016-2020 compared to 634 in 2004-2008 and in relation to motorcyclists killed with no other vehicle involved with 7 in 2016-2020 compared to 9 in 2004-2008. Another point to note is that the rate of reduction in car/taxi users killed with no other vehicle between the two periods has been less pronounced than the rate of reduction in car/taxi users casualties with no other vehicle, which tend to prove that crashes involving car/taxi users with no other vehicle are more serious in nature.

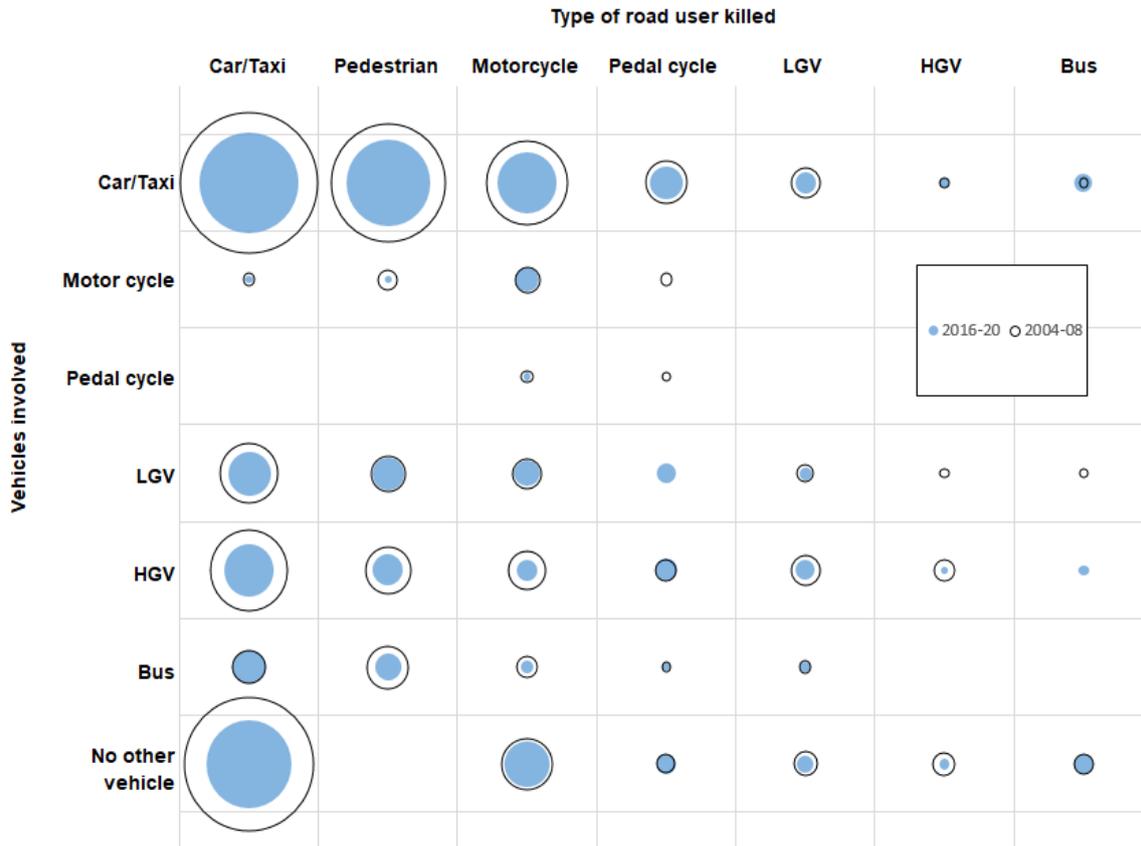


Figure 8: Type of vehicles involved in fatal road injuries (annual average) including no other vehicle

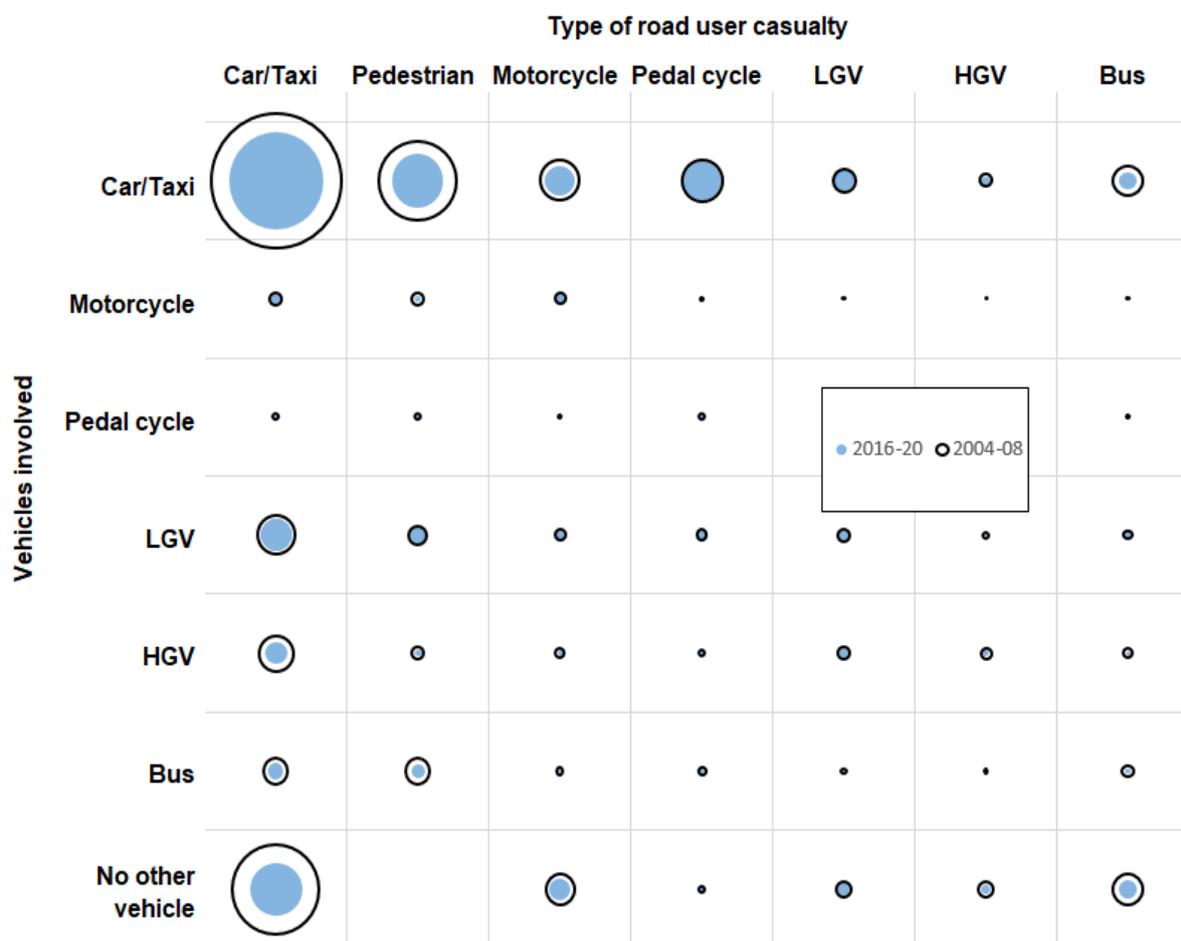


Figure 9: Type of vehicles involved in all road casualties (annual average), including no other vehicle

## Evaluation of governance

The SPB and OPG both met bi-annually (and sometimes dealt with raising matters in correspondence) to consider a range of evidence-based road safety policies and interventions with all minutes published online via the [Transport Scotland website](#). A review of meeting minutes and feedback from SPB and OPG members confirms that both forums are operating effectively with evidence of appropriate discussion and challenge of road safety matters.

Although some local initiatives have been supported through the framework funding and local road safety issues can be raised at SPB and OPG level by CoSLA and SCOTS respectively, both SPB and OPG felt that they did not know enough of what was happening at regional/local level both positive and negative. They assessed that there would be a need to improve knowledge sharing and experience and new ideas between the local and national level, if the new very ambitious road casualty

reduction targets were to be met in 2030. It was also recognised that, as an average over 2016 to 2020, 68% of the fatal accidents and 82% of all severity accidents still happened on local roads - circa 94% of all Scottish roads - although these proportions had slightly reduced compared to the average period 2004-2008 (refer [Table 4 of Reported Road Casualties Scotland 2020](#)). In addition the reported accident rate per 100 million vehicle km for 2016-2020 average on Local Authority A roads was 16.8 for Scotland compared to the Trunk A road's rate of 8 for Scotland (refer [Table 5C](#) of Reported Roads Casualties Scotland 2020).

A few questions were also asked during the public consultation on the next framework that was held between 8 September and 1 December 2020 in relation to the governance. Overall the SPB and OPG were evaluated as operating effectively. More detail can be found in Annex B, particularly around the introduction of a 3<sup>rd</sup> tier in the governance structure called Local Partnership Forums, aiming to share local road safety issues, plans and evaluations and serve as a national knowledge hub.

## Strategic Partnership Board

### Recommendations:

- Review Terms of References developed for the SPB and subsequently approved as failure to do so may lead to misunderstanding of a specific group/forums objectives and in turn lead to misalignment with the objectives of the Road Safety Framework.

## Operational Partnership Group

### Recommendations:

- Review Terms of References developed for the OPG and subsequently approved as failure to do so may lead to misunderstanding of a specific group/forums objectives and in turn lead to misalignment with the objectives of the Road Safety Framework.
- In order to improve communications between national and local levels, create a third tier in the framework's governance structure called Local Partnership Forums.

## Further recommendations for improvements

The following recommendations originated from feedback from SPB and OPG as well as from public consultation responses.

### Improved funding and resources

The framework was not a funded strategy. To mitigate this a Road Safety Framework Fund was introduced in 2016 and was designed to promote and encourage further partnership working to help ensure the delivery of the framework.

Transport Scotland working in collaboration with partners identified that, although many road safety initiatives were taking place, there was not a full in-depth evaluation on the outcomes and the impact that these were having on road safety as a whole. The Road Safety Framework Evaluation Fund was therefore introduced in 2018 and has provided financial support to evaluate road safety initiatives.

The Road Safety Evaluation Fund focuses on the retrospective evaluation and the wider impact interventions are having on road safety. A robust, independent, and open evidenced-base helps provide clear evidence of the effectiveness and the impact our road safety interventions are having.

An understanding of how road safety interventions function – both in terms of their effectiveness in delivering outputs, aims and objectives, and the eventual broader impacts on road safety – is essential to inform strategic decision-making and the allocation of resources. Both OPG and SPB scrutinised the applications received for both the Road Safety Framework and Evaluation Fund.

Each initiative funded by the Road Safety Framework and Evaluation Fund focused on at least one of the three Key Priority Areas: age, speed and vulnerable road users. All initiatives that received funding through the Road Safety Framework and Evaluation Fund are shared on the [Transport Scotland Website](#).

Although road traffic casualties have decreased since the funds were introduced, it is difficult to evidence that these reductions can be only attributed to these funds.

The issue of funding and resources was raised during the evaluation process, with comments received in the public consultation responses that funding on infrastructure is underfunded in many areas, or funding will be needed for engineering improvements or enforcement. There was a general perception that without funding and resources, it will not be possible to achieve the vision or the outcomes of the new framework to 2030. It was primarily organisations – often local authorities and public sector organisations – which referred to a need for greater

levels of funding and resources. Some respondents advised that it should be possible to demonstrate that road safety is a good investment as it offers longer term savings in relation to, for example, a reduction in hospital admissions, reductions in police time spent on road collisions, and so on.

**Recommendations:**

**- Consider introduction of a Road Safety Improvement Fund to help road authorities meet the challenging 2030 road casualty reduction targets.**

## **National Conversation to make all road traffic casualties unacceptable**

During an SPB workshop held in summer 2018 to reflect on the framework and plan for the next one, members discussed improvement ideas in order to address the issue of 'how will you continue to reduce the number of road deaths, and serious accidents on the road, with fewer resources having competing demands placed upon them?' One of two projects selected was called "National Conversation on road safety" with the aim to change the current road safety culture which considers road deaths as normal.

It would be incumbent on partners working to deliver the new framework's vision and targets to ensure casualty reduction - and road safety more generally - is raised higher up the agenda and to this end, partners should be keen to see a National Conversation on road safety. The aim of the National Conversation would therefore encourage greater personal responsibility for all and a change in perception which ultimately should lead to a transformation of road safety culture.

**Recommendations:**

**- Consider undertaking a "National Conversation on road safety" to make all road traffic casualties unacceptable.**

## **Conclusion**

This evaluation concludes that the framework's vision and all its five targets have been achieved. Out of 97 framework commitments 87 are complete, 8 are ongoing, and 2 were not delivered by 2020. None of these two were considered as priority 1, 2 or 3 in the mid-term review of the framework. The governance structure has been assessed as performing well and showed agility to address changes to road casualty

trends identified during the mid-term review and the final years of the decade. Some improvements have been found that should be taken into account in the new framework to 2030. Overall the framework has been delivered successfully particularly through effective partnership working.

# Annex A: Outcomes Indicator Toolkit of December 2020

## Road Safety Framework to 2020 - Information Toolkit

**Overarching Speed Outcome:**

Increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers.

**Indicators:**

- The number of injury accidents where at least one of the two "speed" contributory factors are recorded.
- Positive behavioural or attitudinal trends in drivers including driving at appropriate speeds and awareness and understanding of speed limits and what they mean.
- Supplementary intel' or information

Between July 2013 and November 2019, there has been variation but an overall **increase of 7 percentage points** in the proportion of drivers **disagreeing strongly**, and a **decrease of 11 percentage points** in the proportion of drivers **agreeing strongly** that penalties for offences like speed weren't enough to stop them doing it.

**"Penalties for getting caught for driving offences like speeding and using a mobile phone aren't enough to stop me doing it"**

Month	Agree strongly (%)	Disagree strongly (%)
July '13	20	44
Feb '14	15	46
July '14	16	48
Feb '15	17	48
July '15	10	57
Feb '16	13	45
July '16	14	50
Mar '17	17	50
Aug '17	18	48
Mar '18	17	51
Aug '18	15	56
Nov '19	9	51

Since 2012, reported speeding behaviours have remained **mostly unchanged**, though a downward trend is more apparent since July 2015 (more pronounced in lower speed limit areas, e.g. towns and cities).

**Percentage of accidents where driver was exceeding speed limit or driving too fast for conditions**

### Speed - Priority Commitments, Summary Activity and Outputs

Speed - Priority 1	RSF Commitment 19 - Continue to publicise and educate people about the risks associated with speeding.
•	Annual country roads publicity & awareness campaigns, aimed at motivating drivers to adjust their speed on country roads, run since 2010. Evaluation of the country roads campaigns suggests there may have been some positive attitudinal influence of drivers interviewed in the study of the need to continually adapt driving speed on country roads. The latest campaign focuses on preparing for the unexpected/travelling at an appropriate speed.
•	A new generic speeding campaign is being developed for 30-55 year-olds and will launch in January 2021.
•	A campaign launched in May 2018 using 360 filming and VR – invites people to prepare for the unexpected

	<ul style="list-style-type: none"> <li>The A9 Safety Group have delivered a number of campaigns which focused on overtaking, speed limit awareness and fatigue. These campaigns complimented the introduction of the average speed cameras on the route. Three years performance data shows substantial improvements in safety, with a significant reduction in those being killed and seriously injured in the most recent 3 year period when compared with the full 3 years preceding</li> </ul>
	<ul style="list-style-type: none"> <li>The A9 Safety Group most recently ran a campaign on 'Distracted Driving', essentially about social media use of hand held phones while driving. emerging crash investigation evidence from the A9 suggest fatigue / distraction is a major causation and this along with other evidence and studies suggests that this is a significant issue across the UK.</li> </ul>
	<p><b>RSF Commitment 20 - Continue to raise awareness of speed limits and their purpose, including those that apply to different types of vehicle on the different categories of roads.</b></p>
	<ul style="list-style-type: none"> <li>TS, in conjunction with SCOTS, issued a survey to local authorities in June 2016 to ascertain what actions they have taken as a result of the speed limit review. See RSF 71.</li> </ul>
	<ul style="list-style-type: none"> <li>Safety Camera Programme communications continue to produce a range of publicity resources on speeding and encouraging improved driver behaviour and compliance with the speed limit.</li> </ul>
	<ul style="list-style-type: none"> <li>Speed limit for heavy goods vehicles (HGVs) over 7.5 tonnes on dual-carriageways in England and Wales rose from 50 mph to 60 mph and 40 mph to 50 mph on single carriageways from April 2015. There are still no current plans to increase the national HGV speed limit or to increase the speed limits for HGV's on any trunk roads, however, the Scottish Government noted the publication in July 2020 of DfT 3 year evaluation of HGV Speed Limit Increase in England and Wales. <a href="https://www.gov.uk/government/publications/final-report-on-the-increased-speed-limit-for-heavy-goods-vehicles">https://www.gov.uk/government/publications/final-report-on-the-increased-speed-limit-for-heavy-goods-vehicles</a></li> </ul>
	<ul style="list-style-type: none"> <li>AECOM evaluation of the potential impacts of increasing speed limits for HGVS in SCOTLAND and AECOM evaluation of A9 HGV pilot were published in July 2018 showing that there are small safety disbenefits and marginal environmental impacts. The Scottish Government noted the publication of DfT 3 year evaluation of HGV Speed Limit Increase in England and Wales and are now taking the opportunity to analyse the findings.</li> </ul>
	<ul style="list-style-type: none"> <li>A safer driving publicity campaign is currently underway delivered around A9 safety plan; focusing on speed limit awareness and aims to raise awareness of the correct speed limits. Uses available resources and materials where possible and complements the national "driver fatigue" campaign. Evaluation of the A9 safety plan has shown a reduction in vehicles speeding on the 6 monitored stretches of the A9 as well as a reduction in the number of collisions</li> </ul>

	<p>and casualties. It will also examine the possible effects of raising the HGV speed limit</p>
	<ul style="list-style-type: none"> <li>Speed indicator – At its meeting in September 2018 the Strategic Partnership Board (SPB) recommended the Operational Partnership Group (OPG) consider creating a speed indicator for post2020 road safety framework and consider what it should look like. Currently at early stages of establishing Scotland's speed indicator.</li> </ul>
	<ul style="list-style-type: none"> <li><b>RSF Commitment 71 - Encourage local authorities to implement any changes indicated by their review of speed limits and continue to monitor networks in order to identify changes where these may support casualty reduction.</b></li> </ul>
	<ul style="list-style-type: none"> <li>Transport Scotland, in conjunction with SCOTS, issued a survey to local authorities in June 2016 to ascertain what actions they have taken as a result of the speed limit review. All 32 Local Authorities were surveyed, with one not responding. Overall responses showed nearly all had conducted a review; 8 have carried out major/extensive implementations, 18 carried out minor/restricted implementations, and approx. 1/3 state changes in speed limits has impacted their roads safety. Ultimately, there seems to be little appetite to increase the number of 20 mph limits/zones, with over 46% citing limited resources as the main reason for this not being considered.</li> </ul>
	<ul style="list-style-type: none"> <li><b>RSF Commitment 74 - Encourage local authorities to introduce 20mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice guide on 20mph Speed restrictions.</b></li> </ul>
	<ul style="list-style-type: none"> <li>Revised Good Practice Guide on 20 mph Speed Restrictions, developed in conjunction with the SCOTS, updated to reflect revised TSRGD and published on 24 June 2016.</li> </ul>
	<ul style="list-style-type: none"> <li>LA speed limit reviews undertaken (see RSF 71)</li> </ul>
	<ul style="list-style-type: none"> <li>Transport Scotland supported the Ready for 20 Conference, held in Edinburgh in June 2016 and invited every local authority to attend and by offered them a free place.</li> </ul>
	<ul style="list-style-type: none"> <li>The majority of City Of Edinburgh Councils streets now have a 20 mph speed limit. Glasgow City Council introduced a city centre 20 mph speed limit in March 2016 while Dundee City Council consulted in December 2016.</li> </ul>
	<ul style="list-style-type: none"> <li>The first Trunk Road Pilot 20mph speed limits have been delivered in Maybole and Biggar, Consultation with the communities is on-going for Oban and Langholm</li> </ul>
	<ul style="list-style-type: none"> <li>Living Streets delivering 2016/17- 2017/18 community led 20 mph project including pilots. Living Streets Scotland Road Framework 2016-17 &amp; 2017-18 Low Speed Communities Project completed April 18 evaluation and resources to be launched summer 2018</li> </ul>

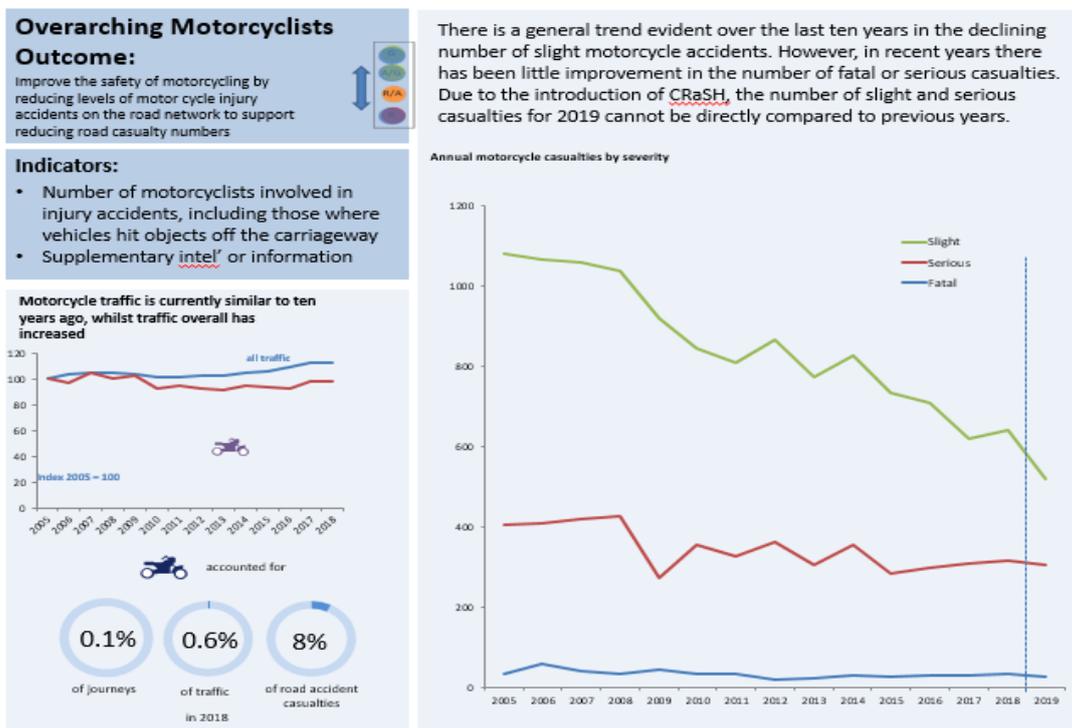
	<ul style="list-style-type: none"> <li>The Scottish Government, COSLA and Scots are working together <i>to build on our understanding of the current and future roll out of 20 mph speed limits and to help identify and develop a more straightforward procedure for local authorities to introduce more 20 mph speed limits in the right environment.</i></li> </ul>
•	<b>RSF Commitment 21 - Continue to support the Safety Camera Programme.</b>
• <b>Speed Priority 2</b>	<ul style="list-style-type: none"> <li>Completion of a comprehensive national site assessment process: Casualty &amp; collision reduction potential maximised with deployment of the right technology at the right times at the right locations. A £675k delivery plan consisting of 24 new camera sites announced in September 2020. Work commenced from October 2020 to deliver these new sites and decommission those no longer a priority.</li> </ul>
	<ul style="list-style-type: none"> <li>Delivery of ASC system on the A82/A85 between Lix Toll and Tyndrum completed and system operational in March 2020. This was a technology change which saw ASC replace the previous enforcement strategy of mobile cameras. While the previous enforcement regime had been successful at camera locations, some sections of the route had measured a significant number of speeding vehicles.</li> </ul>
	<ul style="list-style-type: none"> <li>Annual Progress Report 2019/20 completed, agreed with RSSPB, and published in September 2020</li> </ul>
	<b>RSF Commitment 72 - Consider if the introduction of a Speed Awareness Scheme focused on speeding would be an appropriate contribution to road safety in Scotland</b>
	<ul style="list-style-type: none"> <li>The SPB has overseen consideration of the introduction of Speed Awareness Courses (SAC) in recent years but recognised the difficulty in evidencing behavioural change and felt that a robust evidence base should be sought.</li> </ul>
	<ul style="list-style-type: none"> <li>The Lord Advocate gave his approval for Police Scotland to undertake further exploration of what measures will need to be addressed in considering this. Police Scotland carried out the scoping exercise to identify the practical steps that would be required to introduce a speed awareness course in Scotland. This paper was submitted to the Lord Advocate for his consideration.</li> </ul>
<ul style="list-style-type: none"> <li>On the 31st January 2019 the Lord Advocate made a decision to approve in principle the introduction of Speed Awareness Courses (SAC) in Scotland. The Lord Advocate formally asked the previously set up working group to develop a plan and timeframe for their implementation in Scotland. Following receipt of the group recommendations the Lord Advocate would make a final decision on whether or not SAC should be introduced.</li> </ul>	
<ul style="list-style-type: none"> <li>The working group, renamed Road Traffic Diversionary Courses Steering Group, reconvened in July 2019 and have set sub groups for each of the workstreams. A significant amount of work has gone into exploring an appropriate model within which RTDC's can operate – which include cost recovery elements, a contracting position for provision of RTDC services as</li> </ul>	

	<p>well as the appropriate legal framework. An option presented to the Group on 19<sup>th</sup> August 2020 was that another public body other than Police Scotland enter into a contract to provide RTDC's in line with the approval for scoping work into this matter granted by the Lord Advocate. On 19 November Police Scotland had to formally ask whether there is any willingness for another Partner to take on the matter of implementation of these Diversionary Measures.</p>
	<ul style="list-style-type: none"> <li>• Petitions Committee is still considering a petition seeking the introduction of the speed awareness courses in Scotland.</li> </ul>
	<ul style="list-style-type: none"> <li>• DfT evaluation of the National Speed Awareness Course was published in May 2018 and found that targeting the behaviour of motorists through these courses reduced the likelihood of reoffending within six months by up to 23 per cent. And over a period of three years, taking part in the course was more effective at reducing speed reoffending than a fine and penalty points.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Speed Priority 3</b></li> </ul>	<p><b>RSF Commitment 70 - Further develop the evidence base to support consideration of a pilot in Scotland to test out the effectiveness of speed limiting technologies.</b></p>
	<p><b>RSF Commitment 69 - Support the voluntary use of Intelligent Speed Adaptation (ISA) and other technologies designed to encourage compliance with speed limits, through engagement with employers and the commercial sector</b></p>
	<ul style="list-style-type: none"> <li>• From January 2013 ISA systems that meet Euro NCAP's requirements will be awarded points (for both advisory and discretionary ISA systems depending on how they determine the local speed limit and how they communicate that information to the driver) that contribute towards the car's overall 'Safety Assist' rating.</li> </ul>
	<ul style="list-style-type: none"> <li>• The policy intention behind both the ISA commitments was to promote what is now referred to as "advisory" ISA. Latest commercially produced SatNav devices now have these functions as standard. Advisory ISA is becoming more common in new cars alerting drivers to the correct speed limit through GPS technology and collision avoidance systems. It may be that such advances in technology render this commitment superceded or redundant. An ISA pilot was considered with the City of Edinburgh Council CEC in 2012, but CEC decided not to proceed, for financial reasons. UK Gov pilot underway</li> </ul>
	<ul style="list-style-type: none"> <li>• There was not a policy intention in terms of intervening ISA systems – whether voluntary or mandatory. The 'voluntary' part of the commitment meant that people would willingly buy and participate in ISA making it commercially viable. There is no sign within the automotive industry of a move towards including this type of technology in their vehicles. In addition, despite some media misreporting of European Commission research last year, there is no indication that such a move is being seriously considered at a European level.</li> </ul>
	<ul style="list-style-type: none"> <li>• The European Commission published mid-May 2018 its proposed Road Safety strategy for 2030 with the intention to revising the Vehicle General Safety Regulations , such as requiring that new models of vehicles are equipped with</li> </ul>

	<p>advanced safety features, such as advanced emergency braking, lane-keeping assist system or pedestrian and cyclists' detection systems for trucks, amongst other things. The Vehicle Safety revised regulation has now been approved by the European Parliament and now awaits EU Council's approval.</p>
	<ul style="list-style-type: none"> <li>• OPG work has begun to review the evidence base of the effectiveness of ISA technologies which will explore ways in which we can test, promote and encourage ISA (or similar speed limit technologies) adoption in Scotland.</li> </ul>
	<ul style="list-style-type: none"> <li>• A voluntary ISA is specifically mentioned in the General Safety Regulation (GSR) from the EU meaning all new models of cars must have it fitted by 2022 as well as the other items listed.</li> </ul>
	<p><b>RSF 73 Provide information on the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.</b></p>
	<ul style="list-style-type: none"> <li>• The RSS website provides various external links (<a href="http://www.roadsafetyscotland.org.uk/road-safety-topics/advice-drivers">http://www.roadsafetyscotland.org.uk/road-safety-topics/advice-drivers</a>) to information resources on eco-safe driving. RSS continues to focus on speed across several campaigns..</li> </ul>
	<ul style="list-style-type: none"> <li>• Transport Scotland is funding the Energy Savings Trust to provide advice to drivers (<a href="http://www.energysavingtrust.org.uk/scotland/domestic/improving-my-travel/fuelgood">http://www.energysavingtrust.org.uk/scotland/domestic/improving-my-travel/fuelgood</a>). Since 2011 10,500 Scottish drivers have been trained in fuel efficient driving (the FuelGood programme). The funding is continuing and expect a further 3,000 people to have training this financial year.</li> </ul>
	<ul style="list-style-type: none"> <li>• The majority of training is delivered through organisations and their staff and after the training we will provide their results, along with suggestions for maintaining such savings. A key part of this is promoting the use of telematics, which will help track fuel use for their drivers. It can also inform of incidents of speeding, so the technology also brings with it road safety benefits.</li> </ul>
	<ul style="list-style-type: none"> <li>• Transport Scotland, through the Home Energy Scotland advice centre, also provide advice to around 35,000 consumers each year on sustainable transport which often focuses on fuel efficient driving.</li> </ul>
<ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Speed Current Risks - Gaps in activity, requires short-term mitigating action to more effectively support outcomes in this area</b> <b>Proposed mitigating actions</b></p>
	<ul style="list-style-type: none"> <li>• A development in local authority plans for large urban centres including Edinburgh City Council this has approved a new city-wide speed limit network on 13 January 2015, with a rollout completion date of February 2018.</li> </ul>
	<ul style="list-style-type: none"> <li>• Transport Scotland's Good Practice Guide on 20 mph Speed Restrictions published in 2015 and updated 2016.</li> </ul>
	<ul style="list-style-type: none"> <li>• TS encouraged LAs to implement 20 mph zones at "Twenty's Plenty" conference in June 2016 and consider further activity thereafter.</li> </ul>

<ul style="list-style-type: none"> <li>• TS published light-touch revised 20 mph guidance in 2016 to take account of mid-term review and recent TSRGD changes.</li> </ul>
<ul style="list-style-type: none"> <li>• Edinburgh, Glasgow and Dundee have committed to or are consulting on implementing and evaluating a 20 mph policy.</li> </ul>
<ul style="list-style-type: none"> <li>• A number of media campaigns from RSS addressing speed</li> </ul>
<ul style="list-style-type: none"> <li>• The Scottish Government and COSLA are working together and with partners to identify more straightforward, efficient and effective procedures for Local Authorities who wish to introduce more 20 mph speed limits, following fall of the 20 mph Members' Bill in June 2019.</li> </ul>
<p><b>Speed Current risk and mitigating actions - By 2020 we will not have met the impacts on Priority 3 commitments RSF 69 (Promote the voluntary use of Intelligent Speed Adaptation (ISA). &amp; 70 (Consider a pilot in Scotland to test out the effectiveness of voluntary ISA in road safety.)</b></p>
<ul style="list-style-type: none"> <li>• Consider a review of evidence base on speed limiting technology with Analytical Services Division (ASD) and Trunk Roads &amp; Bus Operations (TRBO). Encourage possible options for awareness raising of voluntary use of ISA(Intelligent Speed Adaptation).</li> </ul>
<ul style="list-style-type: none"> <li>• Commission research into the use of motor vehicle technology including ISA and its effectiveness.</li> </ul>

## Speed (Motorcycle) - Priority Commitments, Summary Activity and Outputs



<b>Motorcycle - Priority 1</b>	<ul style="list-style-type: none"> <li>● <b>RSF Commitment 76 - Provide support for motorcyclists, e.g. through advanced rider training schemes and raise awareness of bad or dangerous riding behaviour, through safety awareness initiatives such as Operation Zenith.</b></li> </ul>
	<ul style="list-style-type: none"> <li>● RSS supported legacy Police forces with the delivery of Bikesafe when the scheme was in operation from 2009 to 2013, however it was no longer supported in Scotland following the formation of the single Police Scotland force in 2014.</li> </ul>
	<ul style="list-style-type: none"> <li>● RSS has supported Police Scotland with its motorcycle campaign (formerly 'Operation Zenith') since 2014, and coordinated road safety input from various partners to the Scottish Motorcycle Show.</li> </ul>
	<ul style="list-style-type: none"> <li>● The RIDE Scheme has been designed as an intervention for those motorcyclists whose behaviour has brought them to the attention of the Police. This Scheme is designed to address undesired behaviour or for those motorcyclists who have demonstrated careless riding leading to a collision.</li> </ul>
	<ul style="list-style-type: none"> <li>● Projects delivering advanced rider training were sought during the last Framework funding round but none submitted.</li> </ul>
	<ul style="list-style-type: none"> <li>● Initial Bikesafe Interim Report shared in Jan 2017, with a final evaluation anticipated in Oct 2017.</li> </ul>
	<ul style="list-style-type: none"> <li>● OPG work underway to consider advanced rider training (ADT) pilot options at July 2017 meeting.</li> </ul>
	<ul style="list-style-type: none"> <li>● Argyll &amp; Bute undertaking SGov funded project to increase knowledge and safe behaviours and promote awareness of and increase uptake of ADT.</li> </ul>
	<ul style="list-style-type: none"> <li>● Rider Refinement North funded to deliver a bespoke course which is hoping to change the attitudes of motorcyclists of all ages towards their riding, how they think about how they ride and to reduce riding at inappropriate speeds and also to assist in reducing the high number of motorcycle casualties in the North and North East of Scotland.</li> </ul>
	<ul style="list-style-type: none"> <li>● Transport Scotland hosted motorcycle safety event in February 2018. Moving to develop trial measures for motorcycle safety</li> </ul>
	<ul style="list-style-type: none"> <li>● <b>RSF Commitment 77 - Through RSS, support targeted publicity campaigns aimed at motorcyclists.</b></li> </ul>
<b>M</b>	<ul style="list-style-type: none"> <li>● Road Safety Scotland, in collaboration with SG Marketing, Police Scotland and other Partners, developed the Live fast Die Old campaign, which launched at the start of the biking season in 2015 and was directed at older male bikers. It specifically encouraged them to slow down on left-hand bends, which feature prominently in biking accidents. The campaign ran again in</li> </ul>

	<p>2016 encompassing a message about overtaking, and continues to be the main engagement tool for RSS motorcycle activity, raising awareness of a variety of issues to the biking community. The latest phase of the campaign has seen the development of a number of Breathtaking Roads, providing non-patronising guidance for bikers on spotting and negotiating hazards safely: they feature iconic coastal, forest and mountain routes, with the latest 'Road to the Isles' video being added in 2020.</p>
	<ul style="list-style-type: none"> <li>Activity on motorcycling was ramped up in 2017/18 with the development of two new strands to RSS assets. A campaign highlighting the beauty of riding in Scotland, while highlighting potential hazards, has proved to very popular among the biking community. In collaboration with Police Scotland and SG Marketing a campaign focusing on three films - Coastal, Forest and Mountain – has been developed and was launched in May 2018 on the LFDO site. In addition, RSS has updated its 'top tips' videos which will go live in July.</li> </ul>
	<ul style="list-style-type: none"> <li>Argyll &amp; Bute funded to deliver their Scottish Biker magazine throughout 2017 and launch a dedicated website</li> </ul>
	<ul style="list-style-type: none"> <li>Comms activity led by SCUs, supported by TS, PS and RSS.</li> </ul>
	<ul style="list-style-type: none"> <li>Motorcycle Weekend of Action (19 – 21 April 2019) - Road Policing, during the motorcycle weekend of action stopped 150 motorcycles across Scotland, of which 35 were detected and reported for offences, whilst a further 36 were issued warnings for offences. Known routes and motorcyclist gathering points were visited to maximise engagement opportunities, social media was used to publicise the campaign which filtered across numerous motorcycle forums.</li> </ul>
	<ul style="list-style-type: none"> <li>Motorcycle Weekend of Action 2 (4 – 6 May 2019) 3 (25 – 27 May 2019) - The two May Bank holidays, saw officers from road policing participating in 2 weekends of action as part of the motorcycle safety campaign. Over the weekends of 4 to 6 May and 25 to 27 May 2019, road policing officers across the country stopped 510 motorcyclists. In addition to the 68 offences detected, officers took the opportunity to offer advice and guidance to both motorcyclists and other vehicle users to promote safe and responsible motorcycling across the roads network in an effort to reduce the number of motorcyclist KSI on our roads.</li> </ul>
	<ul style="list-style-type: none"> <li>Two further motorcycle weekends of action will take place in July &amp; August with this year's motorcycle campaign concluding in September.</li> </ul>
	<p><b>RSF Commitment 92 - Consider the needs and vulnerabilities of motorcyclists in developing motorcycle-friendly roads and roadsides where this may support casualty reduction, while ensuring that motorcycle safety is fully considered when other traffic calming schemes are introduced.</b></p>
	<ul style="list-style-type: none"> <li>Motorcycle-friendly safety barriers and vehicle activated signs (VAS) at known hazardous locations for motorcyclists being introduced across the trunk road network. The designs of sign and barriers is being altered to try to reduce the severity of casualties in motorcyclist incidents.</li> </ul>

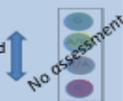
	<ul style="list-style-type: none"> <li>Transport Scotland conducted a study on motorcycle accidents that identified potential locations for more installations.</li> </ul>
	<ul style="list-style-type: none"> <li>A number of VAS have been installed on the trunk network at known accident locations including Strone Point on the A83 as well as other similar sites on the A82 and A84. Strone point improvement scheme now complete</li> </ul>
	<ul style="list-style-type: none"> <li>Bikeguard installations have been provided including the A702 at Wandel, the A68 at Carter Bar, the A9 Ord of Caithness, the A828 at Appin, the A7 between Langholm to Hawick and locations on the A95.</li> </ul>
<ul style="list-style-type: none"> <li> <p><b>Motorcycle Risk and mitigating actions</b></p> <p><b>1. RSF 76 Provide support for motorcyclists, e.g. through advanced rider training schemes and raise awareness of bad or dangerous riding behaviour, through safety awareness initiatives</b></p> <p><b>2. Consider the needs and vulnerabilities of motorcyclists and cyclists when designing new roads and implementing safety features on existing roads. (Impacts on delivery of Priority 2 commitment RSF 92 ) impacts on Priority 2 commitment RSF 93.(Ensure cyclists are considered in new road and maintenance schemes)</b></p> <p><b>3. RSF 77 Through RSS, support targeted publicity campaigns aimed at motorcyclists.</b></p> </li> </ul>	<ul style="list-style-type: none"> <li>Implementation of Strategic Road Safety Plan for trunk road network and through LA planning and delivery on local roads through SCOTS.</li> </ul>
	<ul style="list-style-type: none"> <li>Review of implementation of Cycling By Design and tackling of junctions and other locations known to be hazardous required from Trunk Road Casualty Reduction and LAs through SCOTS and continue to monitor and update OPG. Review delayed and new target date unknown</li> </ul>
	<ul style="list-style-type: none"> <li>Monitor through SCOTS TaRS Working Group &amp; Roads Directorate*/Operating companies and advise SPB accordingly</li> </ul>

- Age (Pre-Drivers) - Priority Commitments, Summary Activity and Outputs**

**Overarching Pre-drivers**

**Outcome:**

Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.



Indicator to follow: Pre-driver Intervention Evaluation findings

**Indicators:**

- Number of secondary school or college pupils receiving interactive pre-driver educational intervention
- Number completing the Scottish Qualifications Authority safe road user award or other accredited assessment or training *[indicator to be replaced]*
- Supplementary intel' or information

It is difficult to recommend a clear narrative interpretation of this indicator as the small underlying numbers can mean large percentage increases only relate to small changes in overall numbers of participants. There is additional need for caution in interpretation due to the relatively recent introduction of the qualification.

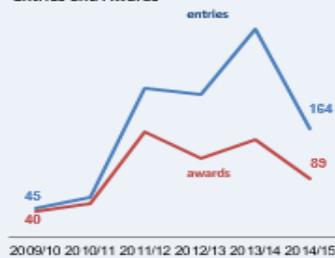
**Pupils receiving interactive pre-driver educational intervention**

- 66 requests for data were made to Directors of Education and colleges, 19 have responded across 16 local authority areas.
- An estimated 18,273 pupils received interactive educational interventions in 2016, although the actual figure is likely to be much higher.
- The most common intervention is 'Safe Drive, Stay Alive' which is used across 7 local authorities.
- Pupil received interventions in 2016 ranged greatly across local authority area between 106 and 8,527.

SQA Safe Road User Award Pass rate



SQA Safe Road User Award - Entries and Awards



<b>Pre-Driver - Priority 1</b>	<ul style="list-style-type: none"> <li>• <b>RSF Commitment 79 - Seek to influence young people's attitudes to road safety and future driving behaviour before they get behind the wheel and investigate the usage and delivery by schools of pre-driver educational intervention and event training resources such as and including "Get into Gear" in supporting their effectiveness.</b></li> </ul>
	<ul style="list-style-type: none"> <li>• The Get into Gear section of the RSS website has been reviewed and the recommendations of the review are now being implemented. GiG is there to assist those who are planning young driver interventions in order to ensure the appropriate elements are included in any initiative.</li> </ul>
	<ul style="list-style-type: none"> <li>• An independent evaluative assessment of young driver interventions Safe Drive Stay Alive and Edinburgh Young Driver activity in Scotland was conducted on behalf of TS. The scope of the assessment was not full-scale but focussed on possible changes in knowledge and behaviours of young people in relation to driving and road safety as a result of young driver interventions in three case study areas in Scotland. It found evidence for changing knowledge, behaviours and attitudes but recommended further evaluation would be needed. An evaluation Framework was prepared as a supplementary document by the independent evaluators ODS as a tool for practitioners and delivery partners to support further outcomes-based evaluation of such young driver interventions.</li> </ul>
	<ul style="list-style-type: none"> <li>• TRL has been commissioned to research pre-driver evaluations and identify particular effective programmes across Scotland – due to report for July meeting.</li> </ul>
	<ul style="list-style-type: none"> <li>• TRL published in May 2018 its Review and assessment of pre-driver interventions in Scotland.</li> </ul>

	<ul style="list-style-type: none"> <li>RSS continues to promote its suite of resources for 3-18 year-olds, and commissioned research into its four Theatre in Education tours, but Covid-19 has delayed the recommendations being implemented.</li> </ul>
	<ul style="list-style-type: none"> <li>Cycling Scotland continue to promote the Practical Cycle Awareness Training initiative for Learner Drivers programme in secondary schools and at targeted driving instructor gatherings. In the current year, 2 trainers and 40 driving instructors were trained at ADI National Joint Council event in August. <b>(last updated 04-11-2019 Keith Irving)</b></li> </ul>
	<ul style="list-style-type: none"> <li>Police Scotland is working collaboratively with Scottish Borders Council, the Scottish Fire and Rescue Service, and the Institute of Advanced Motorists RoadSmart (Drivewise) to achieve shared outcomes through the delivery of three SG funded sub-projects which includes Pre, Young and Older Driver elements; Pre Drivers events offered for 240+ increase awareness of awareness and knowledge of risk associated behaviours.</li> </ul>
	<ul style="list-style-type: none"> <li>The purpose of the Seat Belts on School Transport (Scotland) Act 2017 that comes into force in August 2018 is to improve road safety for school children by imposing a duty upon school authorities to ensure that each motor vehicle which the authority provides or arranges to be provided for a dedicated school transport service has a seat belt fitted to each passenger seat, i.e. one seat belt per pupil. Whilst the Act does not affect the law on the wearing of seat belts on dedicated school transport which remains a matter of law reserved to the UK Government, it represents an opportunity to promote successful approaches in making pupils wear a seat belt where one is available through a national guidance published in June and promotion materials such as posters or items of change that have been distributed to all schools ahead of the start of the new academic year in August 2018.</li> </ul>
	<p><b>RSF Commitment 80 - Support outcomes-based evaluation of pre-driver interventions with a view to further developing a guide to organising pre-driver events for senior secondary school pupils.</b></p>
<p><b>Priority 2</b></p> <ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>An evaluation Framework has been prepared by the independent evaluators ODS of Safe Drive Stay Alive as a tool for practitioners and delivery Partners to support further outcomes-based evaluation of such young driver interventions</li> </ul>
	<ul style="list-style-type: none"> <li>TRL has been commissioned to research pre-driver evaluations and identify particular effective programmes across Scotland - due to report for July meeting</li> </ul>
	<ul style="list-style-type: none"> <li>TRL published in May 2018 its Review and assessment of pre-driver interventions in Scotland</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	<p><b>RSF Commitment 29 - Support the promotion of and encourage take up of the safe road user award and evaluate the uptake and completion of the course.</b></p>
<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Safe Road User Award is available within the SQA suite of courses which can be accessed by approved centres.</li> </ul>

	<ul style="list-style-type: none"> <li>RoSPA Scotland developed the SQA qualification for road safety practitioners in Scotland and has been awarded accredited delivery status.</li> </ul>
	<ul style="list-style-type: none"> <li>RoSPA has commissioned Research Scotland to carry out an independent evaluation of the SQA Road Safety Qualification and its relevance in today's delivery environment. The plan to have an interim report to us by 1 September. Update of Evaluation Report having been delivered and potential outcome after consideration by OPG/SPG</li> </ul>
●	<p><b>Current Risk and mitigating actions</b></p> <p><b>1. Insufficient activity in place to effectively support Age outcomes</b>  <b>2. Pre-driver interventions and resources do not effectively contribute to pre-driver outcome. Impacts on Priority 1 commitment RSF 79 (Seek to influence young people's attitudes to road safety and future driving behaviour before they get behind the wheel.) Priority 2 commitment RSF 80. (Develop a guide to organising pre-driver events for senior secondary school pupils.)</b></p>
●	<ul style="list-style-type: none"> <li>TRL pre-driver intervention research completed - sub group has been set up to discuss the findings.</li> </ul>
●	<ul style="list-style-type: none"> <li>New framework Projects targeting 17-25 year olds and older drivers (Rider refinement and older drivers ScORSA &amp; RoSPA )</li> </ul>
●	<ul style="list-style-type: none"> <li>Need to consider how to introduce new activity and bolster current, and significantly enhance evaluation.</li> </ul>
●	<ul style="list-style-type: none"> <li>Discussion between RSS and ASD to commission outcomes and usage evaluation of RSS resources including "Get into Gear". Monitor Police Scotland/ Scottish Borders pre-driver project delivery. Sub Group of OPG have now met twice to discuss how best to take forward the recommendation from TRL report</li> </ul>
●	<ul style="list-style-type: none"> <li>Evaluation Fund launched June 2019</li> </ul>
●	<ul style="list-style-type: none"> <li>Continued to encourage of independent evaluation of pre-driver interventions being delivered in Scotland</li> </ul>
●	<ul style="list-style-type: none"> <li>TRL evaluation complete and a few recommendations will be taken forward. Sub Group of OPG have now met twice to discuss how best to take forward the recommendation from this report</li> </ul>
●	<ul style="list-style-type: none"> <li>Monitor current pre-driver interventions which are receiving framework funding</li> </ul>

**Age (17-25 year olds) - Priority Commitments, Summary Activity and Outputs**

**Overarching 17 to 25**

**Outcome:**

Increase safer driving behaviours by young drivers after they pass their test.



**Indicators:**

- The proportion of drivers aged 17-25 involved in injury accidents
- Number of risk behaviours undertaken by drivers aged 17 to 25 whilst driving in the preceding 12 months.
- Supplementary intel or information

In 2019, the number of **car driver casualties** between the ages of 17 and 25 was **down by 67%** on the baseline period (2004-2008 average). When considering the **proportion of car driver casualties** accounted for by those aged 17-25, the reduction has been 6.7 percentage points. **Younger drivers** now constitutes **under a fifth of all driver casualties** in 2019 (down from a quarter during the baseline period).

	2004-2008 average	2019	Change
Number of car driver casualties 17-25	4033	1331	↓ - 2,702 (-67%)
Percentage of all car driver casualties 17-25	24.7%	18.0%	↓ -6.7%

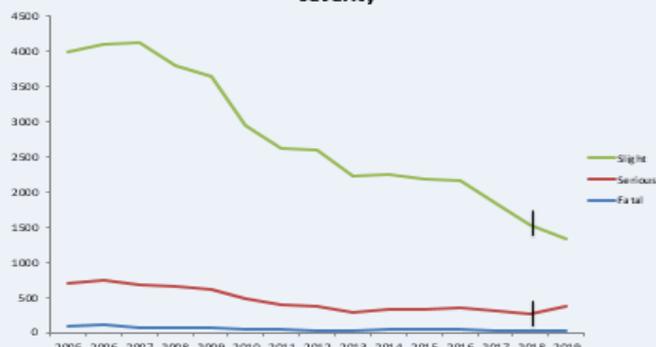
Percentage of drivers carrying out 5 or more risk behaviours



Percentage of drivers carrying out no risk behaviours



17-25 year old car drivers involved in car accidents by severity



Due to changes in the way casualty severities are recorded, figures for serious and slight casualties in 2020 are not comparable with previous years.

**17-25 Year olds - Priority 1**

**RSF Commitment 09 - Continue to look for innovative ways to target younger drivers with appropriate messages, including effective social media platforms, about safe driving to increase their awareness and understanding of their vulnerability and the dangers they face due to age and inexperience.**

- Road Safety Scotland's parental guide "So Your Teenager is Learning to Drive?" continues to be made available to the road safety community in Scotland for distribution to parents .as appropriate
- The recommendations of the evaluation of 'Go Safe With Ziggy' have been acted upon and as have the recommendations made in the independent review of Streetsense2; The Junior Road Safety Officer scheme; Your Call; and Crash Magnets.
- An evaluation Framework has been prepared by the independent evaluators ODS of Safe Drive Stay Alive as a tool for practitioners and delivery Partners to support further outcomes-based evaluation of such young driver interventions.
- Cycling Scotland is delivering a SGov funded pilot " Practical Cycle Awareness Training initiative for Learner Drivers", alongside Glasgow City Council Road Safety Team aimed at increasing awareness of vulnerable road users before the Driving Test is sat.

**RSF Commitment 60 - Encourage younger drivers to undergo post-test training, by engaging with the private sector including the insurance industry**

	<b>to explore incentivisation, and to support national coordination of the use of outcomes-based evaluation of post-test training.</b>
Priority 2	<ul style="list-style-type: none"> <li>The insurance industry takes the approach that they need to see a reduced risk before they can offer reduced premiums. There has been a greater take up of telematics technology in recent years through black boxes, and more recently, apps. Take up is still relatively low.</li> </ul>
	<ul style="list-style-type: none"> <li>The focus of this commitment in recent times has been in trying to persuade the UK Government to implement a full graduated driver licence system which would enhance pre-test learning and put restrictions on post-test driving.</li> </ul>
	<ul style="list-style-type: none"> <li>The UK Government has amended policy to allow learner drivers to take lessons on motorways in order that they enhance their driving skills and gain experience in a variety of road conditions and on different road types. Their consultation ran 30/12/16 to 17/2/17. The policy has now commenced since 4 June 2018</li> </ul>
	<ul style="list-style-type: none"> <li>Road Safety Policy to convene a sub-group of stakeholders to examine DISC's proposals and develop ideas on how to incentivise of pre and post-test training. The group will provide a report for the OPG for their consideration at the next meeting.</li> </ul>
<ul style="list-style-type: none"> <li>Police Scotland is working collaboratively with Scottish Borders Council, the Scottish Fire and Rescue Service, and the Institute of Advanced Motorists RoadSmart to achieve shared outcomes through the delivery of three SGov funded sub-projects which includes Pre, Young and Older Driver elements; Young Drivers Advanced Driver courses offered for 100 participants through 12 training blocks.</li> </ul>	
	<b>RSF Commitment 61 - Encourage initiatives which lead to qualifications and safer driving attitudes and behaviours and explore flexible delivery and certification approaches to increase uptake.</b>
Priority 3	<ul style="list-style-type: none"> <li>The SQA 'Safe Road User' Award which was developed by DVSA is available for pre drivers and aims to build positive attitudes to road use and to help young people take responsibility for using the roads safely.</li> </ul>
	<ul style="list-style-type: none"> <li>Some local authorities offer discounts for young drivers undertaking 'Pass Plus' training courses</li> </ul>
	<ul style="list-style-type: none"> <li>Via the Framework funding, Cycling Scotland is providing early intervention training, and incentivise young and learner drivers preparing for their driving test to undertake vulnerable road-user awareness training including Practical Cycle Awareness Training, contributing to both the Drivers Aged 17-25 and Cyclist Outcomes</li> </ul>
	<ul style="list-style-type: none"> <li>Police Scotland is working collaboratively with Scottish Borders Council, the Scottish Fire and Rescue Service, and the Institute of Advanced</li> </ul>

	<p>Motorists RoadSmart to achieve shared outcomes through the delivery of three sub-projects, aimed at improving knowledge, skills, attitudes and behaviours by delivering awareness raising and training opportunities for those drivers most at risk of injury related accidents, contributing to all three Age related overarching Outcomes; Pre-Drivers, Drivers Aged 17-25 and Older Drivers.</p>
●	<p><b>Current Risk and Mitigating actions</b></p> <ul style="list-style-type: none"> <li>● <b>Private sector does not engage or agree to develop incentivised post-test training for new drivers in Scotland. Impacts on Priority 2 commitment RSF 60. (Encourage younger drivers to undergo post test training by engaging with the private sector including the insurance industry to explore incentivisation.)</b></li> </ul>
●	<ul style="list-style-type: none"> <li>● Continue to work with insurance and instructor sector around developing options for piloting incentivised post-test training for new drivers</li> </ul>
●	<ul style="list-style-type: none"> <li>● Framework funding of Scottish Borders Council and Police Scotland to increase training opportunities for those drivers most at risk of injury related accidents.</li> </ul>

## Age (Older Drivers) - Priority Commitments, Summary Activity and Outputs

**Overarching Older Drivers Outcome:**

Increase awareness and knowledge capability of older drivers and their families to make informed choices about safe driving.

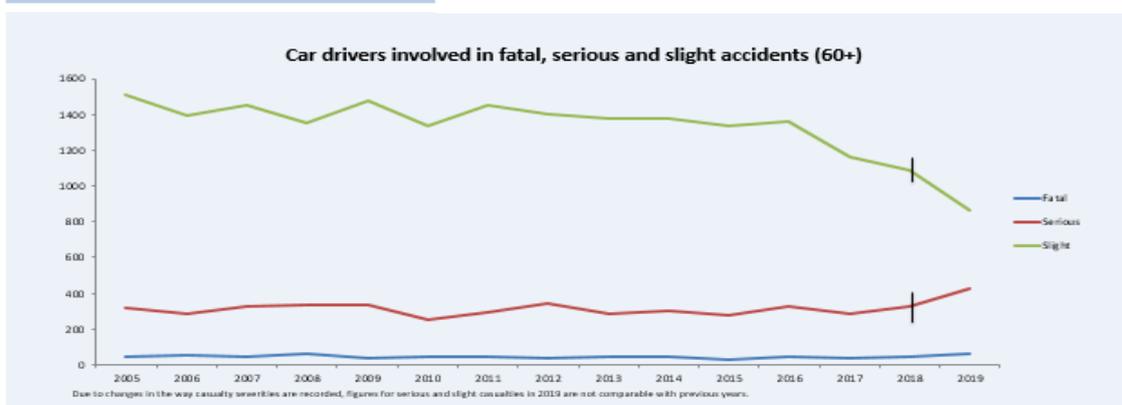


In 2019, the number of car driver casualties over the age of 60 was down by 26% on the 2004-2008 average. The proportion of all car driver casualties accounted for by the over 60s compared to the 2004-08 baseline increased by 7% over the same period. However, it is worth noting that 17-25 year olds have observed a larger decrease in the overall number of casualties and this in part explains this variance.

Over 60-year olds	2004-2008 average	2019	Change
Number of car driver casualties	1826	1352	↓ -474 (-26%)
Percentage of all car driver casualties	11.2%	18.2%	↑ +7%

**Indicators:**

- The proportion and number of drivers aged 65 and older involved in injury accidents
- Number of risk behaviours undertaken by drivers aged 65 and older whilst driving in the preceding 12 months
- Supplementary intel or information



<b>Older Drivers - Priority 1</b>	<ul style="list-style-type: none"> <li>• <b>RSF Commitment 83 - Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices about safe driving.</b></li> </ul>
	<ul style="list-style-type: none"> <li>• RSS, working with Police Scotland Older Drivers WG and Good Egg Safety has published two guides: one for older drivers and one for older pedestrians and other road users,</li> </ul>
	<ul style="list-style-type: none"> <li>• The development of the high-quality RoSPA website <a href="http://www.olderdrivers.org.uk">www.olderdrivers.org.uk</a> negated the need for any further activity in this area at this time</li> </ul>
	<ul style="list-style-type: none"> <li>• Scottish Borders Council/ PS SGov funded project – see RSF 61</li> </ul>
	<ul style="list-style-type: none"> <li>• RoSPA –Framework funded project “Destination Drive” being delivered by RoSPA across Scotland in association with relevant partners to engage and support drivers over 65 and their families, providing assessed drives, information and support to ensure a safe driving future for all road users. Intervention linked directly to <a href="http://www.olderdrivers.org.uk">www.olderdrivers.org.uk</a></li> </ul>
	<ul style="list-style-type: none"> <li>• RoSPA undertaking research into the most effective ways of communicating with older drivers through appropriate messages to engage fully with this target group and raise awareness of their vulnerability to enable them to make informed choices with regard to their driving future.</li> </ul>
	<ul style="list-style-type: none"> <li>• Older Driver engagement - Running between the 14 and 20 September 2019 road policing units took part in this national campaign focussing on older drivers (aged 65 or over). Focussing primarily on engagements with older driver / road users and their relatives, the units identified a number of high profile locations to deliver the campaign. A total of 10 bespoke locations were identified nationally by the units for dedicated activity, such as garden centres, shopping centres and visitor centres. In addition the units supplemented these locations with dedicated road checks to ensure that the largest number of identified drivers were reached, with partner support from Scottish Fire and Rescue, The Royal Society for the Prevention of Accidents, NHS, Age Scotland, Local Councils and the Safety Camera Unit. A total of 965 drivers and road users within the target group were engaged with during the campaign which also attracted positive feedback via social media.</li> </ul>
	<ul style="list-style-type: none"> <li>• Driver engagement north - This project will involve participants attending Road Safety Workshops based at identified locations in the North of Scotland, and commenced in September 2019. Funding has been secured from Transport Scotland. Workshops will consist of an interactive programme incorporating the deployment of a desktop driving simulator, educational input and information stations where there will be opportunities to interact with specialist partners.</li> </ul>
<p>Specific Workshop locations will be identified by Police and the Local Authority, and advertised locally (libraries, GP Surgeries, local newspapers, local community groups, online through Social Media, Police Scotland website), in advance. A communication strategy will be developed alongside partners with a view to ensuring that the appropriate demographic</p>	

	<p>is successfully reached. The potential challenge of guaranteeing older driver attendance is recognised and as such, close liaison with the NHS and Local Authority Community Planning Partnership groups is essential to offer any reassurance and alleviate concerns whilst highlighting the positive outcome that can be achieved by attending these workshops.</p>
●	<p><b>RSF Commitment 95 Investigate and support ways to promote and facilitate initiatives relating to further accredited or certified training for older drivers including incentivisation to do this.</b></p>
●	<ul style="list-style-type: none"> <li>Framework-funded project "Saferwheels 50+" was a 2016 partnership project between Stewarty Community Safety Forum and the IAM . The identified project outcomes included increase the awareness and appreciation of elderly drivers of the road safety benefits of undertaking additional driver training; improve the confidence of elderly drivers as road users; and incentivise and improve driver training of elderly drivers as safer road users.</li> </ul>
●	<ul style="list-style-type: none"> <li>Police Scotland is working collaboratively with Scottish Borders Council, the Scottish Fire and Rescue Service, and the Institute of Advanced Motorists RoadSmart to achieve shared outcomes through the delivery of three SGov funded sub-projects which includes Pre, Young and Older Driver elements; Older Drivers and family members are offered information events and optional driver assessments.</li> </ul>
●	<ul style="list-style-type: none"> <li>Dumfries and Galloway Community Council received £1k SGov funding in 2015/16 for their Saferwheels 50+ project. Full evaluation remains outstanding however interim report indicates that 55 30 mins were undertaken with positive user surveys reported.</li> </ul>
●	<ul style="list-style-type: none"> <li>RoSPA through their communications research project, aim to examine the most effective ways of promoting accredited training for older drivers.</li> </ul>
●	<ul style="list-style-type: none"> <li>Driver Engagement North (Focus on Elderly Drivers) - This project will involve participants attending Road Safety Workshops based at identified locations in the North of Scotland, and is anticipated to commence in August / September 2019. Funding has been secured from Transport Scotland. Workshops will consist of an interactive programme incorporating the deployment of a desktop driving simulator, educational input and information stations where there will be opportunities to interact with specialist partners. Specific Workshop locations will be identified by Police and the Local Authority, and advertised locally (libraries, GP Surgeries, local newspapers, local community groups, online through Social Media, Police Scotland website), in advance.</li> </ul>
●	<p><b>Current Risk and Mitigating action</b>  <b>RSF 83 Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices about safe driving</b></p>
●	<ul style="list-style-type: none"> <li>New framework project from RoSPA- Communicating effectively with Older Drivers</li> </ul>

●	<ul style="list-style-type: none"> <li>RSS to explore methods of effective communication aimed at assisting older drivers (with Age Scotland support). Leaflets now published (see above)</li> </ul>
●	<ul style="list-style-type: none"> <li>Driver Engagement North Framework match funded Intervention by Police Scotland</li> </ul>

## Vulnerable Road User (Cyclists) - Priority Commitments, Summary Activity and Outputs

**Overarching Cyclists Outcome:**

Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.

**Indicators:**

- Number of cyclists involved in injury accidents across both the built-up and non-built-up road network.
- Number of cyclists and all other road users displaying positive attitudes towards each other
- Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months
- Supplementary intel' or information

The number of cyclists seriously injured is currently notably higher than in 2005.

There has been a decrease in casualties of all severities for cyclists in built up areas compared with 2005 (particularly since 2014). The number of serious injuries for 2019 cannot be directly compared to previous years due to changes in which Police Scotland report on accident severity.

**Cyclists Killed and seriously injured**

**Cyclist casualties - all severities**

**Cycling 1+ days in the past week**

**% of drivers rating behaviour as very serious**

**People on bikes have the same rights as car users on the roads (% agree)**

**Drivers need to show more consideration to people on pedal bikes (% agree)**

<b>Cyclists - Priority 1</b>	<ul style="list-style-type: none"> <li><b>RSF Commitment 27 - Ensure that all road users receive appropriate education and training to encourage safer cycling in the road environment, including journeys to and from school and in residential areas.</b></li> </ul>
	<ul style="list-style-type: none"> <li>The Cycling Scotland's road safety awareness campaign "Give Everyone Cycle Space" ran in 2018, funded by Transport Scotland's Sustainable and Active Travel Team. The campaign was visible on TV, radio, bus rears, petrol pump nozzles, online and social media. IA new experiential roadshow featured as part of the campaign in Glasgow, Edinburgh, Dundee and Aberdeen. Through joint partnership with Tactran, campaign messaging also featured across public bike share facilities. A comprehensive</li> </ul>

	<p>evaluation will take place in June 2018 looking at campaign cut through and recall.</p>
	<ul style="list-style-type: none"> <li>The 2016 Give Everyone Cycle Space evaluation indicated that 74% of the general population reported awareness of at least one element of the campaign with the majority of people recalling the message to leave as much space as a car when passing people cycling.</li> </ul>
	<ul style="list-style-type: none"> <li>Cycling Scotland is rolling out Practical Cycle Awareness Training for Drivers of LGVs and PCVs, initiated through 2014 funding from the Road Safety Framework Fund. 605 drivers received training directly from Cycling Scotland in 2017-18. Funding received from Transport Scotland in 2017-18 will continue to support 16 partner local authorities while expanding to new areas. Before and after monitoring data on knowledge and attitudes around vulnerable road users is collected from participating drivers, indicating that support for cycle training for professional drivers increased from 75% to 100% in post-course surveys. In partnership with Recyke-A-Bike, Cycling Scotland continue to promote a subsidised training offer to bus fleet operators delivering public contracts including the school run.</li> </ul>
	<ul style="list-style-type: none"> <li>Through support from the Road Safety Framework Fund Cycling Scotland has evaluate an early intervention to incentivise young and learner drivers preparing for their driving test to undertake vulnerable road-user awareness training including Practical Cycle Awareness Training, contributing to both the Drivers Aged 17-25 and Cyclist Outcomes. 321 people completed training during the evaluation phase, led by Heriot-Watt University. Initial research indicators show a positive shift in driver attitudes towards vulnerable road users, which was still evident after 4months.,</li> </ul>
	<ul style="list-style-type: none"> <li>Operation Close Pass by PS sees drivers who pass an unmarked police cyclist too closely pulled over and given advice using a specially designed mat which shows how much space a person on a bicycle needs when overtaking them.. Operation Close Pass was recognised as the Most Effective Road Safety, Traffic Management and Enforcement Project at the 2018 Scottish Transport Awards.</li> </ul>
	<ul style="list-style-type: none"> <li>Vulnerable Road Users Campaign (4 - 10 March 2019) - During the week of action nearly 69 pedestrians and over 57 cyclists engaged with officers and were offered advice on "being safe/being seen". Road Policing linked in with local community officers to target schools across the country, where parking and pedestrian safety concerns had been highlighted.</li> </ul>
	<ul style="list-style-type: none"> <li>Vulnerable Road Users Campaign (8 – 14 June 2019) - The campaign focused on vulnerable road users - pedestrians, pedal cyclists and motorists whose behaviour places them at risk. A media campaign ran in conjunction to raise awareness, highlighting the risks associated with vulnerable road users. During the campaign 6 road policing units carried out Operation Close Pass initiative and one unit ran a Lose the Blinkers initiative in partnership with the mounted unit. A total of 58 pedestrians and 60 cyclists were stopped and interacted with, along with motorists who were stopped as a result of the initiatives.</li> </ul>

<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Cycling Scotland launched the new Give Cycle Space campaign on 7<sup>th</sup> May 2019, through TV advertising, social media advertising and PR. From broadcast, online and print media coverage alone, we achieved more than 1.9 billion opportunities. The post-campaign research in June which revealed the following key results in terms of awareness, engagement and change in attitude: <ul style="list-style-type: none"> <li>• Spontaneous recall: in the pre wave research, 17% of respondents reported they had seen advertising/publicity about giving people cycling space: this doubled in the post wave to 34%.</li> <li>• Prompted recall: 50% of those interviewed recognised the campaign when shown.</li> </ul> Engagement with message <ul style="list-style-type: none"> <li>• When asked what the main message of the advertising was, more than two thirds of respondents mentioned giving people cycling enough space or not to drive too close.</li> <li>• 94% of those interviewed believed the message in the campaign to be true and 90% agreed it encouraged them to give plenty of space to people on bikes.</li> <li>• The proportion of people who claim they always give 1.5 metres of space to a person cycling increased from 26% pre campaign to 36% post campaign.</li> <li>• Respondents motivated to give at least 1.5 metres space when passing people cycling increased from 32% pre to 42% post campaign. <b>(Updated 04-11-2019 Keith Irving)</b></li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Cycling Scotland continue to partner Recyke-A-Bike and Bike-For-Good to deliver the Practical Cycle Awareness Training programme to Scottish fleet operators committed to supporting their staff to complete vulnerable road user training. 205 drivers undertook PCAT training in Quarter 1, from 9 fleet operators. Cycling Scotland is using telematics data to undertake an evaluation into the impact of training on HGV driver behaviour. <b>(updated 04-11-2019 Keith Irving)</b></li> </ul>
<ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>RSF Commitment 28 - Continue to monitor and develop Bikeability resources for dissemination to those responsible for co-ordinating the Bikeability programme.</b></p>
<p><b>Priority 2</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Bikeability Scotland continues to offer youngsters on-road training to improve their skills in making safer, independent journeys by bike, with 47% of primary schools in 29 authorities offering on-road training during 2018-2019. <b>(updated 04-11-2019 Keith Irving)</b> <ul style="list-style-type: none"> <li>• 43,684 pupils participated across all levels.</li> <li>• Four local authorities reported 100% delivery (Clackmannanshire, East Renfrewshire, Shetland and Western Isles)</li> <li>• Consultation launched for updating Bikeability Scotland resources following publication of the new National Standard for cycle training</li> <li>• Grant funding of £498k awarded to 22 Local Authorities.</li> <li>• Development of communications campaign to boost delivery in six key authority areas</li> <li>• Initial discussion with Argyll and Bute Council about the future of cycle training delivery <b>(updated 04-11-2019 Keith Irving)</b></li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• In -2016, 2017, a record 36,711 pupils undertook Bikeability Scotland training across the three levels. Details for the 2016-17 academic year are due in September.</li> </ul>
	<ul style="list-style-type: none"> <li>• Cycling Scotland commissioned an independent evaluation of the existing Bikeability Scotland delivery model. In response to the recommendations of this report Cycling Scotland are working with local authority partners to provide greater flexibility in how funding is used to support the transition to a volunteer-supported delivery model.</li> </ul>
	<ul style="list-style-type: none"> <li>• Following pilot through 2017-18, Cycling Scotland are providing funding and support for Level 3 courses in the Primary and Secondary school setting.</li> </ul>
	<ul style="list-style-type: none"> <li>• Evaluation carried out as part of the 2016 Give Everyone Cycle Space campaign found that 65% of pupils were more confident cycling after Bikeability training, and 45% reported to cycle more frequently. 82% of parents were more in favour of letting their children cycle after completing Bikeability training.</li> </ul>
	<ul style="list-style-type: none"> <li>• New Regional Cycle Training and Development Officers, a partnership between Cycling Scotland and Tactran and SEStran are accelerating the roll out of all cycle training, including Bikeability.</li> </ul>
•	<ul style="list-style-type: none"> <li>• Cycling Scotland has coordinated a response to the DfT's five-year review of the National Standards for Cycle Training, that concludes in August 2018.</li> </ul>
•	<ul style="list-style-type: none"> <li>• Transport Scotland provides on-going support to Cycling Scotland for the initiative, which was launched in 2011 incorporating cycle training levels 1-3 with a refresh rolled out in 2012 and continues to be delivered throughout Scotland.</li> </ul>
•	<p><b>RSF Commitment 93 - Ensure cyclists are considered in new road and maintenance schemes, through the implementation of the Trunk Road Cycling Initiative and the standards and advice contained in "Cycling by Design 2010", where the (re-) design of identified higher risk road locations such as junctions may contribute to the reduction of casualty numbers.</b></p>
•	<ul style="list-style-type: none"> <li>• Transport Scotland has invested in infrastructure-based cycling-related projects; for example: <ul style="list-style-type: none"> <li>○ Glasgow - installation of flashing amber lights as part of traffic control system to help accommodate cyclists;</li> <li>○ Inverness - quality, safe route to school and a commuting link on;</li> <li>○ The new Hillington footbridge is accessible to pedestrians and two 377ft ramps provide access for cyclists and less-abled users; and</li> </ul> </li> </ul>

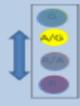
	<ul style="list-style-type: none"> <li>○ Kirkcaldy - re-designing a neighbourhood to "Designing Streets" standard and to allow pedestrians and cyclists to avoid busy roads on their journeys.</li> </ul>
●	<ul style="list-style-type: none"> <li>● Through the introduction on Spaces for People, segregated cycle lanes have been introduced – March 2020 - ongoing</li> </ul>
● ● ●	<ul style="list-style-type: none"> <li>● Cycling By Design and the Trunk Road Cycling Initiative are being updated by Transport Scotland timescales TBC (<b>updated 04-11-2019 Keith Irving</b>).</li> </ul>
●	<ul style="list-style-type: none"> <li>● Transport Scotland now spending c£1 million per annum from Trunk Road Casualty Reduction budget on active travel safety</li> </ul>
●	<b>RSF Commitment 78 - Encourage the wearing of correctly fitted helmets.</b>
●	<ul style="list-style-type: none"> <li>● The wearing of correctly fitted cycle helmets for children is recommended and encouraged in all RSS's education resources featuring cycling for children. 'Bikeability' also contains material relating to the wearing of correctly fitting cycle helmets as an integral part of the child cyclist training programme in Scotland. TS was Scotland's rep at DfT Highway Code Review which stemmed from the UK Government response (published November 2018) to DfT Cycling and Walking Investment Strategy Safety Review (published March 2018) which committed to update The Highway Code to improve safety for cyclists, pedestrians and horse riders. Between 28 July and 27 October <a href="#">DfT launched a consultation on The Highway Code</a> which focused on improving road safety for cyclists, pedestrians and horse riders. The following text in RED has been added as a proposal: You should wear a cycle helmet which conforms to current regulations, and is the correct size and securely fastened. <b>Evidence suggests that it will reduce your risk of sustaining a head injury in certain circumstances.</b></li> </ul>
●	<p><b>Current Risks and mitigating actions</b></p> <p><b>1. Consider the needs and vulnerabilities of motorcyclists and cyclists when designing new roads and implementing safety features on existing roads. (Impacts on delivery of Priority 2 commitment RSF 92 ) impacts on Priority 2 commitment RSF 93.(Ensure cyclists are considered in new road and maintenance schemes)</b></p> <p><b>2. Awareness and messaging around the use of correctly fitted helmets is not effective with cycle users. Priority 3 commitment RSF 78 (Increase awareness of the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.)</b></p>
●	<ul style="list-style-type: none"> <li>● Review of implementation of Cycling By Design and tackling of junctions and other locations known to be hazardous required from Trunk Road Casualty Reduction and LAs through</li> </ul>
●	<ul style="list-style-type: none"> <li>● Monitor through SCOTS TaRS Working Group &amp; Roads Directorate/Operating companies and advise SPB accordingly</li> </ul>

●	<ul style="list-style-type: none"> <li>Expanded road safety awareness campaigns by Police Scotland, Cycling Scotland, Living Streets and others</li> </ul>
●	<ul style="list-style-type: none"> <li>SCOTS will be raising/refreshing awareness with LAs regarding funding opportunities through inviting Transport Scotland and Sustrans to present on the subject at a TaRS working group meeting (aiming for 13 March).</li> </ul>
●	<ul style="list-style-type: none"> <li>Targeting of active travel investment by Sustrans to prioritise safety.</li> </ul>
●	<ul style="list-style-type: none"> <li>No evidence to suggest messaging is ineffective. Continue to monitor and update OPG.</li> </ul>

## Vulnerable Road User (Pedestrians) - Priority Commitments, Summary Activity and Outputs

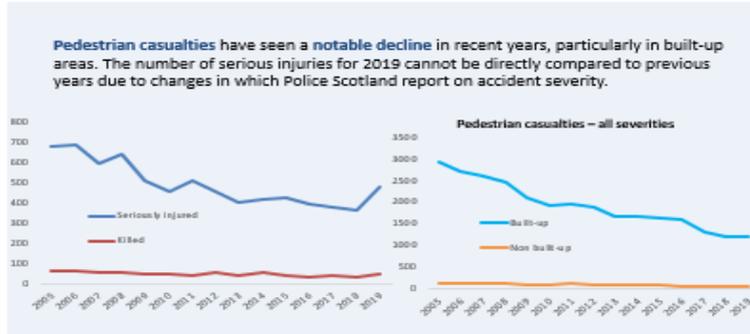
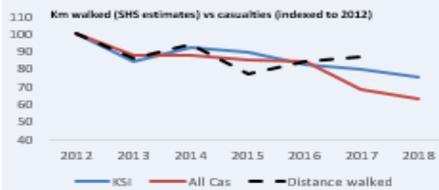
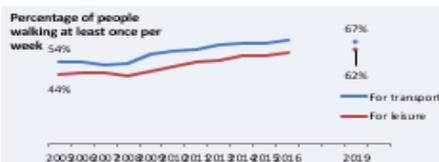
### Overarching Pedestrians Outcome:

Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.

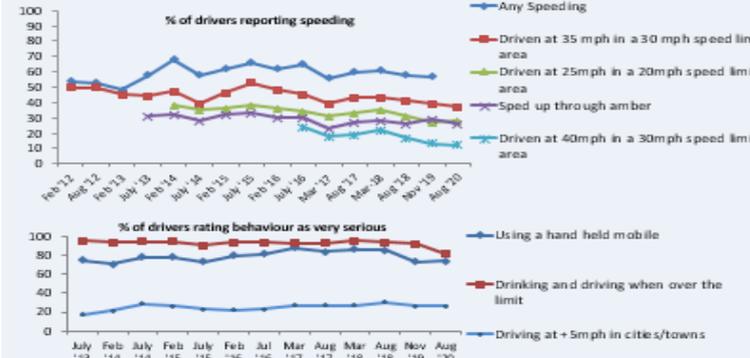


### Indicators:

- Number of pedestrians involved in injury accidents across both the built-up and non-built-up road network
- Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months
- Supplementary intel or information



There is indication of a downward trend in lower speed limit areas since July 2015, most notably amongst those reporting driving at 35 mph in a 30 mph speed limit area reducing 12% from 53% in July 2015 to 41% in August 2018.



● Pedestria	<ul style="list-style-type: none"> <li><b>RSF Commitment 74 - Encourage local authorities to introduce 20 mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice Guide on 20 mph Speed Restrictions.</b></li> </ul>
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	<ul style="list-style-type: none"> <li>Revised Good Practice Guide on 20 mph Speed Restrictions, developed in conjunction with the SCOTS, updated to reflect revised TSRGD and published on 24 June 2016.</li> </ul>
	<ul style="list-style-type: none"> <li>LA speed limit reviews undertaken (see RSF 71)</li> </ul>
	<ul style="list-style-type: none"> <li>To allow physical distancing many local authorities have received active travel funding to introduce Spaces for People March 2020 – ongoing</li> </ul>
	<ul style="list-style-type: none"> <li>Transport Scotland supported the Ready for 20 Conference, held in Edinburgh in June 2016 and invited every local authority to attend and by offered them a free place.</li> </ul>
	<ul style="list-style-type: none"> <li>The majority of City Of Edinburgh Councils streets now have a 20 mph speed limit. Glasgow City Council introduced a city centre 20 mph speed limit in March 2016 while Dundee City Council consulted in December 2016.</li> </ul>
	<ul style="list-style-type: none"> <li>Pilot sites delivered at on trunk roads at Maybole and Biggar, and consideration of fruitful consultation with communities in Oban, and Langholm underway.</li> </ul>
	<ul style="list-style-type: none"> <li>Living Streets delivering 2016/17- 2017/18 community led 20 mph project including pilots. Living Streets Scotland Road Framework 2016-17 &amp; 2017-18 Low Speed Communities Project completed April 18 evaluation was launched in summer 2018 <a href="https://www.livingstreets.org.uk/products-and-services/projects/lower-speed-communities">https://www.livingstreets.org.uk/products-and-services/projects/lower-speed-communities</a>.</li> </ul>
<ul style="list-style-type: none"> <li></li> <li></li> </ul>	<ul style="list-style-type: none"> <li>The Scottish Government and COSLA will continue to work together and with our partners, to identify more straightforward, efficient and effective procedures for Local Authorities who wish to introduce more 20 mph speed limits.</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>RSS has developed a VRU advert as part of its Young Driver campaign strategy</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	<p><b>RSF Commitment 75 - Investigate whether alcohol is playing a greater part in pedestrian casualties and, if it is, consider what we can do to reverse the trend.</b></p>
<ul style="list-style-type: none"> <li><b>Priority 2</b></li> </ul>	<ul style="list-style-type: none"> <li>Literature Review appears to confirm that a problem exists internationally, but there is a lack of Scotland-specific data.</li> </ul>
	<ul style="list-style-type: none"> <li>The Strategic Partnership Board discussed in November 2014 and considered this is a wider public health issue that goes beyond road safety. It was decided that pursuing interventions solely from a road safety perspective would not be the most appropriate approach.</li> </ul>

	<ul style="list-style-type: none"> <li>Transport Scotland ASD has conducted a desk-based evidence review and reported back to OPG in July 2017 .</li> </ul>
	<p><b>Conduct further research to enhance the evidence base for elderly pedestrian casualties which may allow consideration of further measures that will help to reduce casualties, taking into account the impact of an ageing population.</b></p>
	<ul style="list-style-type: none"> <li>Transport Scotland ASD has conducted a desk-based evidence review and reported at Jan 2017 OPG meeting.</li> </ul>
●	<p><b>RSF Commitment 24 - Encourage the implementation of the guidance for Scottish roads authorities on designing streets, focusing on the needs of pedestrians, and investigate the levels of its' adoption and usage.</b></p>
●	<ul style="list-style-type: none"> <li>In 2010, the Scottish Government published the Local Authority guidance 'Designing Streets: A Policy Statement for Scotland' on the design and redesign of new and existing streets, focusing on the needs of all road users.</li> </ul>
●	<ul style="list-style-type: none"> <li>Uptake research was published in 2013: <a href="http://www.gov.scot/Topics/Built-Environment/AandP/Skills/Designingstreetsresearch">http://www.gov.scot/Topics/Built-Environment/AandP/Skills/Designingstreetsresearch</a></li> </ul>
●	<ul style="list-style-type: none"> <li>The Place Standard could be used as a way of measuring communities perceptions of road safety: <a href="http://www.placestandard.scot/#/home">http://www.placestandard.scot/#/home</a></li> </ul>
●	<ul style="list-style-type: none"> <li>Since the publication of Designing Streets, the Scottish Government has worked with SCOTS to create supplementary guidance, templates and audits for Local Authorities, all brought together at <a href="http://creatingplacescotland.org/">http://creatingplacescotland.org/</a></li> </ul>
●	<ul style="list-style-type: none"> <li>SGov held Shared Spaces Seminar</li> </ul>
●	<p><b>Current Risk and Mitigating actions</b></p> <p><b>1. Requires short to medium-term mitigating action to more effectively support outcomes in Priority Focus Area</b></p> <p><b>2. Perception we have not done enough on the Impacts on Priority 1 commitment RSF 74 - (encourage local authorities to use 20mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice Guide on 20 mph Speed Restrictions.)</b></p>
●	<ul style="list-style-type: none"> <li>Need to consider how to fine-tune current activity and enhance evaluation</li> </ul>
●	<ul style="list-style-type: none"> <li>Transport Scotland's Good Practice Guide on 20 mph Speed Restrictions published in 2015.</li> </ul>
●	<ul style="list-style-type: none"> <li>A development in local authority plans for large urban centres including Edinburgh City Council this has approved a new city-wide speed limit</li> </ul>

	network on 13 January 2015, with a rollout completion date of February 2018.
●	<ul style="list-style-type: none"> <li>TS encouraged LAs to implement 20 mph zones at "Twenty's Plenty" conference in June 2016 and consider further activity thereafter.</li> </ul>
●	<ul style="list-style-type: none"> <li>Edinburgh, Glasgow and Dundee have committed to or are consulting on implementing and evaluating a 20 mph policy.</li> </ul>
●	<ul style="list-style-type: none"> <li>The Scottish Government and COSLA will continue to work together and with our partners, to identify more straightforward, efficient and effective procedures for Local Authorities who wish to introduce more 20 mph speed limits.</li> </ul>

## Outcomes Indicator Toolkit Guidance

### Toolkit Purpose

The Outcomes Indicator Toolkit (OIT) is a live tool reporting on the agreed three Priority Focus Areas, overarching Outcomes, Indicators and priority Commitments, as a means of monitoring progress towards individual outcomes and the downward trend towards Framework 2020 casualty reduction targets.

A OIT graphical summary sheet is provided for each Outcome to reflect data provided in (Key) Reported Road Casualties statistics, derived from STATS 19, and RITS (Road Safety Information Tracking Study). Relevant statistics and intelligence supporting agreed indicators, tracked at appropriate intervals and illustrated in clear and measurable charts, provides for specific and comparable data to measure progress towards overarching outcomes. Board and Group meetings are held biannually to coincide with the publications of this information.

### Risk Rating

Identified outcomes are allocated a Risk Rating using the widely recognised RAG system (red, amber, green) to illustrate the relative position of progress and to support analysis by both the Strategic Partnership Board (SPB) and Operational Partnership Group (OPG). Ratings are underlined in detail through information provided in respective strategic and operational Risk Register tools to facilitate full identification, assessment and treatment of risk.



### SPB Function

In support of delivering the Strategic Delivery Plan (SDP), the SPB is responsible for reviewing each outcome's graphical summary sheet in line with the identified SMART Indicators (specific, measurable, achievable, realistic and timely) and RAG rating, to form a strategic overview in continuing downward casualty reduction trends. Particular consideration is afforded to most recent data and intelligence to ensure progress and enable consideration of short-term fluctuations or indications of increased risk in achieving overarching outcomes.

### OPG Function

The OPG is responsible for informing and analysing underlying intelligence and information related to identified priority Commitments, and for scrutinising data trends underlying the overarching outcomes. Progress and findings are reported to the SPB in support of its role to deliver the SDP.

## Annex B: Summary of public consultation responses in relation to Framework's governance past and proposed.

A few questions were asked during the public consultation on the next framework that was held between 8 September 2020 and 1 December 2020 in relation to the future governance structure in light of the Framework's current one.

Do you think that the proposed Governance Structure is appropriate?

As table 22 demonstrates, a higher number of respondents, across all sub-groups, agreed that the proposed Governance Structure is appropriate, than disagreed (90 agreed and 66 disagreed). Across respondents overall, agreement was higher among organisations than individuals. Views were split among individuals, with just under half in agreement and just over half disagreeing.

Respondent Group	Yes	No	No response
Academia / education (3)	2	1	-
Community group (4)	3	1	-
Cycling organisation (6)	2	1	3
Emergency services (2)	2	-	-
Legal organisation (2)	1	-	1
Local authority (21)	15	4	2
Public sector (6)	4	2	-
Representative organisation (7)	5	1	1
Road safety organisation (8)	4	3	1
Third sector (4)	2	-	2
Other (4)	2	1	1
<b>Total organisations (67)</b>	<b>42</b>	<b>14</b>	<b>11</b>
Individuals (136)	48	52	36
<b>Overall Total (203)</b>	<b>90</b>	<b>66</b>	<b>47</b>

Table 22: Agreement on whether the proposed Governance Structure is appropriate

A total of 112 respondents, across all sub-groups, answered this question. There was broad support for this proposal with a number of respondents noting support for the overall structure or for elements of this, with some comments that this would

improve communication at national and local levels or that it is a positive move to include Local Partnership Forums (LPFs) given that they will have an understanding of local issues, experiences and initiatives. Only a very small number of respondents felt this lacked ambition or would have insufficient power.

While there was broad support for this governance structure, some respondents noted concerns or requested further detail on how it would operate. A key issue, raised primarily by organisations, was the need for funding to be provided at a local level. Another issue noted – again, primarily by organisations – was of a need to ensure that the LPFs have influence, are managed effectively at a local level, and communication is a two way process to allow for good practice to be shared and adopted and to provide feedback on local issues. A small number of respondents felt the structure as outlined was 'top down' rather than 'grass roots up' and queried whether the LPFs would have much real input. One representative organisation noted concerns that there could be a fragmented approach across regions and there is a need for an effective regulatory framework to ensure policy issues are considered so as to ensure maximum efficiency.

Allied to this last point, there were a few calls for accountability, with requests for scrutiny, reviews to assess effectiveness and identify necessary improvements, and a capacity to measure progress against specific project-based actions. An emergency services organisation suggested a need to develop effective processes that support accountability and allow for information sharing, good practice and the collection and sharing of data.

Other suggestions made by small numbers of respondents included a need for:

- Greater commitment from the NHS on the SPB.
- The OPG to have at least one expert member to ensure there is a detailed understanding of issues and actions.
- The devolution of current police powers in relation to the enforcement of speeding and other moving vehicle offences to local authorities. This would have two key benefits; first, by reducing pressure on the police and freeing them up to focus on more serious issues; and, second, allowing for higher levels of enforcement within each local area.
- A strong management team to ensure that action and feedback is taken.
- A need to ensure that all areas of Scotland have representation within the structure to allow the LPFs to work effectively.
- A need to consider the structure and interrelationships between different elements and suggestions that the structure used by alcohol and drug partnerships would be a good model to adopt.

The potential for an alternative structure was highlighted by a relatively small number of organisations, many of which were local authorities. These included suggestions to make use of existing regional groups so as to benefit from their expertise and knowledge, with one local authority commenting that Regional Partnership Forums should be based on existing Police Road Safety Unit regions. Another two local authorities endorsed this approach but felt this structure should be adopted within local authority areas rather than the existing police units.

A small number of individuals felt the proposed structure would create too many layers which in turn would have a knock on impact in that any action would take longer to implement.

Other alternatives suggested by one or two respondents included:

- There should be a triumvirate approach where LPFs work directly with the SPB and OPG, rather than as a third tier.
- An overarching organisation to operate as a centralised data source, including crash data; an alternative would be to have a separate data analysis team providing support to the SPB, OPG and LPFs.
- One streamlined governance group combining the roles of the SPB, OPG and LPFs and with representation from all local authorities.
- LPFs to replace the OPG and report directly to some form of SPB.

Respondents answering this question also outlined a number of other types of individual or organisation that should be involved in the governance structure. Those mentioned most frequently included community groups / community councils / members of the community / local residents, cycling organisations / cyclists and representatives of walking groups / pedestrians.

The next question asked,

Would road safety performance be improved across Scotland as a result of systematically sharing information and best practice between local authorities and / or local / regional partnerships through Local Partnership Forums?

As shown in table 23, there were high levels of agreement from organisations and individuals that road safety performance would be improved across Scotland as a result of systematically sharing information and best practice between local authorities and / or local / regional partnerships through Local Partnership Forums (148 agreed compared to only 24 who disagreed).

Respondent Group	Yes	No	No response
Academia / education (3)	3	-	-
Community group (4)	3	1	-
Cycling organisation (6)	4	1	1
Emergency services (2)	2	-	-
Legal organisation (2)	1	-	1
Local authority (21)	20	-	1
Public sector (6)	5	-	1
Representative organisation (7)	7	-	-
Road safety organisation (8)	7	-	1
Third sector (4)	1	1	2
Other (4)	4	-	-
<b>Total organisations (67)</b>	<b>57</b>	<b>3</b>	<b>7</b>
Individuals (136)	91	21	24
<b>Overall Total (203)</b>	<b>148</b>	<b>24</b>	<b>31</b>

Table 23: Agreement as to whether road safety performance would be improved across Scotland as a result of systematically sharing information and best practice between local authorities and / or local / regional partnerships through Local Partnership Forums

A total of 130 respondents across all sub-groups provided additional commentary in support of their initial response to this question. Many of these expressed positive views on the importance of joined up partnership and collaborative working, the need for consistency across all areas and on sharing data.

However, a number of respondents expressed a qualification. Key to this was the sharing of information and best practice needs to be co-ordinated; accountability needs to be built in; and LPFs have to take on the responsibility that this will entail.

A few respondents commented that there needs to be action and the LPFs need to be more than simply a 'talking shop'. A very small number of respondents were cynical as to whether the systematic sharing of information and best practice would actually happen.

A few respondents – mainly individuals – noted concerns about the involvement of local authorities and felt that some do not have the necessary skills or expertise to be able to take a lead, or some local authorities have been unwilling to share best practice in the past.

As has been noted at earlier questions, the issue of funding and resources was raised, with comments that funding on infrastructure is underfunded in many areas, or funding will be needed for engineering improvements or enforcement. One third sector respondent commented there is insufficient capacity at a local authority and Police Scotland level to support the proposed Partnership Forums.



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