

Partner High level activity in support of Road Safety Framework outcomes

Organisation	Strategic Plan	Summary	Specific Activity in 2016/17
Scottish Government			
Strategic Road Safety - Trunk Roads	Strategic Road Safety Plan	<p>The Strategic Road Safety team will continue to monitor the safety performance of the trunk road network. SRS will develop a comprehensive road safety programme and implement various strategies and initiatives to support the achievement of the Scottish Ministers 2020 casualty reduction targets.</p> <p>Following the publication of the SRSP there will be a particular focus on delivering a safe system approach with strategies and initiatives to specifically address vulnerable road user accidents.</p>	Refresh of Strategic Road Safety Plan launched in 2016
Scottish Safety Camera Programme	Scottish Safety Camera Programme Handbook 2015	The Programme Team will continue to manage the Programme and its performance, evaluating and benchmarking Unit enforcement activity on a national basis. Alongside on-going assessment of the new performance management arrangements, the Team will support implementation of the new site	Application of revised site prioritisation process, with sites implemented/ decommissioned from Summer 2016/17

prioritisation process, and consider the Programme's operational infrastructure and opportunities for best practice and innovative solutions.

Road Safety Policy

Scotland's Road Safety Framework to 2020

The Road Safety Policy team will seek to work collaboratively with partners to help them deliver the specific commitments contained within the Strategic Delivery Plan. We will work with the Board to prioritise spending under the Framework Fund which will see us work with colleagues in Transport Scotland Analytical Services to commission specific research identified through the Review, and will direct funding to activity aligned with the key priorities areas, as identified by the Board.

Commission specific research on issues identified through commitments on alcohol and pedestrians and elderly pedestrians.

Support SCOTS collate data on local authorities reviews of speed limits and the introduction of 20 mph limits and zones

Convene a sub group of stakeholders to consider incentivisation of pre- and post-test learning.

Road Safety Scotland (RSS)

Scotland's Road Safety Framework to 2020

Road Safety Scotland will continue delivering on the relevant commitments within the Framework, aligning educational and publicity activity to priority areas and seek other opportunities, such as national events, exhibitions and conferences to promote the aspirations of the Road Safety Framework and, in particular, the three priority focus areas.

RSS will run two distinct social marketing campaigns addressing inappropriate speed in both rural and urban settings. The latter will focus on protecting vulnerable road users of all ages in the built-up environment.

RSS will work with partners to ensure that there is high-quality information available to address the issues which Older Drivers face.

RSS will maintain the production and distribution of its suite of resources linked to Curriculum for Excellence, to ensure that, throughout a young person's formal education, there are high-quality, age-appropriate road safety learning resources. Provision for Early Years all the way up to late teens seeks to initiate a lifelong learning approach to road safety when they are Vulnerable Road Users, through the Pre-Driver period and Young Driver period.

Based on the learning's from the Live Fast Die Old campaign, RSS will continue to work with Police Scotland to address the issues which lead to fatal and serious accidents among Motorcyclists.

Crown Office and Procurator Fiscal Service (COPFS)

Crown Office and Procurator Fiscal Service Strategic Plan 2015-18

COPFS are happy to consider any proposed road traffic diversion schemes if they are shown to improve road traffic safety.

COPFS will work with partner agencies to assess the suitability of proposed road traffic diversion schemes.

National Agencies

Police Scotland

Road Safety and Road Crime Strategy 2015 to 2018

Road Safety & Road Crime are priorities for Police Scotland. The Strategic Intention "to influence road user behaviour and make Scotland's road safer" is informed by this priority and the Scottish Governments Road Safety Framework, which has set targets for reductions in casualties by 2020.

The Strategic Intention informs our two Strategic Priorities;

Police Scotland will identify patrol patterns targeting at risk roads focussing on locations with a higher risk in terms of speed, age and vulnerability.

Police Scotland has produced a National Calendar of Road Safety Activity 2016/17. Activity includes campaigns addressing Drink/Drug Driving, Speed and Vulnerable Road Users.

Scottish Fire and Rescue Service (SFRS)

The Scottish Fire and Rescue Strategic Plan for 2013 to 2016

- a) To reduce road casualties, and ;
- b) To reduce road crime and positively impact on the use of roads by criminals.

Within the Calendar, Police Scotland will also undertake a seasonal campaign “Operation Zenith”, to promote safe and responsible motorcycling.

Our priorities are further defined by the following objectives:

- a) Effective patrolling of the roads;
- b) Improve road user behaviour;
- c) Detect & deter road crime;
- d) Tackle anti-social use of the roads.

SFRS continues to maintain a strategic commitment to the Road Safety Framework through the National Fire and Rescue Framework, the SFRS Strategic Plan and where appropriate, within Local Authority level ‘Local Fire Plans’. This strategic commitment ensures a focussed and maintained approach to improving road safety through the delivery of national prevention campaigns, underpinned by local early intervention activities and initiatives, many of which are designed and delivered collaboratively with various key partners.

SFRS will seek to enhance existing partnership working arrangements with key stakeholders at both a national and local level.

SFRS will also explore opportunities to diversify its partnership working arrangements, road safety campaigns and initiatives, particularly in relation to the specific priority focus areas identified through this review.

SFRS will also seek to improve workforce competence in road safety matters in order to add additional value to this agenda.

As part of this review, SFRS actively participated in each of the priority focus areas, leading the 'Pre-drivers, Drivers 17 to 25 & Older Drivers' work stream. SFRS have therefore positively contributed towards the creation and agreement of the additional priority area outcomes and indicators. In contributing and shaping the Review the SFRS have reinforced its commitment to support the achievement of improving the agreed outcomes.

NHS Scotland

NHS Scotland 2020 Vision

NHS Scotland is committed to deliver the Scottish Government's 2020 Vision. This will ensure more people can live longer, healthier lives, with services delivered at home or closer to home in local communities. Protecting and improving children's health as well as avoiding accidents and injury for all are key elements of this strategy.

We will continue to work closely with Community Planning Partnerships, Integration Boards and all our partner Agencies, including the third sector, to protect and improve population health and wellbeing. This will align closely

with the overarching outcomes identified in the Road Safety framework mid-term review and contribute to their delivery. In so doing, the NHS 2020 Vision will contribute towards the Framework's Vision Zero.

Scottish Ambulance Service (SAS)

The Scottish Ambulance Service Towards 2020: Taking Care to the Patient

The Scottish Ambulance Service 2020 strategy describes how it plans to strengthen existing partnerships and in the context of the Road Safety Framework.

SAS has pledged its continued support to pre-driver educational initiatives such as Safe Drive Stay Alive (SDSA) in local communities across Scotland.

Local Government

The Convention of Scottish Local Authorities (COSLA)

Scotland's Road Safety Framework to 2020

COSLA continues to engage through its' strategic role as a road safety partner in the implementation of the Road Safety framework. We also committed to seeking a full review of the National Transport Strategy and also in continuing to work with Police Scotland to progress their Road Safety Strategic Priority.

COSLA and member councils continue to politically support to speed awareness educational initiatives of all sectors of the population in local communities across Scotland.

COSLA member councils have also continued this year to investigate the opportunities for greater collaboration on roads maintenance and management of the Scottish road

network to continuously improve physical condition, continuing to progress and implement action around the National Walking Strategy and to engage in the wider community safety work through our involvement in the Building Safer Communities Phase 2 programme with Scottish Government.

The Society of Local Authority Chief Executives and Senior Managers (SOLACE)

Scotland's Road Safety Framework to 2020

Single Outcome Agreements

SOLACE is a representative body for chief executives and senior managers in local authorities. It provides linkages and support to COSLA and to professional bodies of functions within local government. It can influence the work of local authorities and community planning partnerships.

SOLACE will continue to encourage local authority services and community planning partners to support work that contributes towards the outcomes in the three priority focus areas, whilst taking account of local circumstances.

The Society of Chief Officers of Transportation in Scotland (SCOTS)

SCOTS Business Plan 2015 to 2016

SCOTS supports the identification of the three Priority Focus Areas and agrees that the maximum impact on overall casualty reduction towards the 2020 targets can be achieved by concentrating on them. It acknowledges that to achieve the identified outcomes will require the involvement of all Road Safety Delivery Partners. Therefore SCOTS

Working with the Road Safety Policy team SCOTS will look to collate data on local authorities' reviews of speed limits and the introduction of 20 mph limits and zones.

will support initiatives, appropriate to its sphere of influence, that contribute to achieving the outcomes of the review in each of the three priority areas.

Glasgow City Council (GCC)

GCC has a vision of zero serious and fatal road casualties by 2020. In order to meet this vision Glasgow will invest further in road safety education, training and publicity and maintain a dedicated accident investigation and prevention unit.

GCC will provide a full programme of road safety education for every child in Glasgow which includes on road cycle training.

GCC will continue to expand 20mph zones and limits, including to Glasgow city centre.

The Go Safe Glasgow road safety partnership will provide local campaigns focused on pedestrians, older road users, cyclists, those who drive at work and younger drivers.

Go Safe Glasgow will also target a range of poor road user behaviours, including speeding.

Go Safe Glasgow will encourage and support research into road safety and the older road user and road safety in deprived communities.

City of Edinburgh Council

The City of Edinburgh Council will seek to reach agreement through the Streets Ahead Road Safety in Edinburgh partnership (key partners:

The start of the citywide rollout of 20mph speed limits.

The annual Edinburgh Young

Police Scotland, Scottish Fire and Rescue Service, and NHS Lothian) to focus future road safety activities to these core groups. Thereafter, the approval of the Council's Transport and Environment Committee will be required later in 2016.

Driver event targeted at over 2000 secondary pupils across the city will proceed as per previous years.

Continuation of the School Streets pilot, which is trialling vehicle restrictions at school start and end times outside eight primary schools.

'Drive Safe, Cycle Safe' campaigns to reduce the number of cyclist casualties.

Development of a pedestrian safety action plan.

Road User Groups

Motorcycle Action Group (MAG)

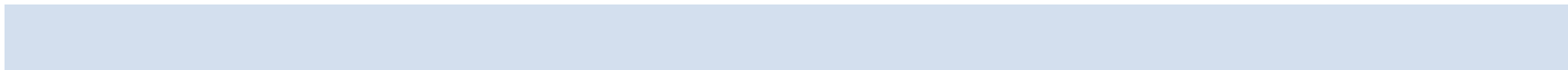
MAG Scotland will work with the Scottish Government, Local Authorities and other partners to ensure that proper consideration of the needs and vulnerabilities of riders is given, to fully integrate motorcycles and scooters into the transport mix helping to reduce casualty rates and realise the benefits that this mode can provide.

MAG Scotland will look to promote its Pathways to Progress presentation to Local Authorities and will endeavour to assist in the updating of "Motorcycling in Scotland" Guidance for ROAD Authorities in Scotland published by the then Scottish Executive in July 2007

**Road Haulage Association
Scotland (RHA)**

Scotland's roads play an absolutely essential role in sustaining the Scottish economy and attracting new investment. However, the responsibility for improving and maintaining high safety standards needs a collaborative approach from all road users; pedestrians, cyclists, motorists and drivers of heavy goods vehicles.

The RHA and its members recognise the major role that the road haulage industry and its drivers will play in further developing the safety culture of the Scottish road network.



Third Sector

Institute of Advanced Motorists (IAM)

The IAM continues to provide a range of post-test driver and rider training courses across Scotland through its network of local IAM groups.

The IAM is investing in a new brand in 2016 to attract younger drivers and riders, a new website and a new suite of products which include modules to deliver shorter and more attractive training options for busy people.

The IAM are eager to be involved in the delivery of Operation Zenith and to provide an alternative to Bike Safe.

The IAM will seek to deliver a range of courses aimed at improving young drivers capability.

The IAM offer mature driver assessments which seek to reassure drivers of their capability as they grow older.

Royal Society for the Prevention of Accidents Scotland

RoSPA's Mission Statement" is 'to save lives and reduce injuries'

ROSPA Scotland is committed to casualty reduction and progressing all the Framework commitments. RoSPA Scotland supports the need for review and the resultant change in focus of priorities.

RoSPA Scotland are in a position to influence change and deliver at policy level in relation to a number of the proposed outcomes and already deliver through their Managing

Work on a full evaluation of the SQA Road Safety Qualification to ensure it remains fit for purpose and aligns with new Framework priority areas.

Focus and align MORR and Scottish Occupational Road Safety Alliance (ScORSA) activity with Framework priority areas.

Occupational Road Risk (MORR) work and in mainstream road safety work in all three priority areas.

Young drivers are a priority area for RoSPA and they have recently launched an older drivers website.

Improving Safety for All People
Cycling through Education,
Encouragement and Engineering and
promoting enforcement

Cycling Scotland

Cycling Action Plan for Scotland;

National Transport Strategy

Cycling Scotland will roll out programmes across Scotland including the following four key programmes to improve safety for people cycling:

Bikeability Scotland delivers an essential life skill: the ability to ride a bike. Our ambition is for every child in Scotland to have the opportunity to learn to cycle safely and confidently on-road by primary 7;

The Adult Cycle Training programme will increase the availability and uptake of cycle training, educational resources and led rides for adults getting

back on their bike and at key life transition stages;

Give Everyone Cycle Space is the road safety awareness campaign to encourage people to give sufficient space while overtaking bikes, linked to behaviour change initiatives to get more people cycling and

Practical Cycle Awareness Training for Drivers of HGV and buses increases understanding of cycling behaviour to tackle risks to people cycling and complements cycle training.

Living Streets Scotland

Let's Get Scotland Walking: The National Walking Strategy Action Plan 2016 - 2016

Living Streets Scotland will encourage local authorities and communities to implement measures that make walking safer and more convenient.

Living Streets Scotland will:

Promote safe walking to school in partnership with Scottish Government & Paths for All

Encourage and support councils rolling out 20mph limits across urban areas

Support communities using street audits to identify safety

issues and scope for their local authority to adopt designing streets principles

Encourage and support local authorities to put in place appropriate crossing facilities that meet the needs of vulnerable groups

Encourage and support local authorities to tackle blocked footways, where pedestrians are forced to walk on the carriageway
