

## **ROAD SAFETY FRAMEWORK STRATEGIC PARTNERSHIP BOARD**

**Tuesday 11 November 2014, 14:00, Conference Room 11, Victoria Quay, Edinburgh**

### **Minutes**

#### **Attendees**

<b>David Middleton</b>	Chief Executive, Transport Scotland (Chair)
<b>Donald Carmichael</b>	Director, Transport Policy, Transport Scotland
<b>Bernie Higgins</b>	Assist. Chief Constable, Police Scotland
<b>Eddie Kelly</b>	Scottish Fire and Rescue
<b>Dr Graham Foster</b>	Scottish Directors of Public Health
<b>Karen McDonnell</b>	Director, Royal Society for the Prevention of Accidents
<b>Luke Macauley</b>	Scottish Safety Camera Programme, Transport Scotland
<b>Michael McDonnell</b>	Director, Road Safety Scotland, Transport Scotland
<b>Murray Hannah</b>	Society of Chief Officers of Transportation in Scotland (stand in for Andy Duff)
<b>Neil Greig</b>	Director of Research and Policy, Institute of Advanced Motorists
<b>Stuart Wilson</b>	Strategic Road Safety Manager, Transport Scotland
<b>Willie Munro</b>	SOLACE Representative

#### **Secretariat**

<b>Graham Thomson</b>	Team Leader, Transport Accessibility and Road Safety Team
<b>Brendan Rooney</b>	Road Safety Policy Officer, Transport Scotland
<b>Sarah Guy</b>	Road Safety Policy Officer, Transport Scotland
<b>Stuart Baxter</b>	Incoming Road Safety Framework Manager, Transport Scotland

#### **Apologies**

<b>Craig Clement</b>	Association of Directors of Education representative
<b>Donald Henderson</b>	Head of Public Health Division, Scottish Government
<b>George Eckton</b>	Convention of Scottish Local Authorities
<b>Iain Murray</b>	Chief Superintendent, Police Scotland
<b>Jill Mulholland</b>	Head of Transport Accessibility and Road Safety, TS
<b>Louise Cameron</b>	Chair of Scottish Youth Parliament
<b>Peter Connor</b>	Director, Scottish Ambulance Service
<b>Robert Freeland</b>	Crown Office & Procurator Fiscal Service

### **Minute**

#### **1. Welcome, Introductions and Apologies**

**1.1** The Chair welcomed all, wishing a particularly warm welcome to new member Dr Graham Foster representing public health, and noted apologies sent. He asked that his thanks be recorded and relayed to Andy Duff for his contribution to the work of the group, and wished him well in his retirement. The Chair also expressed thanks to members for their continued effort in reducing road risk.

## **2. Approval of minutes from Strategic Partnership Board AGM**

**2.1** Members agreed minutes from previous meeting, which will now be published on the Transport Scotland website, and GT updated the Board on actions taken following the last Board meeting in February 2014.

**ACTION 1:** SG to publish minutes on Transport Scotland website

## **3. Consideration of Casualty Data**

**3.1** GT discussed paper 2 looking at Reported Road Casualties Scotland statistics for 2013 which were published on 22 October 2014. He advised members that significant progress has been made to reducing road casualties and that there had been consistent downward trends in fatalities and child serious injuries from the 2004-2008 baseline with some 2020 targets already on track to be met. However he highlighted that further reductions are still needed, particularly in relation to the number of people who are seriously injured. GT further advised that during 2013 the overall level of casualties and fatalities reduced, but that there had been increases in the number of car users, pedal cyclists and motorcyclists. Looking at these three modes over the longer term it is pedal cyclists casualties that have actually risen since 2003. However, this can be partly explained by the increase in pedal cycle traffic over the last decade. The Chair stated that this is generally an encouraging picture, but echoed that there remain some areas for concern. GF pointed out that overall the long term trends show that significant progress has been made. Members had a general discussion around the seriously injured category encompassing too broad a range of injuries and severity, and felt consideration should be given to whether Scotland may examine alternative classifications for casualty categories.

**ACTION 2:** Secretariat to explore existing injury classification with particular regard to seriously injured.

## **4. 2014 Medium- term commitments**

**4.1** GT explained that of the 96 commitments in the Framework there were around 40 medium-term Framework commitments which were due to be completed this year. Many are already completed or will be by the end of the year, however three required input from the Board in order to progress: Scottish Road Safety Week, Scottish Speed Awareness Course pilot proposals and the issue of alcohol and pedestrians.

**4.2** Members agreed with a Scottish Road Safety Week in principle and agreed to its co-running with the UN Road Safety Week, but felt that delivery timing would be crucial to ensure visibility particularly with regard to the UK Parliamentary election timetable. It was agreed that May/June would seem to be a suitable time to hold the week to avoid conflict with the BRAKE Road Safety Week later in the year. NG stated that as a member of FIA (Fédération Internationale de l'Automobile) he would contact them to ascertain what plans they have in place for the UN week in other parts of the UK. GT advised that he would also consult with the working group to identify an alternative date that the Scottish Road Safety Week could be held.

**4.3** With regard to the introduction of a Scottish Speed Awareness Course pilot, members felt that an educational course which seeks to positively alter driver behaviour should be made available in Scotland as an alternative to prosecution. However, GF and others expressed reservations around introducing a scheme whose effectiveness, as yet, is not supported by a conclusive and robust evidence base. DC agreed that there is insufficient information to evidence the effect of many driver behaviour interventions, and that undertaking an evidence gathering exercise, in advance of a proposed pilot would enable a more informed decision about whether to proceed with speed awareness courses in Scotland. Members agreed that they were content to proceed with developing an evidence base and with the further development of a pilot proposal.

**4.4** BH suggested that details pertaining to the content of the course and specifically how it will target a change in behaviour could be made available to the Board to allow further consideration. GT confirmed that RF (COPFS) is content with the proposed measures and that the course could adopt NDORS principles, further details about which he would share electronically as per BH's suggestion.

**4.5** On the final commitment for discussion, GT posed a series of questions to the Board to open discussions on steps forward. There was a general discussion around peak risk times during the week and calendar year, and about existing measures adopted across Scotland from marshals ensuring that people get home safely to the Road Safety Scotland team having asked Campaigns colleagues to consider if this issue might be included in other alcohol-risk campaigning, such as drink driving. The general consensus was that this is a wider public health issue that goes beyond road safety. WM argued the need for preventative measures and stated that the consumption of alcohol is the causing factor in many cases of alcohol related incident and injury, not only those involving road accidents. BH also highlighted the existence of strong statistical evidence to illustrate the level of risk presented by Scotland's relationship with alcohol. It was therefore decided that pursuing interventions solely from a road safety perspective would not be the most appropriate approach.

**ACTION 3: GT to consult with the Road Safety Week working group to identify an appropriate date in 2015 for the potential Scottish Road Safety Week.**

**Action 4: NG to explore and advise Board of actions planned by FIA in relation to the Road Safety Week**

**Action 5: GT to share with Board details of existing SACs provided by NDORS, and continue with proposed evidence gathering exercise and the further development of a pilot proposal**

## **5. Round Table Updates on 2014 Activities from Partners**

**5.1** The Chair invited members to each provide a short and succinct verbal update on their organisations key activities during 2014. Some members illustrated that they have been working towards a more uniformed road safety approach in their organisations and many evidenced multi-agency working. A number of

organisations, such as Road Safety Scotland, Police Scotland and RoSPA demonstrated a variety of campaigns initiated or re-run, and many have recruited or redeployed additional staff for better delivery, including IAM and the Fire & Rescue Service). New training opportunities have been made available, and partnership working was evidenced across a wide range of delivered projects, for example with SCOTS & SOLACE. The Chair thanked members for their brevity and noted the wide ranging good work being taken forward by partners. He advised that copies will be circulated.

**Action 6: Secretariat to gather completed templates from partners and circulate to other Board members.**

## **6. Safety Camera Programme Review**

**6.1** LM provided members with an overview of paper 5, drawing attention to the potential for the Programme's national and local outcomes to be improved upon and delivered in a more effective and efficient manner. He provided a summary of the proposals approved, in principle, by members of the Review's Executive Board. These include: a proposed shift to a three-region delivery model; the reinvestment of structural savings into frontline enforcement activity; and improved local accountability and scrutiny. In particular, he asked members to note the proposal that, going forward, this Board oversee the strategic governance of the Safety Camera Programme.

## **7. Framework Governance: Proposal to change structures and remit**

**7.1** Due to time constraints GT advised that he would re-circulate this paper following the meeting, to seek members views.

**ACTION 7: GT to re-circulate paper 6 for comment**

## **8. Framework Budget: Discussion of applications received 2014/15**

**8.1** As above. GT advised that the 16 specific funding requests had been considered by the Operational Partnership Group (OPG) and that their views would be circulated to the Board virtually for a final decision to be made on whether they should be approved or declined.

**ACTION 8: GT to re-circulate paper 7 along with funding paper which summarises the funding requests and OPG views.**

## **9. AOB/ Close**

**9.1** NG raised a query regarding the safety implications of L motorcycle riders using the new Forth Bridge crossing when the new bridge is a motorway. GT advised that there was insufficient time to discuss this issue at present however his department would contact him to fully consider the issue.

The Chair thanked members for both their attendance and contribution to the meeting, and advised that the Secretariat will consider how best to blend the use of papers for review and matters for discussion for future meetings.

**ACTION 9: GT to respond to NG regarding Forth Road bridge**

**ACTION 10: GT to consider preview of materials and structure for future meetings**

### Action Summary

**Action 1: SG to publish minutes on Transport Scotland Website**

**Action 2: Secretariat to explore existing injury classification**

**Action 3: GT to consider running date for a potential Scottish Road Safety Week with the working group Neil**

**Action 4: NG to explore and advise Board of actions planned by FIA in relation to the Road Safety Week**

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Sarah Guy  
Transport Scotland  
11 Nov 2014