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Road Safety Framework to 2030

Annual Progress Report 2025/26 & Delivery Plan 2026/27

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Executive Summary

Having now passed the midpoint of the Road Safety Framework to 2030 (RSF2030), we remain firmly committed to achieving our goal of making Scotland the country with the best road safety performance in the world by 2030. We also remain focused on our ambitious long-term vision goal, Vision Zero, where no one is seriously injured or killed on our roads by 2050.

As reported in [Key Reported Road Casualties Scotland 2025](#), road fatalities decreased in 2025, with 134 people killed in collisions on Scotland's roads, a reduction of 16% compared with 2024. During the same period, total casualties fell by 3%, serious casualties by 4% and slight casualties by 3%.

While these improvements are welcome, we recognise that a focused and disciplined approach is required to strengthen delivery of commitments set out in Scotland's RSF2030. Priority actions will continue to be essential in accelerating progress towards our national casualty reduction targets.

Despite the reduction in overall casualties, the resolve of all delivery partners to be bolder and more ambitious in developing innovative approaches and identifying new opportunities to reduce preventable casualties remains unwavering.

Through continued delivery of existing commitments and the introduction of ambitious new activity, we aim to give road users confidence that action is being prioritised to address emerging casualty trends while building on the progress achieved to date.

Appropriate and sustainable resourcing remains fundamental to the successful delivery of RSF2030. In the current economic climate, we must be proactive in making evidence-based decisions that support streamlined approaches, build capacity, and maximise the impact of priority actions.

Finally, we would like to thank all road safety partners for their dedication and contribution over the past year. While progress has been made, there is still much to do. We all have a role to play in improving road safety and achieving Scotland's casualty reduction targets, whether at a national, local, or individual level, to make Scotland's roads safer for everyone.

Introduction

To monitor the road safety initiatives undertaken by partners that contribute to the delivery of the Road Safety Framework to 2030 (RSF2030), we committed to publishing annual reports and delivery plans throughout the lifetime of the framework.

As noted in previous publications, these documents are now combined and published under the title Annual Progress Report & Delivery Plan. This approach provides a comprehensive overview of progress made during the reporting year, alongside planned activity for the year ahead.

This publication reports on the specific deliverables progressed by the framework's governance groups and partner organisations to support the implementation of RSF2030. It highlights work undertaken during 2025/26 and outlines the deliverables and activities planned for 2026/27.

The report continues to focus on actions that address immediate, emerging and longer-term road safety challenges, helping to reduce casualties and improve road safety outcomes across Scotland. As delivery progresses, timescales and activities may be refined to reflect emerging evidence, changing priorities and evolving casualty trends. Any significant updates will be reflected in future annual publications.

About the Deliverables

For each deliverable, this report provides:

- Deliverable number and title
- Status (Delivered, Ongoing or New)
- Lead Partner responsible for progressing the deliverable
- Timescale (Immediate or Long-term)
- Deliverable details, including actions completed during 2025/26 and/or planned activity for 2026/27

Together, these deliverables demonstrate the collective commitment of Scotland's road safety partners to reducing deaths and serious injuries on Scotland's roads and progressing towards the national casualty reduction targets set out in RSF2030.

Governance & Lead Delivery Partners

Progress against the Annual Progress Report & Delivery Plan will continue to be monitored through the three-tier governance structure set out in the framework as shown below.



Strategic Partnership Board (SPB)

Membership brings together senior partnership stakeholders to provide a high level strategic role in identifying and resolving high-level issues and providing strategic direction. The SPB is responsible for ensuring their decisions are carried out by monitoring the progress made towards delivery of the framework with particular focus on the 2030 targets and the twelve strategic actions.

Operational Partnership Group (OPG)

Membership brings together partners with relevant expertise and a vested interest in road safety. The OPG supports the SPB by monitoring and distilling the information on progress made by the various road safety partners against the overall national performance management system and the twelve strategic actions through tracking of delivery of the deliverables set out in this delivery plan. The OPG provides feedback from SPB to the Local Partnership Forums (LPFs) and vice versa.

Local Partnership Forums (LPFs)

LPFs improve the connectivity between what is happening at national and local levels in terms of road safety. They support monitoring at local level of the framework's performance management and deliverables set out in this delivery plan. LPFs provide feedback to the OPG.

Lead Delivery Partners

Lead Delivery Partners will have a direct responsibility to put into action and monitor what they have committed to do in this delivery plan wherever they are nominated in a deliverable as a Lead Partner. The frameworks Lead Delivery Partners are as follows:

Transport Scotland

Police Scotland

RoSPA

SCOTS

IAM RoadSmart

Cycling Scotland

Scottish Ambulance Service

Living Streets

Road Haulage Association

Scottish Fire and Rescue Service

COSLA

Association of British Insurers

Public Health Scotland

British Horse Society

Motorcycle Action Group

Brake

Road Casualty Reduction Figures 2025

The RSF2030 identifies the part every one of us has to play in ensuring our long-term aspiration for Vision Zero becomes a reality. Scotland's RSF2030 includes four national casualty reduction targets due for delivery in 2030 (Graphs 1-4). These compare performance against the 2014-2018 baseline period. Graphs 5-9 includes statistics on the RSF2030 mode and user-specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over represented age groups.

The following statistics are from the [Key Reported Road Casualty Scotland 2025](#) publication. Please note, these statistics are provisional. Final figures will be published in Reported Road Casualties Scotland in October 2026. Figures may change as a result of late returns and amendments to the data. These changes are likely to be limited.

Progress towards the 2030 national casualty reduction targets

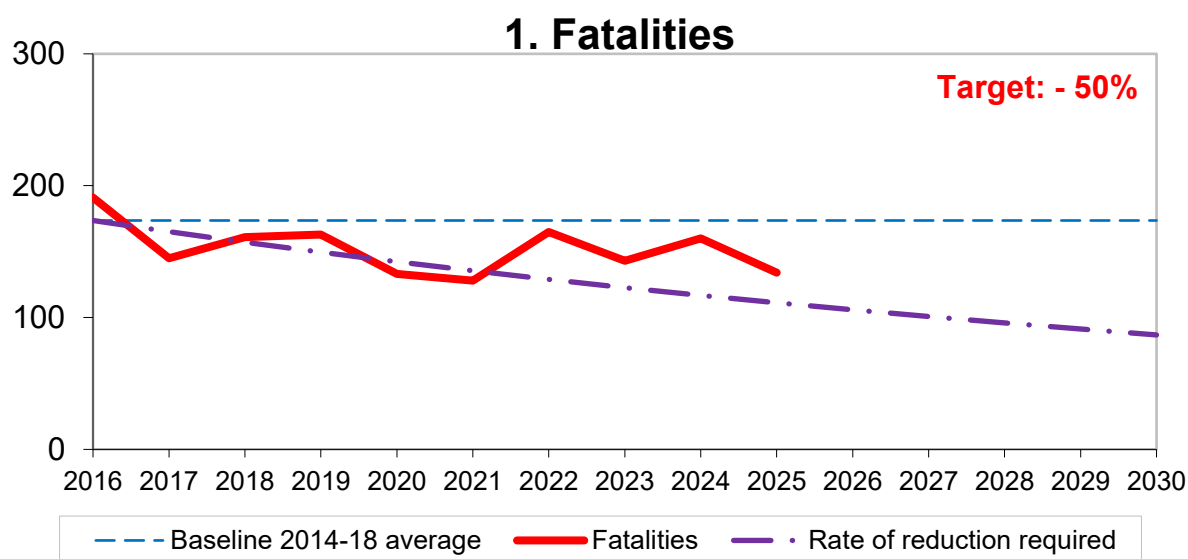


Figure 1: Fatalities

Figure 1: Shows fatalities have decreased from 160 in 2024 to 134 in 2025.

2. Serious injuries

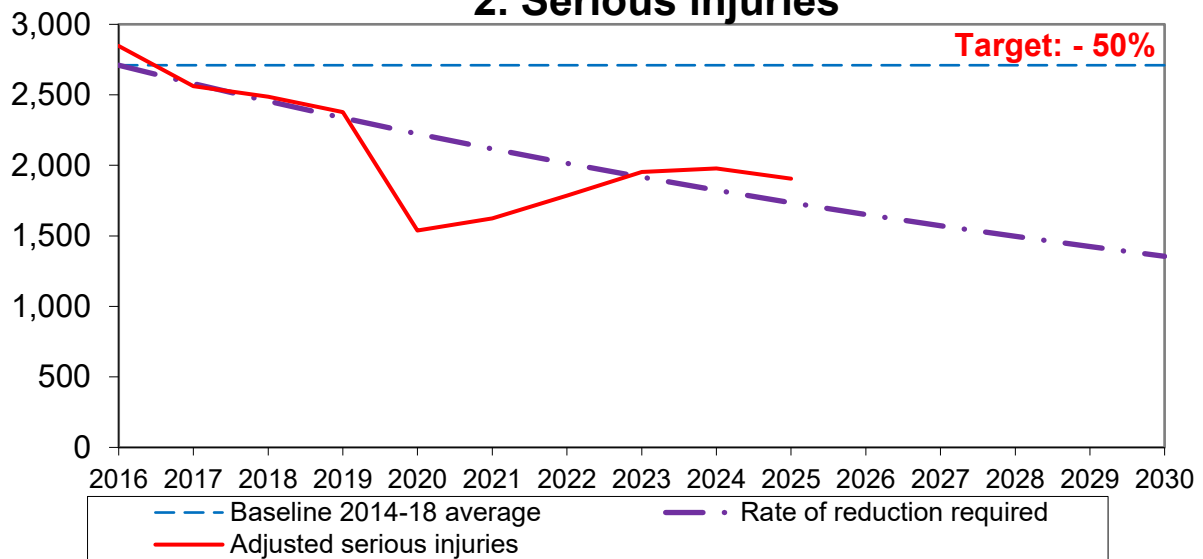


Figure 2: Serious Injuries

Figure 2: Shows serious injuries have reduced from 1,978 in 2024 to 1906 in 2025.

3. Child fatalities

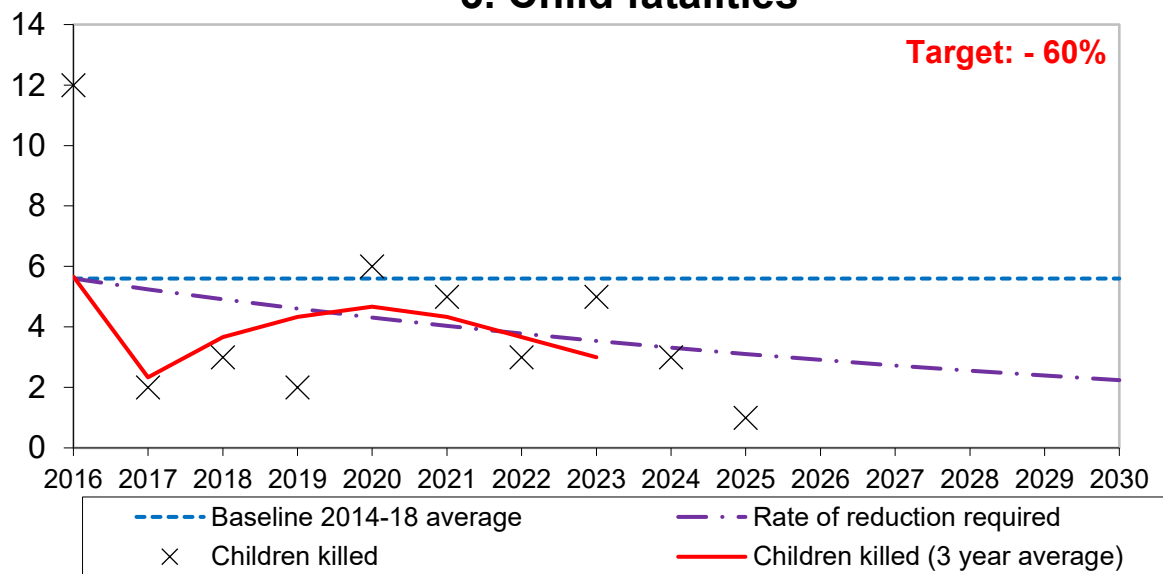


Figure 3: Child Fatalities

Figure 3: Shows child fatalities have reduced from 3 in 2024 to 1 in 2025.

4. Children seriously injured

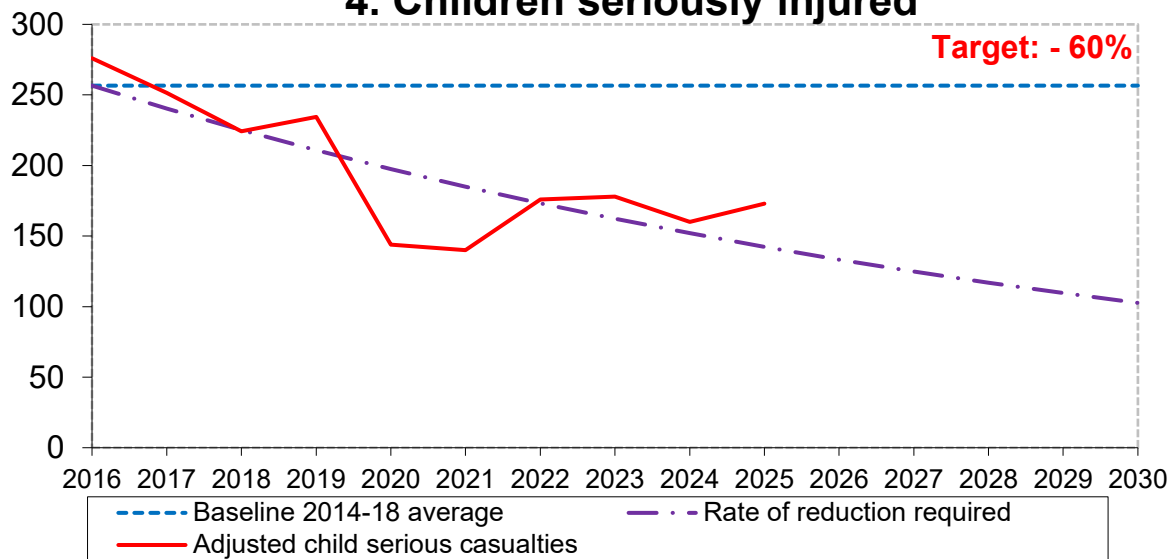


Figure 4: Child Seriously Injured

Figure 4: Shows the number of children seriously injured has increased from 160 in 2024 to 173 in 2025.

RSF2030 mode and user-specific targets for key priority groups and over represented age groups

5. Pedestrians killed or seriously injured

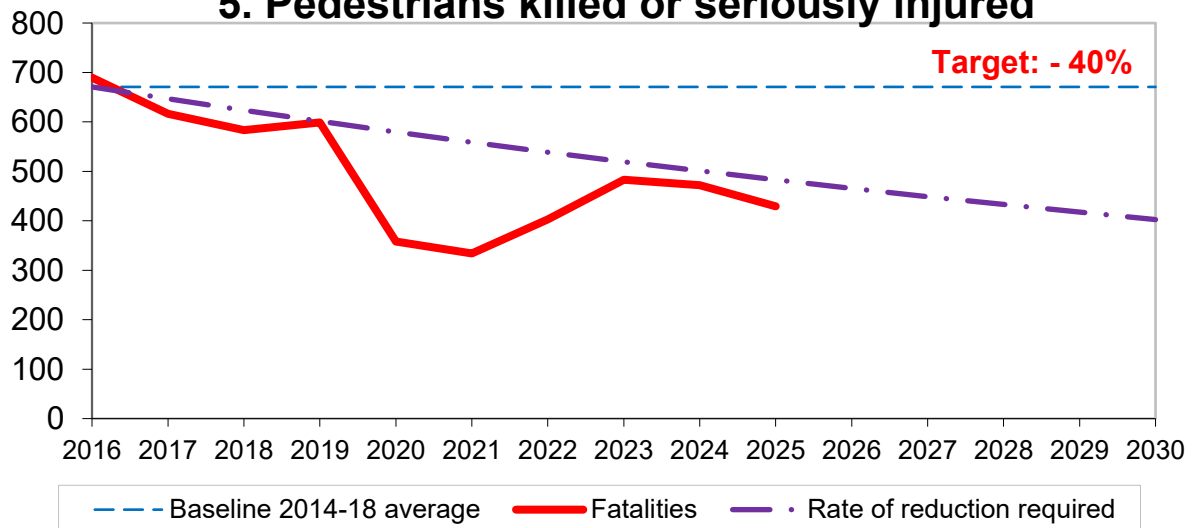


Figure 5: Pedestrians killed or seriously injured

Figure 5: Shows the number of pedestrians killed or seriously injured has reduced from 472 in 2024 to 429 in 2025.

6. Cyclists killed or seriously injured

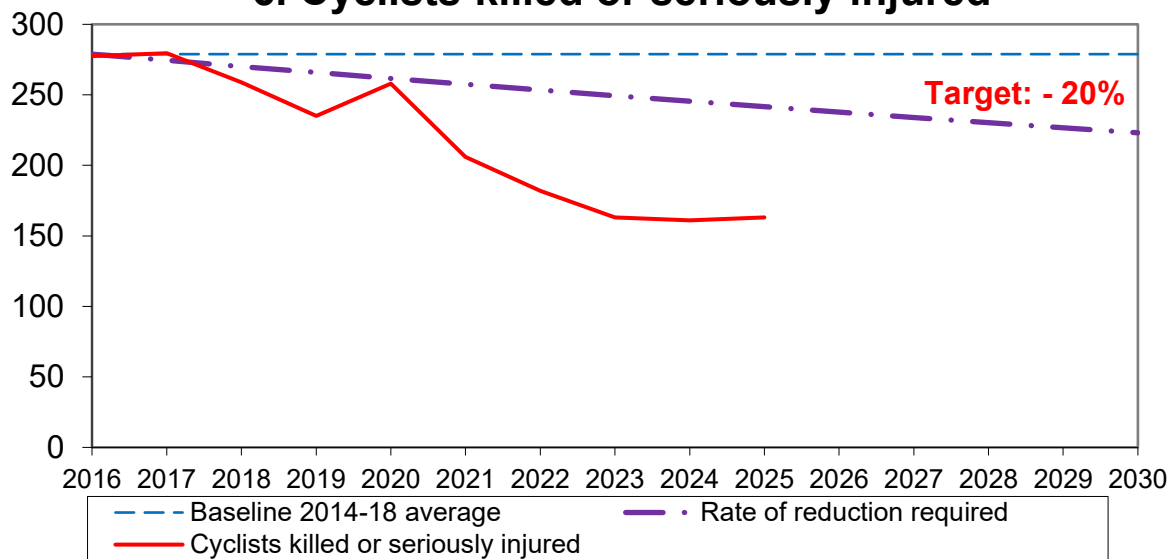


Figure 6: Cyclists killed or seriously injured

Figure 6: Shows the number of cyclists killed or seriously injured has increased from 161 in 2024 to 163 in 2025.

7. Motorcyclists killed or seriously injured

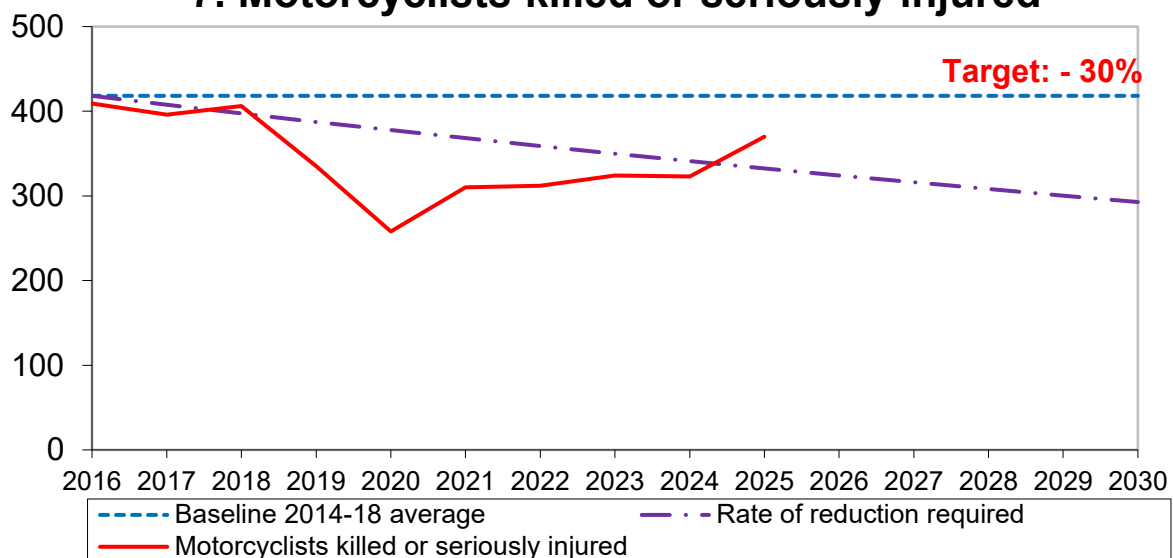


Figure 7: Motorcyclists killed or seriously injured

Figure 7: Shows the number of motorcyclists killed or seriously injured has increased from 323 in 2024 to 370 in 2025.

8. Road users aged 70+ killed or seriously injured

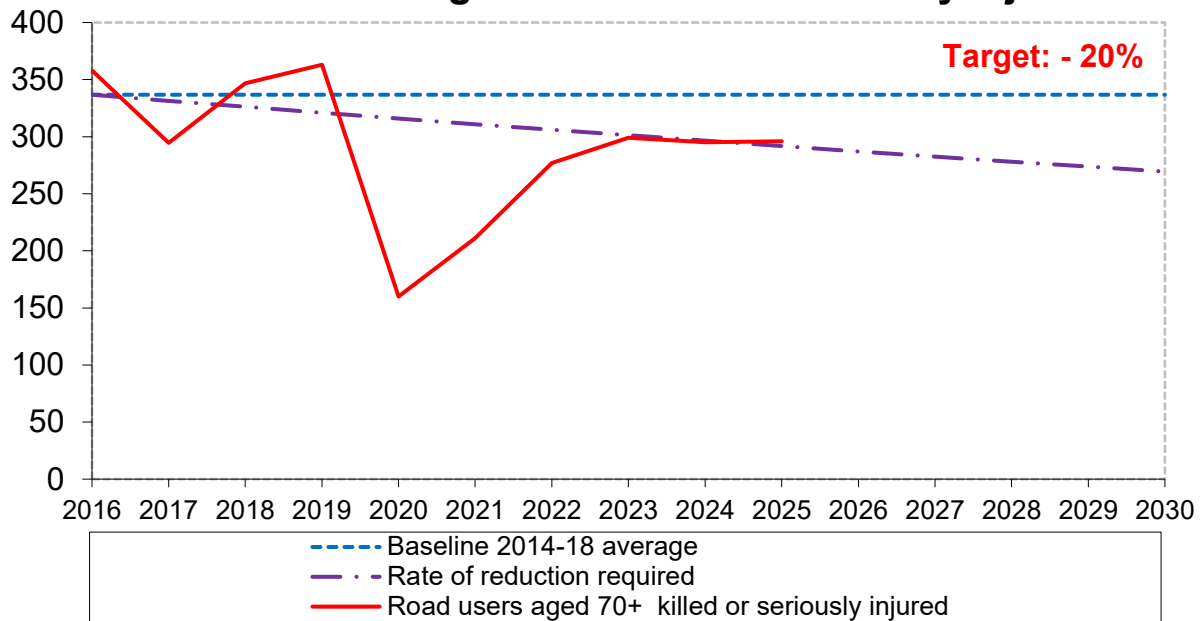


Figure 8: Road users aged 70+ killed or seriously injured

Figure 8: Shows the number of road users aged 70+ killed or seriously injured has increased from 295 in 2024 to 296 in 2025.

9. Road users aged 17 to 25 killed or seriously injured

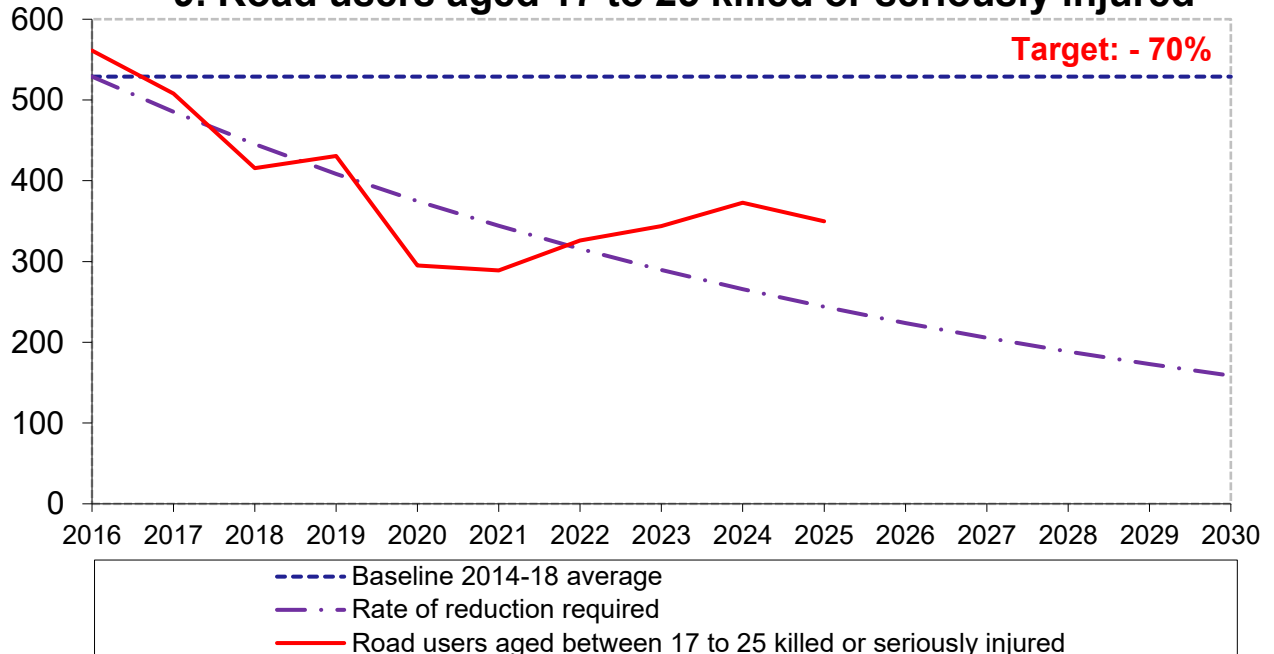


Figure 9: Road users aged 17 to 25 killed or seriously injured

Figure 9: Shows the number of road users aged 17 to 25 killed or seriously injured has decreased from 373 in 2024 to 350 in 2025.

Road Safety Deliverables

Speed: 1 We will deliver a range of speed management initiatives to support the Safe System. 	Climate: 2 We will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety. 	Funding and Resourcing: 3 We will improve funding streams for national and local road safety delivery. 
Change in Attitudes and Behaviour: 4 We will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others. 	Technology: 5 We will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate. 	Active and Sustainable Travel: 6 We will ensure road safety remains a key focus of active and sustainable travel in Scotland. 
Knowledge and Data Analysis: 7 We will ensure our actions are evidence-led to support the delivery of the Safe System. 	Enforcement: 8 We will optimise enforcement to encourage good road user behaviour to support the Safe System. 	Health: 9 We will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response. 
Education: 10 We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users. 	Engineering: 11 We will improve road infrastructure and maintenance. 	Inequality: 12 We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation. 

Strategic Action: Speed

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

Deliverable 21/01: We will undertake a National Speed Management Review.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Following the analysis of more than 19,500 responses, we published the consultation [findings and next steps](#) in December 2025 and announced plans to increase HGV speed limits on single and dual carriageways.

Planned actions for 2026/27:

Bring forward legislation and increase HGV speed limits on single and dual carriageways.

Deliverable 21/04: We will continue development of Road Traffic Diversionary Courses (RTDC) in Scotland.

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Detailed benchmarking across UK forces, examining in house and commercial delivery provider methods to establish a suitable model for Scotland.

Internal governance established through the Road Policing Management Oversight Group, Road Policing Project Board.

External governance established through Transport Scotland's Steering and Speed Threshold groups, along with the UKROEd project and CJ Mapping working groups. Formal request for procurement action obtained for the identification of a commercial provider (ongoing).

Detailed speed demand analysis work undertaken to establish likely demand and impact on current capacity.

Legal assessment pertaining to steering group questions in respect of Scotland's lawful basis to divert from prosecution and charge fees for courses (ongoing).

Planned actions for 2026/27:

Share senior counsel legal opinion in relation to diversion and charging of fees. This will contribute significantly to achieving the parliament slot for Scottish regulations.

Formal project manager/team identified who will create Project initiation plan outlining detailed timelines, communications plans and strategic legitimacy.

Identify IT solution to ensure compatibility with other ongoing projects and liaise with UKROEd to ensure DORS+ capacity and map end to end client journey.

Ensure technological alignment / PentiP interactions with DORS+ / IT system.

Confirm all Criminal Justice Offence codes are mapped with UKROEd for suitability.

Review all UKROEd visual imagery / commentary for all courses to ensure suitable for Scotland.

Commence procurement process for commercial delivery provider.

Strategic Action: Climate

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

Deliverable 24/04: We will promote smooth driving through various education methods.

Status: Delivered

Lead Partner: RoSPA - ScORSA

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

Funding for the ScORSA programme runs from 01 August 2025 to 01 September 2026.

Case studies:

Professional driving instructor with a sleep condition.

Bereaved individual who lost 3 friends to occupational collisions while those individuals were on their bikes.

Two organisations explaining how they manage the risk of drink driving in their fleet.

Social Media Campaigns:

September – Drowsy Driving

October – AI

November – Winter driving/Tyre Safety

December – Drink Driving

January – Seatbelts

February – Gig economy

March – fitness to drive

Note: This Deliverable has been closed and replaced with Deliverables 26/01 and 26/02.

Deliverable 24/01: We will continue the maintenance of Network Management Contract (NMC), Vulnerable Locations and Disruption Risk Management Plan Sites.

Status: Ongoing

Lead Partner: Transport Scotland – Network Maintenance

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Achieved in 2025/26:

Scheme delivery was on programme, on budget, and without material risk, demonstrating strong governance and effective programme control in support of national climate change adaptation objectives.

Investment during the year was targeted at identified climate-related vulnerabilities, with a clear focus on improving the resilience of transport assets to extreme weather impacts, including increased intensity of rainfall, flooding, slope instability, and high-wind events. This approach aligns with SNAP3 priorities to manage exposure, reduce sensitivity, and enhance adaptive capacity across the trunk road network.

A balanced programme of slope inspections, stabilisation works, and remediation schemes was delivered across all Operating Companies, with particular focus on areas historically affected by rainfall-induced ground movement. These interventions directly support risk reduction at vulnerable locations, helping to maintain network safety and availability during severe weather events.

Significant progress was made on scour and drainage resilience schemes, incorporating attenuation measures where appropriate to manage surface water volumes during extreme rainfall. These works contribute to flood-risk management, improved asset performance, and reduced likelihood of unplanned closures, supporting SNAP3 objectives around the resilience of critical infrastructure.

Additional adaptation measures were implemented at strategic and remote locations, including the installation of flood-warning systems and provision of resilient traffic-management asset storage. These actions enhance network preparedness and response capability, improving operational resilience during storm events and supporting continuity of service.

High-wind mitigation schemes were advanced during the quarter, including works on the A1 corridor. Interventions such as windsock installation and targeted vegetation management were undertaken to mitigate the effects of increased wind speeds, improve situational awareness for road users, and reduce weather-related safety risks.

Longer-term adaptation activity continued, most notably through progression of the A9 Scrabster scheme, a multi-year intervention addressing combined risks associated with drainage capacity, slope stability, and coastal exposure. This scheme reflects a proactive, long-term approach to climate adaptation, consistent with SNAP3 emphasis on embedding resilience into asset management and investment decisions.

To strengthen future adaptation planning, an eight-year baseline vulnerability model was uploaded to the prioritisation tool. This will support the systematic identification, comparison, and prioritisation of climate-related risks, enabling more robust, evidence-led decision-making across future programmes using key asset management principles.

From a financial perspective, all agreed vulnerability programmes were delivered in full with an expenditure of £10.73m, in line with the approved budget. This reflects disciplined financial management and effective governance in delivering climate adaptation investment.

Overall, performance demonstrates that the programme is making effective progress in addressing current climate risks while building longer-term resilience, supporting national adaptation objectives and improving the trunk road network's capacity to withstand future climate impacts.

Planned actions for 2026/27:

The current status has predominantly focused on the immediate short term, prioritising projects that were already being developed and carried forward into the 2026/27 programme. These schemes are primarily located within the Southeast and Northwest regions.

In parallel, the Northeast and Southwest have initiated early-stage investigations into a number of potential projects, providing a positive foundation for the forthcoming financial year.

To date, an indicative order value of £8.0m has been secured across the four units with approximately 4% (£0.35m) measured.

For 2026/27, Transport Scotland will continue to work in close collaboration with the Operating Companies through established fortnightly coordination meetings moving forward. These sessions will help ensure clear alignment on programme objectives, provide transparent oversight of progress, and support the early identification and management of risks and opportunities.

Deliverable 24/02: We will encourage and promote Electric Vehicle (EV) ownership in Scotland.

Status: Ongoing

Lead Partner: Transport Scotland – Low Carbon

Delivery timescale: Long-term (Continuing Beyond 2026/27)

Achieved in 2025/26:

During 2025–2026, Energy Saving Trust (EST) delivered a range of Scottish Government incentive schemes supporting the transition to low emission transport. Grants and interest free loans for electric vehicles and charging infrastructure were successfully administered, with continued strong uptake. Delivery focused on improving accessibility and targeting support towards priority groups, contributing to emissions reduction and a just transition to net zero.

Planned actions for 2026/27:

The Low Carbon Transport Loan (LCTL) has now closed to new applications. From 2011 to 2026, the LCTL provided over £251,521,267 to support the purchase of 9735 ultra-low and zero emission vehicles. As we move towards the mass adoption of electric vehicles (EVs) an increasing number of new and used EVs offer price parity with petrol and diesel equivalents and therefore Scottish government support is being targeted to address persistent barriers to EV uptake, including access to EV charging in rural and island communities, supporting households without off-street parking to access lower-cost home charging, installing EV charging in factored developments and workplaces where funding can enable the largest number of drivers to transition to EVs.

Deliverable: 26/18 – Environmental, climate and sustainability – Low Carbon incentives.

Status: New

Lead Partner: Transport Scotland – Low Carbon
Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

As we move towards the mass adoption of electric vehicles (EVs) an increasing number of new and used EVs offer price parity with petrol and diesel equivalents and therefore Scottish Government support is being targeted to address persistent barriers to EV uptake, including access to EV charging in rural and island communities, supporting households without off-street parking to access lower-cost home charging, installing EV charging in factored developments and workplaces where funding can enable the largest number of drivers to transition to EVs.

Strategic Action: Funding and Resourcing

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

Deliverable 25/01: To deliver a Road Safety Improvement Fund for 2025/26 to support local authorities in reducing road-related risks and casualties across Scotland.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

In 2025/26, the Road Safety Improvement Fund had a capital budget of £14.25m. This funding aimed to support local authorities in reducing road related risks and casualties across Scotland. Over 170 schemes were delivered, including junction improvements, bend treatments, and route treatment strategies.

Of this, £2m was specifically earmarked for targeted road safety measures promoting active travel on the local road network, with the goal to enhance safety for pedestrians and cyclists in high-risk areas, ensuring safer journeys for those opting for sustainable modes of transport.

Deliverable 25/02: We will support road safety projects, grant-funded through the Road Safety Framework Fund 2025/26.

Status: Delivered

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

A call for framework initiative was launched in December 2024. The fund is resource only and applications which supported the Safe System were welcomed. A total of 7 applications were submitted, of which 5 were successful following OPG and SPB scrutiny. Grant offer letters were developed and issued for the successful projects and the team continued to support project managers in establishing and delivering their projects.

Deliverable 25/28: Identify and then fully support the new SCOTS Traffic and Road Safety Working Group Chair.

Status: Delivered

Lead Partner: SCOTS

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

New SCOTS Chair appointed. Work is ongoing to refocus the group and to ensure that the topics affecting local authorities are discussed and information shared.

Deliverable 25/29: Support the 32 local authorities as they continue to roll out projects under the RSF and provide a collaborative space to share and develop that work.

Status: Ongoing

Lead Partner: SCOTS

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Worked with partners to ensure that road safety material is shared including promoting and sharing national road safety campaign material.

Planned actions for 2026/27:

Continue to work with our partners to develop and share road safety material and actively promote road safety initiatives.

Deliverable 26/04: Support for bereaved and injured road victims in Scotland.

Status: New

Lead Partner: Brake

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

Provide support to Scottish road victims of bereavement or serious injury. We will work alongside Police Scotland to increase the number of referrals into the service, assisted by our Brake literature, and facilitate the return of loved one's belongings in bespoke, high-quality bags and boxes. We aim to expand our plethora of support by developing a new referral pathway for children affected by a road death to receive immediate direct support from Brake's National Road Victim Service.

Deliverable 26/29: We will support road safety projects, grant-funded through the Road Safety Framework Fund 2026/27.

Status: New

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

To continue to deliver the commitments in the Road Safety Framework to 2030. The 2026/27 framework fund was launched in March 2025, closing in May. Road Safety Framework Fund 2025/26 was promoted to road safety stakeholders to encourage them to develop road safety initiatives that will reduce road casualties, initially in their areas, but if evaluated positively, across Scotland.

Deliverable 26/30: To deliver a Road Safety Improvement Fund for 2026/27 to support local authorities in reducing road-related risks and casualties across Scotland.

Status: New

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

In 2026/27, Transport Scotland through the Road Safety Improvement Fund will provide £14.5m grant funding to local authorities with the aim to reduce road-related risks and casualties across Scotland.

Strategic Action: Change in Attitudes and Behaviour

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

Deliverable 24/08: We will work with organisations on 'driving for work' policies.

Status: Delivered

Lead Partner: RoSPA - ScORSA

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

Driver Health Matters Seminar: 19 August at the Edinburgh City Chambers, co-hosted with Edinburgh Council, for local authority staff. Successful event, attendees from 8 different Local Authorities.

Webinars:

September – Drowsy Driving

October – AI

November – Winter driving/Tyre Safety

New bonus webinar on a newly released best practice guide to managing drink and drug misuse in the workplace

January – Seatbelts

February – Gig economy

March – fitness to drive

Newsletters:

September released 65% open rate

October, released with 30% open rate

January, released with 32% open rate

March, released with 30% open rate

New resources released:

E-Book Release: Published an e-book covering a broad range of topics including: driving for work strategy, road sharing, drink driving, driver fatigue, seatbelt use, speeding, tyre safety, young and older drivers, LGVs, the gig economy, EVs, post-crash response, and climate resilience.

Release of three ScORSA member case studies sharing their experience. One from a professional driving instructor with a sleep condition. Another from a bereaved individual who lost 3 friends to occupational collisions while those individuals were on their bikes. And another organisation explaining how they manage the risk of drink driving in their fleet.

AV and what businesses need to know.

Animation around AV.

Postvention from a legal perspective, and from a trauma and wellbeing perspective.

Healthcare Managing Occupational Road Risk (MORR) toolkit.

AI and what businesses should consider, complete.

Construction MORR toolkit.

Business case resource for MORR, helping individuals advocate for MORR to be taken seriously in businesses.

Best practice guide to managing the misuse of drink and drugs in the workplace.

Gig economy MORR toolkit.

Note: This Deliverable has been closed and replaced with Deliverables 26/01 and 26/02.

Deliverable 25/30: Work with Transport Scotland, Scottish Government, Public Health Scotland, Police Scotland, Road Safety Scotland and other national agencies on workstreams that require a national approach such as the Speed Limit review, speed awareness training, public reporting portals, graduated licences, older driver support and behaviour change.

Status: Delivered

Lead Partner: SCOTS

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

The rollout of 20-mph speed limits continued with widespread discussion at meetings about the issues faced by LAs, particularly around enforcement and implementation of physical traffic calming measures to reduce speeds.

Deliverable 21/14: We will raise a national conversation on road safety across all of Scotland.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Following research the national conversation activity has been renamed ‘Vision Zero’ and the groundwork has been done to bring this forward as a long-term campaign.

Planned actions for 2026/27:

The campaign will be produced and go live in February / March 2027.

Deliverable 24/07: We will continue to maintain Scotland’s Road Safety Framework online portal to share road safety information and changes.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

New content and sharing of published continued, with news releases added to coincide with Road Safety Scotland’s campaign calendar. The website remained open to partners for a platform to promote their campaigns and / activity at local and national level. Along with the finalised redesign of the Info Hub and FAQ pages.

Planned actions for 2026/27:

Continue to maintain the website by publishing and sharing new content in line with partner campaigns and activity.

Deliverable 26/01: We will deliver communications and engagement activities to support businesses in managing occupational road risk.

Status: New

Lead Partner: RoSPA - ScORSA

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Planned actions for 2026/27:

Deliver social media campaigns focused on occupational road risk and safer driving behaviours, with a new topic monthly. Produce and distribute quarterly newsletters to share programme updates, guidance, and opportunities with businesses and stakeholders. Organise webinars and events to support knowledge sharing and employer engagement. Maintain and update the ScORSA website to promote campaigns, events, resources, and programme information.

Deliverable 26/08: We will offer Road User Awareness Training.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

Cycling Scotland will continue to educate drivers of large vehicles and fleet drivers to raise awareness of the risks they pose to more vulnerable road users, including those on bikes, on foot and those with disabilities, through delivery of Road User Awareness Training. This will include:

Driver CPC, for LGV and PCV operators, with practical on-cycle experience.

Fleet driver, working with all fleet operators to promote safety for any staff driving for business.

Learner driver, bespoke seminars delivered in the secondary school setting for pupils applying for a provisional licence. We will also develop new opportunities for delivery to university and college students.

Deliverable 26/09: We will provide adult cycle training.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

Cycling Scotland will continue to support a network of delivery partners with funding to increase opportunities and uptake of cycle training for adults and families.

Deliverable 26/12: We will collaborate with Ayrshire Roads Alliance to develop a Road User Awareness Training eLearning tool.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Subject to a decision on Road Safety Framework Funding, Cycling Scotland will collaborate with Ayrshire Roads Alliance to develop an eLearning version of the Road User Awareness Training Fleet input for use on local authority eLearning platform as staff driver training resource.

Strategic Action: Technology

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

Deliverable 24/10: We will implement the Connected and Autonomous Vehicles (CAV) roadmap and evaluate its benefits it may have on road safety.

Status: Delivered

Lead Partner: Transport Scotland – ITS

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

During the course of the year, we have continued to investigate and gain a greater understanding of the opportunities that embracing connected vehicle data sets offers the service, particularly where they can support improved operation and safety.

Within the previous period we completed the first stage of our in-vehicle pilot we have now taken the time to determine the best way forward for this, particularly as the wider provision of in-vehicle services continues to evolve. We have undertaken customer engagement to determine our customer's appetite for in-vehicle messaging and received positive feedback. We will continue to look to investigate the feasibility of our data-sharing to facilitate improvements in this area.

Although we have assessed the viability of accessing both the eCall system and the Data for Road Safety (DfRS) feed they are currently not able to offer benefit to the service. We will continue to explore their viability and usefulness as a data source.

We have commenced the investigation of the future provision and integration of updated Traffic Scotland systems. Whilst there are a number of reasons for this project, a key objective for its success will be for it to allow the greater use of connected vehicle data sets and to deliver more targeted information to our customers.

This deliverable is now considered complete. Any future updates on CAV will be included under Deliverable 24/09.

Deliverable 22/10: We will research the impacts of technology on road safety.

Status: Closed

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

The Distracted Driver and Seatbelt camera survey deployed in March, and a decision was taken to extend the duration of the survey to include the high-volume summer season to get as much data as possible. The survey will conclude in Autumn 2026 and will report thereafter.

Planned actions for 2026/27:

Following a review of priorities, it has been agreed that this deliverable will be closed and removed from future Annual Progress Reports and Delivery Plans. Information on the ongoing Distracted Driver and Seatbelt Camera survey can be found under Deliverable 25/23, where future updates and reporting will be provided.

Deliverable 24/09: We will make use of Intelligent Transport Systems to enable users to make better and safer use of transport networks.

Status: Ongoing

Lead Partner: Transport Scotland - Intelligent Transport Systems (ITS)

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

We successfully delivered a programme of investment in roadside assets and systems equipment to improve the reliability and reduce obsolescence. This programme was informed using asset condition and obsolescence data to maximise the benefits of this investment. This included the high priority replacement of electronic signing and signalling equipment on the Glasgow Motorway network, where existing assets could no longer be supported.

In December, we procured a £25M five-year contract to supply and install new electronic signs and signals as part of the Glasgow Motorway Investment Programme as well as ongoing renewals across the network. Since contract award, we have worked with the successful supplier (Swarco UK and Ireland) to progress development works to meet TS' specific requirements and programme delivery of equipment to align with installation timescales.

Working with our Operations Contractor, who uses CCTV to monitor the trunk road network, we have prepared a specification for a new CCTV management system to take advantage of current technology capabilities. Our supply chain is engaging with the market to understand how these capabilities could be delivered and develop a plan for implementation.

We commenced a trial of new telephony equipment in a sample of existing Emergency Roadside Telephones (ERTs) to address an emerging obsolescence issue. This trial is ongoing to understand the performance and suitability of this equipment and, if successful, it will be considered for a replacement across our estate to ERTs.

We launched a market consultation to engage the market on the provision and integration of updated Traffic Scotland Systems, and we will use the information gained to determine the way forward.

Planned actions for 2026/27:

We will continue the delivery of our programmes of investment to address obsolete Traffic Scotland equipment replacements (both roadside and systems), and introduce new equipment where needed, to ensure ongoing delivery of Traffic Scotland services to support safe operation of the network.

We will commence delivery of the Glasgow Motorway Investment Programme to install new and replacement technology that will maintain and enhance capabilities to safely operate this part of the trunk road network.

We will conclude the current trial of ERT telephony equipment and progress with a long-term plan to upgrade this equipment to ensure continued availability of this service on motorways and at priority locations on the A-class road network.

We will continue to work with delivery partners to promote campaigns relating to Road Safety via Traffic Scotland's social media and radio presence. In particular, improve safety for roadworkers through a targeted campaign to increase driver respect.

With regards to Connected and Autonomous Vehicles (CAV), we will continue to investigate the future provision and integration of updated Traffic Scotland systems. This long-term action will ensure that we ensure the system is future-ready to support the ongoing delivery of Traffic Scotland services to support the safe operation of the network.

We will continue to evaluate the emerging connected vehicles data set opportunities to enhance operational insight and improve safety through the provision of traffic and travel information to road users.

Deliverable 26/27: Virtual Reality (VR) Programme Development and Delivery.

Status: New

Lead Partner: Scottish Fire & Rescue Service

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

SFRS will continue to utilise Virtual Reality (VR) headsets when delivering road safety messaging at roadside events, Station Open Days and within schools to S5 & S6 pupils across Scotland when delivering;

New Drivers Scheme,

Drive to Arrive - Highlighting the Fatal Five (Speeding, Careless Driving, Drink & Drug Driving, Mobile Phone Usage and Not wearing a Seatbelt)

Virtual Reality 360* Road Traffic Collision. Allowing pupils to experience and discuss good practices and behaviours as a car driver and passenger within a vehicle.

The VR RTC allows pupils to experience what they may encounter if involved in an accident.

Strategic Action: Active and Sustainable Travel

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

Deliverable 25/24: We will implement a Tier 1 Active Travel Infrastructure Fund

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Tier 1 funding supported activity across the Active Travel system through a programme of infrastructure design and construction, alongside embedded behaviour change interventions aimed at encouraging greater uptake of walking, wheeling and cycling. Its overarching aim is to deliver interventions that enhance the safety and accessibility of existing infrastructure, while also introducing new provision that enables people to travel more safely and conveniently.

In practice, local authorities retain discretion over how Tier 1 funding is used. This flexibility has facilitated a wide range of place-based interventions, including road safety measures such as improved crossings, traffic calming and speed management. These interventions not only improve safety outcomes but also create more attractive conditions for active travel.

Across local authorities, there has been a consistent emphasis on road safety. For example, in Highland, a completed project in Keiss delivered a package of measures including a signal-controlled crossing, raised table and speed cushions to reduce traffic speeds and improve crossing safety. Similarly, in Renfrewshire, a construction scheme on Elm Drive introduced traffic calming measures to enhance safety along a key walking route serving a primary school and local facilities.

Deliverable 25/25: We will implement a Tier 2 Active Travel Infrastructure Fund - Design

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

The projects delivered in the first year of ATIF Tier 2 Design demonstrate a strong emphasis on road safety as a core principle, supported by an investment of over £10 million in 2025–26, in its first year of delivery. This funding prioritises accessibility and facilities for children, disabled people and those in deprived areas, directly supporting the Scottish Government’s child poverty and equality objectives. It aligns closely with the Road Safety Framework, with investment focused on infrastructure such as safer routes to schools and key community corridors to address immediate risks while creating long-term, equitable access to opportunity. This safety-led approach is evident in schemes such as Glasgow City Council’s City Network South / Inner North, a major urban programme delivering segregated cycle corridors and junction upgrades that improve road safety by separating cyclists from traffic and reducing conflicts on high-volume routes. Similarly, North Ayrshire Council’s Sharphill to the National Cycle Network (NCN), which enhances safety by providing a dedicated active travel connection to the NCN, reducing exposure of pedestrians and cyclists to traffic on a key corridor.

Deliverable 25/26: We will progress Tier 2 Active Travel Infrastructure Fund - Construction

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

In 2025–26, with an investment of over £50 million, a wide range of active travel infrastructure projects were delivered across the country, ranging from small to large scale schemes. In 2025–26, projects delivered included the completion of Connecting Battlefield; Connecting Yorkhill and Kelvingrove; Connecting Woodside; Dumbreck Road; Flourishing Molendinar; and the Glasgow Avenues Plus programme, which includes Cowcaddens Road, Dobbie’s Loan, South Portland Street, and Duke Street/St George’s Road in Glasgow.

Further projects delivered include Leith Connections and the West Edinburgh Link Road in Edinburgh; the Culbokie Active Travel Project, Wick Street, and Raigmore Interchange in the Highland Council area; Gallowhill Link Road and the Redsmiddy Active Travel Project in Renfrewshire; the Scone to Scone project in Perth; the Dundonald to Barassie Active Travel Project in South Ayrshire; and the Setter to Veester project in the Shetland Islands. These projects comprise a mix of high quality segregated active travel routes, shared use paths, junction and crossing improvements, public realm enhancements, and supporting measures such as traffic calming and improved wayfinding.

Deliverable 25/27: We will continue to deliver a People and Place Programme for 2025-26

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Over £23 million was invested in the People and Place programme in 2025-26. We have been engaging with the RTP leads and officers throughout 2025-26 to implement and refine the delivery model as it enters its third year. We have established robust governance arrangements and are receiving detailed quarterly reports to monitor and evaluate performance. A full evaluation of the programme was published in March 2026. The assessment showed clear evidence that granting more regional and local control over the commissioning of these public services has increased cross-portfolio value and impact from the ‘Support for Active and Sustainable Travel’ budget line. The report also highlighted strong evidence of positive impacts from individual projects and initiatives, supporting the Scottish Government’s decisions to increase national funding for this area of work in recent years.

Deliverable 25/31: We will implement the 2025-26 Sustrans Places for Everyone, Infrastructure Development Support and National Cycle Network and Walking Scotland Ian Findlay Paths Funds

Status: Delivered

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Improving road safety was key to the WWCT and IFPF programmes in 25- 26 with a focus on making it safer and easier for people to walk, wheel and cycle. Investment is supporting safer street design, better infrastructure and stronger evidence to guide decisions. This includes segregated routes, improved crossings and changes to

street layouts that reduce conflict with traffic. Evidence from delivery shows this approach is working, with perceptions of safety improving where high quality infrastructure is in place.

Practical improvements were delivered on the ground. For example, safer routes to school projects redesigned streets to prioritise people, with wider pavements and safer crossings to support children and families. At a network level, targeted safety interventions have removed or redesigned over 200 barriers and improved crossings, reducing hazards and making routes more accessible for all users.

Alongside this, ongoing monitoring, including casualty analysis within the WWCT programmes, is strengthening understanding of where further safety improvements are needed.

Deliverable 21/22: The Scottish Government made a commitment to implement 20mph speed limits on those roads where it is appropriate to do so by 2025.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

We supported local authorities with £10 million to assist them implement 20mph on appropriate roads. 12 local authorities fully completed their rollout of 20mph speed limits on all appropriate roads.

Planned actions for 2026/27:

We will work with authorities to continue progress with 20mph implementation and evaluate the findings from those areas, sharing evidence to support the move to permanent orders.

Deliverable 23/15: We will deliver 20mph speed limits on the trunk road network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

73 of the 74 locations identified on the trunk road network now have a 20mph speed limit in place. It was agreed that one location on the A78 in Greenock will be delayed until the completion of major roadworks in the area. In 2025-2026 20mph speed limits were delivered in the remaining 41 locations through Temporary Traffic Regulation Orders (TTRO). 27 locations that had previously had 20mph speed limits implemented through a TTRO were progressed to Permanent Speed Limit Orders.

Planned actions for 2026/27:

Monitoring the effectiveness of the 20mph speed limits currently implemented through Temporary Traffic Regulation Orders will be undertaken using speed surveys to assess compliance with the reduced speed limit. This will inform the implementation of additional speed management measures where monitoring indicates this is necessary. In 2026-2027 progress will continue on replacing a number of the remaining 47 TTRO's with Permanent Speed Limit Orders.

Deliverable 26/07: We will contribute to the delivery of the Road Safety Framework to 2030 by coordinating and chairing the Key Priority Group on Vulnerable Road Users.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

Cycling Scotland will work in partnership with Transport Scotland and working group members to address the risks posed to vulnerable road users.

Deliverable 26/19: We will progress the Tier 1 Active Travel Infrastructure Fund in 26/27.

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Distribution of Tier 1 Active Travel Infrastructure Funding to Local Authorities through the General Capital Grant for the design, development and delivery of active travel infrastructure measures.

Deliverable 26/20: We will progress the Tier 2 Active Travel Infrastructure Fund – Design in 26/27.

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Funding for Tier 2 of the Active Travel Infrastructure Fund (ATIF) to develop and design projects to make it easier for people to walk, wheel and cycle for everyday journeys. These are to be delivered through Local Authorities, Regional Transport Partnerships and National Park Authorities.

Deliverable 26/21: We will progress the Tier 2 Active Travel Infrastructure Fund – Construction in 26/27.

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Funding for Tier 2 of the Active Travel Infrastructure Fund (ATIF) to deliver projects to make it easier for people to walk, wheel and cycle for everyday journeys. These are to be delivered through Local Authorities, Regional Transport Partnerships and National Park Authorities.

Deliverable 26/22: We will continue to deliver a People and Place Programme for 2026-27.

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Continuation of the People and Place Programme which enables Scotland's seven statutory Regional Transport Partnerships (RTPs) to strategically commission and deliver comprehensive programmes of sustainable and active travel behaviour change interventions on a regional basis. These projects were tied to their local and regional transport strategies, their LA's programmes of active travel infrastructure delivery, and through their statutory membership of Community Planning Partnerships, specific community needs.

Deliverable 26/23: We will progress the 2026-27 Walk Wheel Cycle Trust National Cycle Network Programme.

Status: New

Lead Partner: Transport Scotland – Active Travel

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

The National Cycle Network is a national asset of around two thousand six hundred kilometres that connects cities, towns and rural areas. Funding of the WWCT programme will focus on planning, delivery and engagement to improve safety, accessibility and connectivity for people walking, wheeling and cycling.

Strategic Action: Knowledge and Data Analysis

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

Deliverable 25/03: We will contribute to the delivery of the Road Safety Framework to 2030 by coordinating and chairing the Key Priority Working Group on Vulnerable Road Users.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

The Key Priority Group on Vulnerable Road Users was convened in May and has met four times in 2025/26. Members considered recommendations arising from the In-Depth Fatality Study and subsequent Pedestrian Fatalities analysis alongside other current road safety issues, including the illegal use of electric motorbikes.

Deliverable 24/13: IAM RoadSmart will continue to engage with partners in Scotland.

Status: Ongoing

Lead Partner: IAM RoadSmart

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

In 25/26 IAM Road Smart in conjunction with Police Scotland ran 40 Rider Refinement Events across much of Scotland. Almost 500 motorcyclists attended and as well as receiving inputs from IAM and Police Riders they were also sign posted to further advanced training.

IAM RoadSmart attends a number of focus groups supporting key road safety activities. Namely Police Scotland National Partnership Group, Operational Partnership Board, Motorcycle Focus Group and the Age Focus group. In partnership with Road Safety Scotland, we delivered almost 300 Mature Driver Reviews as part of the RSS F2D campaign.

Planned actions for 2026/27:

For 26/27 following funding from TS. IAM and Police Scotland have scheduled 42 Rider Refinement events which have now been expanded to the whole of Scotland. Observer training is being delivered to Police Motorcyclists to enhance the customer experience. New venues such as Dumfries, Scottish Borders, Stirling and Dumbarton have been added to the locations these courses are being delivered.

Also following TS funding, we will run our first 'Dust off your Leathers Event' at Knockhill offering 80 places to riders covering road skills, emergency first aid, machine maintenance and emergency braking.

IAM RoadSmart attends a number of focus groups supporting key road safety activities. Namely Police Scotland National Partnership Group, Operational Partnership Board, Motorcycle Focus Group and the Age Focus group. In partnership with Road Safety Scotland, we delivered almost 300 Mature Driver Reviews and hope to schedule more in 26/27.

At IAM RoadSmart Skills Day at Knockhill on 4 June we aim to offer several free places to Young Riders from our charity funding work to promote safe riding and encourage motorcyclists to start their journey to improve safety from a younger age.

Deliverable 24/16: Transport Scotland will identify what guidance documents need to be created or updated, to assist in Safe System implementation.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

The deliverable remained under review during the reporting period. No significant activity was undertaken, as resources were focused on higher-priority commitments.

Planned actions for 2026/27:

Officials will meet with the SCOTS Executive Board to identify the guidance documents required to embed Safe System practice across Scotland's road network. Following the meeting, officials will review the outcomes and consider how this can be taken forward.

Deliverable 25/04: We will undertake research to inform policy on cycling and safety.

Status: Ongoing

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Following successful application to the Road Safety Framework Fund, a project was commenced to undertake research and identify practical interventions to address the risks posed to vulnerable road users by work-related journeys. The research component undertaken by Agilysis, an Insight Study into collisions between commercial vehicles and vulnerable road users and a Policy Brief, to identify best practice measures, are due to be completed in Q1 2026/27. Concurrently, work is progressing in collaboration with Glasgow City Council to evaluate the road safety benefits of their fleet. Output from this project will inform policy discussions on how to implement identified interventions.

As part of Cycling Scotland's work to monitor, analyse and publish data from a range of sources to identify key insights and information on everyday cycling in Scotland the [Annual Cycling Monitoring Report](#) was published in February 2026. This sits alongside our wider published data on [increases in everyday cycling](#) highlighting the benefits of investment in separate infrastructure to provide a safer environment for people cycling.

Planned actions for 2026/27:

Cycling Scotland will conduct research into the safety benefits of cycling infrastructure to all road users and support the delivery of evidence-based interventions. We will continue to monitor, analyse and publish data from a range of sources to identify key insights and information on everyday cycling in Scotland, publishing an Annual Cycling Monitoring Report.

Deliverable 25/05: We will support Police Scotland road safety activity.

Status: Ongoing

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Continued delivery of Operation Close Pass features as a recommendation in the In-Depth Fatality Study and is monitored through the Key Priority Group on Vulnerable Road Users. The initiative is delivered by Local Policing officers with support from Road Policing. In 2025/26, Glasgow City Council funded the purchase of equipment for officers to deliver Op Close Pass in Glasgow, with Cycling Scotland providing advice and media resources.

In February 2026, using our pre-existing, award-winning Give Cycle Space creative, Cycling Scotland delivered a digital, radio and bus advertising campaign targeting adults in Angus, Perth & Kinross, Dundee and Stirling, funded by Tactran's People and Place Programme.

Planned actions for 2026/27:

Cycling Scotland will continue to engage with Police Scotland to support harm reduction-based road safety activity, including Operation Close Pass and reducing the dangers from the use of illegal electric motorcycles, through membership of PACTS Road User Behaviour Working Party and Low Emission Vehicles subgroup. Subject to progress with the delayed system to process public journeycam footage we will continue to offer support for its development.

Deliverable 25/06: Continue to work with stakeholders to consider and deliver the recommendations / counter measures identified within the In-Depth Fatality Research report.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Transport Scotland and Police Scotland continued their collaborative programme of in-depth analysis of all fatal road traffic collisions. Recommendations from the resulting reports have been taken forward through the Key Priority Groups. In 2025/26, three new Key Priority Groups were established, Age, Driver Behaviour & Enforcement, and Vulnerable Road Users, alongside the Motorcycle Group. The publication of the Pedestrian Report in 2025/26 further informed this work, with its recommendations being progressed by the Vulnerable Road User Group.

Planned actions for 2026/27:

Transport Scotland will continue to work collaboratively with Police Scotland on the in-depth analysis of all fatal road traffic collisions for the years 2021–2024, culminating in the publication of a report during 2026/27. Following publication, recommendations arising from the report will be progressed by the relevant Key Priority Groups. Transport Scotland will also aim to publish the Pedal Cycle Report, with its recommendations being taken forward by the Vulnerable Road Users Group.

Deliverable 25/10: We will recruit a health analyst to strengthen the input of health data into the National Safer Systems Observatory, with priorities for work in 2025-26 agreed with Transport Scotland

Status: Ongoing

Lead Partner: Public Health Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

An outline project plan of deliverables were agreed, and negotiations between Transport Scotland and PHS reached an advance stage, with draft agreements being checked by SG legal team.

Planned actions for 2026/27:

Will recruit an analyst and the project work will commence.

Deliverable 26/02: We will develop and share research, case studies and resources to support occupational road risk management.

Status: New

Lead Partner: RoSPA - ScORSA

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Planned actions for 2026/27:

Develop and publish case studies demonstrating good practice in occupational road risk management. Undertake and share research to support evidence-based approaches to road safety within workplaces. Create and promote practical resources and guidance for businesses and employers. Ensure resources and information are accessible through the ScORSA website and communication channels. Promote and disseminate the ScORSA best practice guide to support organisations in improving MORR policies and procedures. Promote and support uptake of ScORSA e-learning courses to improve awareness and understanding of occupational road risk management.

Deliverable 26/11: We will work with partners to explore the implementation of measures to reduce work-related road risk for vulnerable road users.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

Cycling Scotland will work with partners to conclude the Road Safety Framework funded Work-Related Road Risk project and use the outputs to inform policy discussions with Transport Scotland and Glasgow City Council on how to implement identified interventions. We will also contribute to the work of the Scottish Occupational Road Safety Alliance through membership of the ScORSA Steering Group.

Deliverable 26/26: Using Data to Drive Safer Outcomes.

Status: New

Lead Partner: Scottish Fire & Rescue Service

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

We will implement targeted, time-specific data focused on high-risk groups, utilising revised STATS 19 data. These campaigns will align with partner activities where possible, while also raising awareness of our own initiatives.

Strategic Action: Enforcement

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

Deliverable 25/07: We will deliver road policing operational / campaign activity.

Status: Delivered

Lead Partner: Police Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Police Scotland continues to meet its RSF2030 commitment to incorporate specific campaigns, initiatives and directed activity targeting the safety of Vulnerable Road Users. Our Engage / Educate / Enforce approach is enhanced by Corporate Comms and Social Media support for campaigns within our National Calendar of Road Safety Activity.

Campaign activity in the past 12 months included –

Motorcycle Safety Campaign - 21 March to 26 September

This campaign, running throughout the peak spring / summer riding period, promoted safe and responsible riding and driving across Scotland's roads. Road Policing and National Motorcycle Unit officers carried out dedicated patrol activity on popular biker routes, and routes with a history of serious injury and fatal collisions involving riders. The campaign saw a strong focus on the contribution all road users can make to reducing rider casualties. Several Weekends of Action, targeting popular bank holiday riding dates, were included, plus a Fortnight of Action that ran from the 2nd to 15th of June to coincide with the UK-wide 2Wheels initiative co-ordinated by the National Police Chiefs' Council (NPCC).

Initiatives across Scotland in support of the campaign saw a total of 1804 riders stopped, with 300 offences detected amongst them. An additional 84 offences committed by other road users were also detected. Compared to the previous year's campaign this was a slight decrease (from 309) in motorcyclist offences detected, however an increase of 12 offences by other road users.

NPCC Operation Spotlight - 1 to 31 July, incorporating the Summer Drink Drug Drive Campaign

This campaign aligned with an NPCC UK-wide initiative running throughout July, intended to educate and protect drivers against the Fatal 5 risk taking driving behaviours of drink & drug driving, speeding, using a handheld mobile phone, careless driving and not wearing a seatbelt. Each of these behaviours increase the likelihood of a collision and often its severity / survivability.

This was the first occasion Police Scotland has participated throughout the entire duration of this NPCC initiative. Police Scotland officers detected a total of 3609 Fatal 5 offences, with our Safety Camera Unit colleagues detecting an additional 8864 speeding offences.

Operation Spotlight led off with the Summer Drink & Drug Drive Campaign. Running over the first fortnight, it provided a strong focus on two Fatal 5 behaviours representing a significant challenge to safety on Scotland's roads. 421 drink and drug driving offences were recorded over this 2 week period. (357 offences during same campaign last year.)

Drug Driving Week - 18 to 24 August

200 drink and drug driving offences were recorded during this campaign, slightly up on the 193 from the same campaign last year. The campaign highlighted the growing road safety threat from drug drivers. Social media was utilised to improve road user engagement, drawing on public-facing campaign material from key partner Road Safety Scotland.

Young Drivers Fatal 5 Campaign - 22 September to 5 October

This campaign aligned with an NPCC UK-wide campaign over these dates, intended to educate and protect young drivers (defined as the under 25s) against the Fatal 5 adverse driving behaviours.

During the course of the campaign, officers detected 211 Fatal 5 offences amongst young drivers, with a total of 1380 Fatal 5 offences detected by officers across all age groups. Our Safety Camera Unit colleagues detected an additional 2349 speeding offences across all age groups. Officer detected offences across all ages were slightly down from the 1541 gained during last year's campaign, but speeding detections by the SCU were markedly up from 1897.

Operation Dark Night Campaign - 27 October to 9 November

This campaign ran as the available light diminished and a statistical peak in pedestrian collisions approached, particularly in built up areas. In more rural areas a risk to horse riders also rises. Poor driver eyesight is recognised as a growing road safety challenge contributed by the record older driver levels. Speed is the most significant determinant of injury severity and survivability for collisions involving pedestrians, horse riders and other vulnerable road users.

Between 27 October and 9 November national enforcement took place on high active travel and other routes against risk taking behaviour including speeding. Eyesight tests were conducted whenever impaired eyesight was suspected.

Engagement also took place with pedestrians who placed themselves at risk through their roadside behaviour. This campaign aligned with an NPCC UK-wide initiative to tackle the statistical rise in such collisions throughout the UK.

Police Scotland officers detected 402 speeding offences with our Safety Camera Unit colleagues detecting an additional 2079 speeding offences. 156 eyesight tests were conducted with 5 drivers failing the roadside test and were reporting for the offences.

NPCC Operation Drive Insured - 10 to 16 November

This campaign aligned with an NPCC UK-wide initiative in conjunction with the Motor Insurers' Bureau. The initiative was aimed at road users who place themselves and others at risk by failing to insure their vehicle. The intention was to influence road user behaviour and increase the safety of our roads, raising awareness through social media highlighting the risks posed by those who drive or ride whilst uninsured and encourage compliance by detecting offenders and enforcing legislation.

The operation was conducted through the use of dedicated roadside check sites as well as marked and unmarked mobile road patrols making use of intelligence systems to stop suspected offenders carry out insurance checks and detect offences. Police Scotland officers detected 401 insurance offences (364 insurance offences detected from the same campaign last year).

Festive Drink Drug Drive campaign - 1 December to 4 January

The campaign was primarily conducted through a combination of intelligence led high visibility patrols and road checks. Our Corporate Communications team worked closely with Road Safety Scotland to sustain media interest during the campaign, in addition to Police Scotland social media users highlighting the campaign and notable detections.

959 drink and drug driving offences were recorded during this campaign.

NPCC Commercial Vehicle Campaign - 26 January to 8 February

This campaign aligned with an NPCC UK-wide initiative which was focussed on LGV's and work-related road risks, insecure loads, carriage of dangerous goods and clandestine entry. The intention was to raise awareness of / compliance with commercial vehicle legislation, disrupt, deter and detect offences relating to vehicle-enabled criminality, provide public reassurance through enhanced visibility, generate intelligence and counter terrorism. Throughout the campaign period multi-agency checks were carried out on all types of commercial vehicles.

Operation Tramline

Road Policing officers are being deployed on busy commuter routes, in vehicles that drivers would not typically associate with the police. Lorry tractor units and minibuses are amongst vehicles being utilised to afford high vantage point observations of driver behaviour from vehicles that blend into the roadway environment, rather than

a marked police vehicle. The aim is to engage, educate and enforce legislation in respect of Fatal 5 offending, particularly distraction offences such as use of handheld mobile telephones.

Operation Close Pass

Road Policing and Community officers continue to work in partnership for this cycle safety initiative. A Community police cyclist and supporting Road Policing officers deploy to monitor driver behaviour in the vicinity of cyclists, particularly when carrying out passing manoeuvres. Drivers passing too closely, or otherwise placing the cyclist at risk, are predominantly provided with guidance during a 'chat on the mat' but may also be issued with a fixed penalty or reported to the Procurator Fiscal, depending on the presenting circumstances.

Police Scotland will continue its ongoing commitment to the provision of road safety campaigns, particularly campaigns with a focus on protecting the vulnerable. This is an expiring immediate deliverable, being replaced with a new immediate deliverable for 2026/27.

Deliverable 25/22: Trial technology capable of enforcing distracted driver behaviours and failure to wear a seatbelt.

Status: Delivered

Lead Partner: Transport Scotland – Scottish Safety Camera Programme

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

The Distracted Driver and Seatbelt camera survey deployed in March, and a decision was taken to extend the duration of the survey to include the high-volume summer season to get as much data as possible. The survey will conclude in Autumn 2026 and will report thereafter.

Deliverable 24/17: We will continue operation of the Scottish Safety Camera Programme.

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

The Safety Camera Programme was successfully maintained throughout 2025 and into 2026. Staffing levels were maintained, and the operation of all systems was monitored and rectified where necessary.

Although there was no site selection process in 2025, the 2026 process is now underway and will be completed prior to the end of 2026.

The Safety Camera Annual Progress Report was submitted to the Programme Board in January 2026.

Planned actions for 2026/27:

In 2026/27 we will -

- Ensure the continued operation of the Scottish Safety Camera Programme.
- Aim to process the recommendations of the independent review of the Safety Camera Units and begin implementation.
- Ensure that the site selection process is completed in line with identified timescales.
- Submit the Safety Camera Annual Progress Report for 2026/27 in January 2027.

Deliverable 24/19: We will increase the use of visual deterrents and enforcement across the road network with the aim to reduce speed and promote the likelihood of being caught.

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Police Scotland continued in its commitment and work to address speeding. Speed is the most significant determinant of injury severity and survivability for collisions involving pedestrians and other vulnerable road users, and speeding is among the main contributory factors for collisions more generally.

2025/26 tactical plans developed by Roads Policing Area Commanders included a speed enforcement focus within the key area of influencing driver / other road user behaviour.

Police Scotland undertook speed enforcement as a daily activity, supplemented by campaigns targeting speeding as part of the National Calendar of Road Safety Activity, with activity tailored to suit local areas and public messaging support from RSS and other key partners. Detections were recorded and reported upon to relevant forums throughout the year.

Locations identified as speed complaint areas, through collision history or public information, were investigated and addressed as appropriate, by both Road Policing and Local Policing officers trained in speed enforcement.

The Safety Camera Unit (see deliverable update above) continued enforcement efforts via fixed point, mobile and average speed cameras in each command area, with a view to reducing the instances of speeding and improve driver attitudes and behaviours. Detections were recorded and reported upon throughout the year.

Planned actions for 2026/27:

Speeding remains a strong focus and is included within our 2026/27 National Calendar of Road Safety Activity, developed in consultation with partners and reviewed & ratified at the National Road Safety Partnership forum.

In 2026/27 we will:

Undertake speed enforcement as a daily patrol activity, supplemented by campaigns targeting speeding as part of the National Calendar, with activity tailored to suit local areas and public messaging support from RSS and other key partners.

Ensure 2026/27 tactical plans developed by Road Policing Area Commanders include a speed enforcement focus.

Address locations identified as speed complaint areas by collision history, reports from road safety partners and members of the public etc. Engagement, education and enforcement will be carried out by appropriately trained and authorised Road Policing and Local Policing officers.

Via the Safety Camera Unit (see deliverable update above), continue enforcement efforts with fixed point, mobile and average speed cameras, with a view to reducing the instances of speeding and improving driver attitudes and behaviours.

Record and report detected offences to relevant forums throughout the year.

Activity will be measured, summarised and reported to partners via the National Road Safety Partnership forum.

Deliverable 24/21: We will make it easier to submit digital evidence in respect of poor or unlawful road user behaviour. (This has replaced the previous deliverable: 21/30 - We will begin the development of a National Dashcam Safety Portal, enabling anyone to upload camera footage of dangerous driving for example.)

Status: Ongoing

Lead Partner: Police Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Development and formalising of the journey Cam initiative from an emerging concept into a recognised project with clear governance, strategic direction and national engagement. Work has established opportunities for future development, partnership engagement and potential implementation of a scalable digital submission platform in Scotland that would complement future road safety priorities.

Planned actions for 2026/27:

Move to a structured delivery phase with clear organisational ownership and governance.

Establish formal project management arrangements to support progress, delivery, accountability, risk management and strategic oversight.

Identify and evaluate a suitable IT solution capable of supporting secure public submission of digital road safety evidence.

Engagement with ICT, procurement and ISA to ensure future systems align with organisational requirements and infrastructure.

Deliverable 25/23: Work with Police Scotland to introduce technology capable of enforcing distracted driver behaviours and failure to wear seatbelts.

Status: Ongoing

Lead Partner: Transport Scotland – Scottish Safety Camera Programme

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

The deployment of a 6 month, 12 location DDS survey across Scotland commenced in March 2026.

Planned actions for 2026/27:

Conclude the survey and report on analysis of data thereafter, which will inform the future of the enforcement landscape, what resources will be required and whether there is data to support targeted enforcement. Feed outcomes into Operational Review with Agilysys and consider impact of increased enforcement on the Scottish Safety Camera Programme.

Deliverable 26/05: Operational review of Scottish Safety Camera Programme.

Status: New

Lead Partner: Transport Scotland – Scottish Safety Camera Programme

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Undertake Operational Review of Scottish Safety Camera Programme to improve enforcement capacity and opportunity to enhance the impact of the Programme on additional Fatal5 driver behaviours.

Deliverable 26/06: Internal review of Scottish Safety Camera Programme.

Status: New

Lead Partner: Transport Scotland – Scottish Safety Camera Programme

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Undertake an internal review of the Scottish Safety Camera Programme and Handbook. The scope of this review is yet to be agreed; therefore, no further information can be provided.

Deliverable 26/24: We will deliver road policing operational / campaign activity in 2026-27.

Status: New

Lead Partner: Police Scotland

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

In 2026/27 we will deliver the following road policing operational/campaign activity:

A National Calendar of Road Safety Activity covering April 2026 to March 2027. Campaign activity will focus on the Fatal Five (careless driving, drink/drug driving, mobile phones, seatbelts and speeding). Campaigns will be national but locally delivered, supported by partners and with media support to ensure appropriate key messages are delivered.

Other areas of focus to include vulnerable road user groups including cyclists, motorcyclists and pedestrians. These will be run alongside partners where appropriate to maximise effectiveness and highlighted via social media.

General road safety enforcement delivered on a daily basis by Police Scotland, including by Road Policing officers and the Safety Camera Unit, as part of their core roles, supported by Local Policing officers where appropriate. To improve driver attitudes and behaviours, deployment of resources will be informed by intelligence and data analysis to identify routes where injury and fatal collisions occur and/or offending is prevalent.

Police Scotland will work with internal and external partners to consider new and innovative approaches to enforcement and campaign activity in order to improve driver behaviour and reduce casualties.

Enforcement activity will be measured with data, captured by Police Scotland's Analysis and Performance Unit (APU) wherever possible, and published in quarterly performance reports.

Strategic Action: Health

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

Deliverable 24/23: We will share evidence on road traffic collision injury prevention with strategic partners.

Status: Delivered

Lead Partner: Public Health Scotland

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

A review was undertaken, presented to partners on the operational partnership group, and made public on the PHS website.

<https://publichealthscotland.scot/publications/effective-road-safety-interventions-for-public-health-an-umbrella-review/>

Deliverable 24/26: We will continue to support the Scottish Trauma Audit Group (STAG) in auditing trauma care.

Status: Delivered

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2024/25)

Achieved in 2025/26:

The audit continued, and an annual report was published.

<https://publichealthscotland.scot/resources-and-tools/health-strategy-and-outcomes/scottish-national-audit-programme-snap/scottish-trauma-audit-group-stag/publications/>

Deliverable 25/08: We will publish a report on unintentional injuries that includes information on road traffic injury hospital admissions and deaths.

Status: Delivered

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

An annual report was published.

<https://publichealthscotland.scot/healthcare-system/urgent-and-unscheduled-care/unintentional-injuries/introduction/>

Deliverable 25/09: We will publish an umbrella review synthesising evidence of effectiveness for road safety interventions.

Status: Ongoing

Lead Partner: Public Health Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

An umbrella review synthesising evidence of effectiveness for road safety interventions was published.

<https://publichealthscotland.scot/publications/effective-road-safety-interventions-for-public-health-an-umbrella-review/>

Planned actions for 2026/27:

Support use of review across Scotland to aid improved road safety.

Deliverable 26/13: Report on Public Health Approach to Road Safety.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Develop output on public health approach to road safety.

Deliverable 26/14: Public Health review of proposal to increase speed limit for Heavy Good Vehicles.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Produce a report on public health view of the proposal to increase speed limits for heavy goods vehicles.

Deliverable 26/15: Organisational Audit of Public health involvement in local road safety and road planning partnerships.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

Produce standards for and a report on local public health teams involvement in transport including road safety.

Deliverable 26/16: Scottish Trauma Audit Annual Report.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Planned actions for 2026/27:

Audit care of major trauma and produce report.

Deliverable 26/17: PHS unintentional injuries annual report for admissions to hospital, including from road traffic injuries.

Status: New

Lead Partner: Public Health Scotland

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Planned actions for 2026/27:

Produce an annual report of unintentional injuries admitted to hospitals in Scotland.

Deliverable 26/28: Fitness to Drive - Supporting Our Older Generation.

Status: New

Lead Partner: Scottish Fire & Rescue Service

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Planned actions for 2026/27:

The Scottish Fire and Rescue Service (SFRS) delivers targeted engagement on the health and wellbeing of older drivers, working collaboratively with Road Safety Scotland (RSS) and Police Scotland to promote safe driving practices and raise awareness of age-related factors that may impact driving ability, such as vision,

mobility, and cognitive changes. Through joint initiatives, community events, and educational sessions, partners provide guidance on self-assessment, licence requirements, HFSV and accessing support where needed, while encouraging open conversations about continued safe driving. This partnership approach ensures consistent messaging and maximises reach within local communities, helping older drivers make informed decisions about their road use—because ensuring drivers are fit to drive significantly reduces the risk of collisions, injuries, and fatalities.

Strategic Action: Education

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

Deliverable 24/38: We will continue deliver RoSPAs road safety activities.

Status: Delivered

Lead Partner: RoSPA - ScORSA

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

Research:

Release of a paper on supporting mature drivers in the workforce.

Release of a paper examining the in-depth fatality reviews from an occupational road risk perspective, aimed at illustrating the scale of occupational road collisions in Scotland.

Release of a written piece exploring the importance of managing alcohol-related risks in occupational driving. Notably, DfT data shows journey purpose is only recorded for 24% of vehicles involved in 2024 collisions, highlighting a gap in data and reinforcing the need for proactive measures despite data limitations.

Research undertaken and published surrounding how Local Authorities Manage Occupational Road Risk and Local Authority MORR toolkit and e-learning created.

A Socio-ecological Model of Drowsy Driving in the UK: Are we there yet? – still awaiting response from academic journal around its release.

AI Research and resources released.

Gig economy research: Scoping review.

Steering Group:

Quarterly steering group meetings held to inform the project and support partnership working.

Note: This Deliverable has been closed and replaced with Deliverable 26/03.

Deliverable 24/39: We will deliver educational cycle safety package for schools.

Status: Closed

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Long-term (Continuing beyond 2025/26)

Achieved in 2025/26:

A decision was taken at senior management level to close Deliverable 24/39 due to capacity constraints. However, we will continue to provide support to local areas and partners in this regard. This was decided that this is not a Prevention ask but a local area initiative. Any local initiatives will be supported by the directorate and will promote partnership working within this area. Unfortunately we will not be leading on this deliverable.

Deliverable 25/11: We will offer Road User Awareness Training.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Delivery of Road User Awareness Training achieved the following outcomes across our three outputs:

The Driver CPC course was re-accredited by the Fleet Operator Recognition Scheme and our grant-funded training partners delivered the Driver CPC course to 184 drivers of large goods and passenger carrying vehicles, with practical, on-cycle experience.

370 people have completed our RUAT Fleet input to reduce occupational road risk relating to light commercial vehicles.

In a pilot collaboration with M Group Energy, they incorporated our RUAT Fleet input into their occupational road risk training. Evaluation showed improvements in driver knowledge and attitudes, with the wider benefits for the company highlighted in a case study published on our website.

We also worked with Ayrshire Roads Alliance to deliver the input to 241 local authority staff.

In addition, 3,916 S5/S6 secondary school pupils have participated in our RUAT Learner driver training across 33 secondary schools. An independent evaluation of the learner input and its impact for young drivers indicates its positive impact.

Deliverable 25/12: We will provide adult cycle training.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Working with our network of training providers across, we provided grant funding for the delivery of free-to-access cycle training for adults. 1,259 people have received this training in 2025/26, with an additional 853 people undertaking eLearning using the 'Essential Cycle Skills' online tool. Evaluation positively demonstrates the impact of adult cycle training on rider confidence and cycling frequency, with a 10% increase in reported trips for everyday purposes following training.

Deliverable 25/13: We will deliver Bikeability Scotland.

Status: Delivered

Lead Partner: Cycling Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Results of Bikeability Scotland delivery in the last reported (2024/25) academic year were [published on our website](#) in September 2026. The results highlighted: The milestone of more than 500,000 young people completing cycle training since 2011.

Over 1,200 schools and 53,570 pupils participated across all levels, with 14 local authorities delivering on-road training in every primary school.

Half of councils are now delivering on-road cycle training in over 90% of primary schools.

For 2025/26, 30 of 31 eligible local authorities received grant funding for delivery in the new academic year, with support from Cycling Scotland for coordination and delivery of training which is scheduled to conclude in June 2026. Results will be published in early autumn.

Related Bikeability Scotland outputs include:

Adoption of the [Bikeability Scotland Strategy](#) by the Bikeability Scotland Delivery Group following consultation with local authority coordinators.

[Publication of findings](#) from the multi-year, cross-sectional evaluation of the impact of Bikeability Scotland, which were presented to the Scottish Physical Activity Research Connection (SPARC) Conference in December. Evaluation shows a positive correlation between Bikeability Scotland Level 2 training and cycling frequency. This increases as pupils move into secondary school.

Delivery of the National Instructor Event in Stirling in November, which welcomed over 90 delegates from across Scotland with a strong focus on the contribution of national standard cycle training to the Road Safety Framework.

Evaluation activity with University of Strathclyde's Active Mobility Hub to explore road user interactions with Bikeability training, the findings from which will be shared in autumn 2026.

A programme of ongoing Quality Assurance visits has been delivered in partnership with local authorities across Scotland, the finding from which will be published later in the year.

Deliverable 25/15: We will deliver national road safety campaigns.

Status: Delivered

Lead Partner: Transport Scotland - Road Safety Scotland

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

In spite of late approval of funds all campaigns ran with evaluation of campaigns being very positive using the RUSTIC~M assessment model Relevance, Understanding, Stand-out, Trust, Interest, Credibility, and Motivation (to change behaviour).

Deliverable 25/20: Expansion of Biker Down Scotland Units.

Status: Delivered

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

Over 300 individuals trained across the country, with the start up of three new units 1 in Perth and 2 in Dumfries and Galloway. Training and employment successful in DG.

Deliverable 25/12: Virtual Reality use in delivering Road Safety.

Status: Delivered

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Immediate (2025/26)

Achieved in 2025/26:

A full review of the VR system was undertaken, which demonstrated positive outcomes in the areas where it was effectively deployed. It proved successful during Fire Reach activities and when engaging with younger, more challenging demographic. However, technical issues, including firewall restrictions, system updates, and unreliable internet connectivity, resulted in lower uptake in certain locations.

In response, collaborative work has been carried out with ICT to implement improved connectivity through the introduction of open Wi-Fi within stations. Additionally, a substantial funding bid has been submitted to Transport Scotland, agreements have been established with local partners to prioritise and strengthen the delivery of key road safety messages. Further to this our recording App has been updated to allow recording of the VR resource to provide a comprehensive report of when it is used and for what road safety theme.

Deliverable 24/32: IAM RoadSmart will support a further national roll out of the Rider Refinement programme.

Status: Ongoing

Lead Partner: IAM RoadSmart

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

In 25/26 IAM Road Smart in conjunction with Police Scotland ran 40 Rider Refinement Events across much of Scotland. Almost 500 motorcyclists attended and as well as receiving inputs from IAM and Police Riders they were also sign posted to further advanced training.

The trust pilot review evaluated the courses at 4.5 out of 5 which was excellent.

Planned actions for 2026/27:

For 26/27 the plan is for Rider Refinement to roll out Nationally and include venues in areas which have not had courses before. For this coming year we will add Dumfries, The Borders, Dumbarton and Stirling to the locations that already exist. Again 42 courses are planned.

To enhance the customer experience IAM RoadSmart will train 30 Police Motorcyclists in the Institute of Motor Industries – National Observer Course. This course focuses on the feedback and interaction with clients during coaching sessions on motorcycle riding.

Deliverable 24/42: We will deliver Henry The Horse campaign, to educate school pupils on road safety and raise awareness of the increasing number of reported incidents involving horses and vehicles.

Status: Ongoing

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Achieved in 2025/26:

Henry the Horse educates children of Primary School age on road safety and raises awareness of the increasing number of reported incidents involving horses and vehicles. In 2025/26, it was redeveloped, with a new series of animations created. They show how to safely pass horses as a pedestrian, cyclist or even a car passenger, offering observations to the driver. These animations were developed to support the further dissemination of the project, meaning that BHS staff and volunteers can easily take forward this work in Primary Schools across Scotland. The further dissemination of Henry the Horse using these animations is planned for 2026/27.

Planned actions for 2026/27:

Disseminate the redeveloped Henry the Horse project across Primary Schools in Scotland, to educate and raise their awareness of road safety issues involving horses and other road users.

Deliverable 24/43: We will deliver a Dead Slow campaign to reduce incidents and fatalities involving horses and riders.

Status: Ongoing

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

The Dead Slow campaign works to promote road safety education and make all road users aware of what to do when they encounter horses on the road. In 2025/26 BHS has continued to promote Dead Slow, as well as encouraging equestrians to report any safety issues they encounter through the Horse I app, across all our events.

These include:

- Agricultural shows including Fife, Haddington, Ayr, Perth, Turriff, and Black Isle.
- At major equestrian events including Royal Highland Show and Scone Palace International Horse Trials
- In partnership at specific road safety events, such as the BHS Scotland and SPARC Equine Road Safety Evening attended by over 100 people.

BHS has also continued to deliver Ride Safe Awards, Ride Safe Train the Trainer and Road Safety Taster Sessions, to raise equestrian awareness of safe on-road, increase their confidence, and keep themselves and their horse safe.

March 2026 also marked the 10-year anniversary of the Dead Slow campaign, and significant communication and media work took place to celebrate this milestone and continue to raise awareness of equestrian road safety issues. This was picked up by many national broadcasters, as well as BBC Radio Dumfries and BBC Radio Borders.

Planned actions for 2026/27:

Promote road safety education and continue to make all road users aware of what to do when they encounter horses on the road, through the continued promotion of the Dead Slow campaign at BHS events, communications and through our participation work.

Deliverable 25/14: We will continue to promote and refine Road Safety Scotland learning resources.

Status: Ongoing

Lead Partner: Transport Scotland - Road Safety Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

RSS ran a 'Go Safe with Ziggy' Roadshow spanning a seven-week period beginning January to March 2026, prioritising areas of higher deprivation as identified through the Scottish Index of Multiple Deprivation (SIMD) data.

New content developed for 'Roadstars', the main primary school resource.

'Mechanimals', launched in March 2026, a new secondary school resource for S1-S6 (replacing Your Call and Crash Magnets), offering a new innovative way to teach road safety, incorporating the use of powerful imagery, progressive lesson plans, and engaging interactive group activities.

'Travel Together Safely', a new road safety learning resource for children and young people with complex additional support needs, launched March 2026. The new step-by-step guide will be for adults supporting young people with complex additional support needs to learn road safety skills, taking the adult through important elements of road safety, which they can then use to help the young person understand how to stay safe while walking and travelling in the community. Visual aids are also included to support the learning.

Planned actions for 2026/27:

Continue promoting the RSS resources and make updates as needed across all relevant platforms;

Develop a CPD Hub for RSS learning resources;

Run a Go Safe with Ziggy' Roadshow in 2026/27;

Refresh/develop 'Go Safe with Ziggy' books;

Further content development for 'Roadstars'.

Deliverable 25/16: We will Deliver Operation Lose The Blinkers

Status: Ongoing

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

In 2025/26 the following Operation Lose the Blinkers Action Days were delivered:

- 22 April 2025, Denny
- 13 June 2025 Drymen
- 23 June 2025 Tayside
- 6 August 2025 Arran
- 16 October 2025 Larkhall

Across these Action Days in 2025:

- 97 drivers were stopped and educated
- 2 Sec3 RTA1988(careless driving) offences
- 2 other offences
- 83 were commended on patient driving.

Also in 2025, Operation Lose the Blinkers received funding from Transport Scotland to continue delivering Action Days across Scotland and evaluate their impact. British Horse Society has been working together with Police Scotland to plan, deliver and evaluate these actions days and this work will continue to be delivered in 2026.

Planned actions for 2026/27:

Increase road users' knowledge and competency on the safe passing of riders and carriage drivers through the continued delivery of Operation Lose the Blinkers in partnership with Police Scotland.

Deliverable 25/17: Create Temporary Roadside Posters

Status: Ongoing

Lead Partner: British Horse Society

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

A Pilot Project was delivered in 2025 between BHS and Police Scotland, working together to develop Temporary Information Posters (TIPs) that promote road safety and the safe passing of equestrians, cyclists and pedestrians. Three signs, designed to be interchanged at regular intervals, were developed to be erected on Private Land, overlooking roads experiencing issues with unsafe passing of vulnerable road users (VRUs), to educate and inform other road users on the safe passing of VRUs. One sign contains information on recommended distance and speed for passing equestrians, one for cyclists and one for pedestrians.

As part of the Pilot Project, these signs were deployed at locations across Angus and Perthshire, in areas that safety concerns had been raised in relation to passing VRUs. Feedback was obtained from road users and landowners at the pilot sites. They reported that these posters improved interactions between drivers and vulnerable road users, as well as road safety.

Based on the success of this Pilot, since February 2026, they have become available to purchase across Scotland, and BHS is continuing to track their impact in these locations.

Planned actions for 2026/27:

Continue to disseminate Temporary Information Posters on safe passing of Vulnerable Road Users across Scotland, tracking their impact, to educate and inform other road users on the safe passing of VRUs.

Deliverable 25/18: Continue to engage with members.

Status: Ongoing

Lead Partner: Road Haulage Association

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Successful briefings were held in November 25 & May 26.

Planned actions for 2026/27:

Focus on getting younger people interested in the logistics sector by showcasing the range of opportunities available. Continue to support members with cost/regulation pressures, through lobbying with government.

Deliverable 25/19: Work in collaboration with Partners.

Status: Ongoing

Lead Partner: Scottish Fire and Rescue Service

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Excellent partnerships at a local level were formed, Road Safety Hubs – Driver Improvement Sessions. IAM, PS and SFRS are delivering driver improvement session over a 4-month period focusing on Winter driving, Speeding, Fitness to Driver and Distracted Driving.

Along with this there was a multi-agency road safety event - SRUC barony college, Dumfries and partnership working in Stirling Central Safe Drive Stay Alive (SDSA) programme. This hard-hitting educational event, held annually in the Forth Valley area, specifically targets young and pre-drivers to show them the real-life consequences of poor choices.

Planned actions for 2026/27:

The aim is to strengthen both local and national collaboration. Locally, we will continue to work in partnership with Road Safety Scotland (RSS), I AM, PS, and Public Health partners, particularly in relation to promoting “Fit to Drive” initiatives. We will implement targeted, time-specific campaigns focused on high-risk groups, using a combination of local intelligence and national data. These campaigns will align with partner activities where possible, while also raising awareness of our own initiatives.

At a national level, our approach will remain consistent with the previous year. We will continue to engage closely with key partners, including Public Health Scotland, supporting Health Impact Assessments and contributing to consultations such as those on Speed Management. In addition, we will maintain our involvement with the National Fire Chiefs Council, sharing best practice and learning from colleagues across the UK.

Deliverable 26/03: We will strengthen partnership working and governance to support the delivery of the ScORSA programme.

Status: New

Lead Partner: RoSPA - ScORSA

Delivery timescale: Long-term (Continuing beyond 2026-2027)

Planned actions for 2026/27:

Coordinate the ScORSA project steering group meetings quarterly. Monitor programme delivery, participation and impact across communications, events and research activity. Support collaboration between partners, employers and stakeholders to improve occupational road safety outcomes.

Deliverable 26/10: We will deliver Bikeability Scotland.

Status: New

Lead Partner: Cycling Scotland

Delivery timescale: Long-term (Continuing beyond 2026/27)

Planned actions for 2026/27:

Cycling Scotland will continue to support local authorities to ensure school children have access to on-road cycle training through delivery of Bikeability Scotland in schools. Delivery activities will include the award and distribution of grant funding for the 2026/27 academic year, year-round coordination and support for local delivery, a programme of quality assurance visits, collation and publication of results for the 2025/26 academic year and our annual National Instructor Event in autumn.

Deliverable 26/25: We will deliver national road safety campaigns in 2026-27.

Status: New

Lead Partner: Transport Scotland - Road Safety Scotland

Delivery timescale: Immediate (2026/27)

Planned actions for 2026/27:

We will continue to undertake/develop campaigns to address the following behaviours:

- Motorbikes
- Young Drivers
- Fitness to Drive
- Drive on the Left
- Vision Zero
- Drink- and Drug-Driving
- Child In-Car Safety
- Seatbelts

Strategic Action: Engineering

We will improve road infrastructure and maintenance.

Deliverable 24/45: We will trial interventions for motorcyclists on the Trunk Road Network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction Team

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

Successful completion of data analysis and publication of report on full findings of Phase 2 (2023-2025). The Phase 2 results indicate continued positive behaviour change outcomes along with a substantial reduction in the annual average number of injury collisions when compared with baseline data.

Planned actions for 2026/27:

Publication of revised PRIME Installation Toolkit to reflect further findings and experience gleaned in Phase 2 of the trials.

Update comparative analysis of post intervention collision data at existing PRIME trial sites.

Analysis of collision data and consideration of PRIME measures in response to collision trends or as proactive risk removal measure at locations across the trunk road network.

Deliverable 24/46: We will implement road safety measures to reduce motorcycle casualties and severities on the Scottish road network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction / SCOTS**Delivery timescale: Long-term (Continuing beyond 2026/27)**

Achieved in 2025/26:

SCOTS Update – Participation in various focus groups set up to consider collision data and reports relating to the intermediate targets set out in the Road Safety Framework to 2030. Contributed to the Transport Scotland mid-term review of the Road Safety Framework to 2030.

Trunk Road Casualty Reduction Update – Successful completion of data analysis and publication of report on full findings of Phase 2 (2023-2025) PRIME trials on the trunk road network. The Phase 2 results indicate continued positive behaviour change outcomes along with a substantial reduction in the annual average number of injury collisions when compared with baseline data.

Support provided to assist local authorities with aspirations to install PRIME markings on their network using Road Safety Improvement Funding.

VRS improvement works on the trunk road network including motorcycle protection system at appropriate locations and foliage clearance were carried out at various sites identified on the A9, M9 and A985. This protects Motorcyclists from colliding with hazards such as trees which can cause significant injury to riders and passengers. A total of over 22km of VRS was introduced including over 4.1km of motorcycle protection system on the SE network.

Planned actions for 2026/27:

SCOTS Update – Councils across Scotland will continue to review their road networks and analyse accident rates to identify potential safety interventions. They will also support/participate in national road safety initiatives, where appropriate.

Trunk Road Casualty Reduction Update – Analysis of collision data and consideration of PRIME measures in response to collision trends or as proactive risk removal measure at locations across the trunk road network.

A7 trunk road Galalaw roundabout – passive safety works including introducing uplighters to replace pole mounted light units, removing the hazard to riders/passengers in event of a collision.

Deliverable 24/47: We will deliver widespread road safety engineering initiatives and risk reduction measures on the local and trunk road network.

Status: Ongoing

Lead Partner: Transport Scotland – Trunk Road Casualty Reduction / SCOTS

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

SCOTS Update – Safe Systems training was provided and attended by many LA representatives. Contributed to the Transport Scotland mid-term review of the Road Safety Framework to 2030.

Trunk Road Casualty Reduction Update – Work delivered through on Transport Scotland's Trunk Road Casualty Reduction Programme of Works in 2025/26 included:

Introduction of 20mph speed limits at 73 locations on the trunk road network by 31 March 2026 in line with the Scottish Government programme for government commitment.

Several schemes were completed at junctions which included either full signalisation, vehicle activated signs works, street lighting, signs, chevrons, foliage clearance, VRS and/or road markings. For example, A77 Doonholm Road, A9 Skiach junction, A77/A751 junction, A702 Garvald junction, B9128 junction, A9 at Inshes and Sir Walter Scott Avenue and A75 Mouswald junction.

Layby signs and markings were upgraded on the A82 between Balloch to Tarbet as part of a route improvement to reduce poor turning movements associated with the laybys and conflicts associated with this.

Work was also undertaken to harden the verge at the A82 Auch Estate near Tyndrum to mitigate over run collisions and vehicles getting stuck in the verge due to the narrow carriageway width and soft verge.

Vehicle restraint system (VRS) improvement works, and foliage clearance were carried out at various sites identified on the A9, A90, A96, M9 and A985. Including motorcycle protection system at appropriate locations.

Bend warning sign improvements were undertaken on a route basis on the A96 South of Keith.

A scheme has been delivered along 7 miles of the A92, upgrading centreline markings with high-performance material featuring a rumble effect to improve lane discipline and reduce unsafe overtaking, alongside installing solar-powered road studs to enhance visibility in darkness and poor weather.

Planned actions for 2026/27:

SCOTS Update – Councils across Scotland will continue to review their road networks and analyse accident rates to identify potential safety interventions. They will also support/participate in national road safety initiatives, where appropriate.

Trunk Road Casualty Reduction Update – We will deliver road safety measures through available local and trunk road casualty reduction budgets ensuring that they align with the principles of the Safe System.

Strategic Action: Inequality

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

Deliverable 22/35: We will gather evidence to understand if there is a link between speed and the casualty rate in the most deprived 10% Scottish Index of Multiple Deprivation (SIMD) areas.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

The first reports from the 80 speed indicators installed on the local road network were analysed and presented to the Operational Partnership Group.

Planned actions for 2026/27:

Continue further analysis of the data and identify if there are any trends in the data and explore if there are possibilities road safety measures can be strengthened.

Deliverable 24/48: We will identify and deliver Safe System wide initiatives to reduce casualties in the most deprived Scottish Index of Multiple Deprivation (SIMD) areas.

Status: Ongoing

Lead Partner: Transport Scotland – Road Safety Policy

Delivery timescale: Long-term (Continuing beyond 2026/27)

Achieved in 2025/26:

£14.25m was allocated to the Road Safety Improvement Fund, and £10 million to support 20mph rollout, which aimed to support local authorities in reducing road-related risks and casualties. Schemes have been delivered across the whole of Scotland, including the most deprived SIMD areas. All schemes align with the Safe System approach to road safety.

Scottish Safety Camera Programme has continued to engage with partners at OPG and Local Partnership Forums to encourage greater engagement with local authorities and stakeholders in terms of short term and flexible deployments in areas that may not meet standard site selection criteria.

In March 2026, we commenced a comprehensive survey across Scotland using distracted driver and seatbelt detection technology. Deployment locations were identified to cover as many location attributes as possible including areas of high SIMD and vulnerable road users. This data will inform future targeted education, communications and enforcement strategies.

Planned actions for 2026/27:

Through the Road Safety Improvement Fund, road safety schemes will be delivered across Scotland, including in the most deprived areas, with the aim of reducing road traffic collisions and improving overall safety.

The Scottish Safety Camera Programme is embarking on a transformation programme with a focus on Prevention and Outcomes, Intelligence-Led Enforcement and Expanding our Enforcement Capabilities. This will develop ways of identifying areas of potentially higher vulnerability where deterrence can be used to effect improved driver behaviour and lead to improved safety, aligning with active travel and wider policy priorities.

Conclusion

Over the course of the 2025-2026 period, road safety partners demonstrated significant progress by successfully delivering a total of 25 deliverables. In addition to these completed deliverables, a further 34 long-term remain ongoing and are being carried forward into the 2026–2027 period, ensuring continued momentum. With 2 deliverables being closed with no further action. Furthermore, 30 new deliverables have been identified through ongoing collaboration, and these will be actively pursued by partners.

Although we have seen an overall reduction in casualties, 2025 has provided some encouragement for road safety across Scotland, with fatalities decreasing. However, Transport Scotland and our partners still face a significant challenge to ensure we meet our ambitious casualty reduction targets by 2030.

Embedding the Safe System approach, which is regarded as international best practice in road safety delivery, will be fundamental to meeting our targets, and delivering our Safe System training to road safety practitioners in Scotland will support this.

Transport Scotland has committed to publish an Annual Progress Report & Delivery Plan throughout the lifetime of the framework. An update will be published on deliverables for the retrospective year, and deliverables forecasted to be delivered for the year ahead.

Transport Scotland will continue to work in collaboration with road safety partners, and the framework will continue to be delivered collaboratively with partners through a three-tier governance structure, to achieve our ambitious targets and fully deliver the RSF2030.



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