

Report

Report to:	Roads Safety Forum
Date of Meeting:	30 November 2021
Report by:	Executive Director (Community and Enterprise)

Subject:	Scotland's Road Safety Framework to 2030
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide an outline of the contents of Scotland's Road Safety Framework to 2030

2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) that it be noted that Scottish Government has issued Scotland's Road Safety Framework to 2030, which includes national targets and measures for casualty reduction to 2030;
- (2) that it be noted that Local Transport Strategy (LTS) policy remains unchanged in terms of the Council continuing to contribute towards national casualty reduction targets as set out within Local Transport Policy number 16. Casualty reduction targets to 2030 will supersede those set for 2020; and
- (3) that methodologies for Accident Investigation and Prevention (AIP) annual accident data studies will be adapted to provide weighting factors for fatal and serious collision severities as well as for the targeted vulnerable road user groups detailed within the new Framework.

3. Background

- 3.1. Scotland's Road Safety Framework to 2020 ended on 31 December 2020. In partnership with the road safety community and key stakeholders the Scottish Government published Scotland's new Road Safety Framework to 2030 on 25 February 2021 to build on the strength of the 2020 Framework.
- 3.2. Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include seeking to reduce the number and severity of casualties within South Lanarkshire and to contribute towards the achievement of the 2020 national casualty reduction figures. This remains the case other than we will now contribute towards the 2030 national casualty reduction figures. The next LTS will be published in 2024 with preparation for this work about to commence. Specific reference to the new Road Safety Framework to 2030 will be reflected within this publication.
- 3.3. Scotland's Road Safety Framework to 2030 provides the vision 'for Scotland to have the best road safety performance in the world' and outlines the ambitious and compelling long-term Vision Zero goal for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050.

- 3.4. Drawing on the latest evidence, the framework highlights key challenges for the immediate and longer term. It sets out new ambitious targets to 2030, strategic actions for the next decade and notes that key performance indicators will be set within the Framework's first delivery plan. All of these will help shape collective efforts, inspire collaboration and frame a shared vision for the future to improve road safety delivery.
- 3.5. The framework uses the words 'we' and 'our' to reflect that this is not just a strategy for Scottish Ministers or safety partners. Collectively we must ensure the safety of every road user including protection for those who choose to walk, wheel and cycle.
- 3.6. The report 'Scotland's Road Safety Framework to 2030 Consultation' was presented to the Road Safety Forum on 17 November 2020 detailing the draft Framework and the context in which this has been developed, including its overarching context, identified key challenges and strategic actions. Much of this information remains the same as reported previously.

4. Outline of Scotland's Road Safety Framework to 2030

- 4.1. The Framework makes it clear that all road users have a part to play in the success of the Framework by keeping our roads safe for themselves and others and, therefore, features the motto "Together, making Scotland's roads safer". The Framework is for all road users and, therefore, its vision, outcomes, challenges, strategic actions and targets belong to each and every one of us collectively and encourages greater personal responsibility.
- 4.2. In line with international best practice, the Framework embeds the Safe System approach. The Safe System's long-term goal is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework.
- 4.3. This puts people at its centre, aiming to provide a more forgiving road system that takes human vulnerability and fallibility into account; recognising that people are fragile and make mistakes that can lead to collisions, but it should not lead to death or serious injury. This is a shift from trying to prevent all collisions towards preventing death and mitigating serious injury in collisions. The Framework focuses on targeting outcomes which are causally related to death and serious injury.
- 4.4. A Safe System mitigates this with its five pillars, effectively layers of protection, in the form of the below which all work in harmony to prevent death and serious injury:-
 - ◆ Safe Road Use
 - ◆ Safe Vehicles
 - ◆ Safe Speeds
 - ◆ Safe Roads and Roadsides
 - ◆ Post-crash response
- 4.5. The Framework sets out 5 strategic outcomes which align to the five pillars of the Safe System above which describe the road safety environment it aims to deliver. These are detailed within Appendix 1.
- 4.6. 12 challenges have been identified which are making an impact now, or will in the near future, on road safety generally and, more particularly, on the new Framework. They have been mapped to the Safe System and align with the Scottish Government's policies, plans and strategies. A high-level summary of each challenge, as detailed

below, is provided within Appendix 2. Additional narrative is provided within the Framework.

1. Climate Emergency
2. Active and Sustainable Travel
3. Health
4. Safe System
5. Speed Management
6. Road Safety Delivery
7. Driving/Riding for Work and Workplace Culture
8. Emerging Technologies
9. Enforcement/Deterrence
10. Road Infrastructure and Maintenance
11. Post-Crash Response
12. Road Users

- 4.7. To address current and emerging challenges, the following 12 Strategic Actions have been identified. These are meant to be overarching and are not allocated to any nominated road safety partners. These are the collective responsibility of all stakeholders and road safety partners. Please note that action number 11 and 12 were not included within the draft Framework. Fuller detail on each is provided within Appendix 3.

1. Speed
2. Climate
3. Funding and Resourcing
4. Change in Attitudes and Behaviour
5. Technology
6. Active and Sustainable Travel
7. Knowledge and Data Analysis
8. Enforcement
9. Health
10. Education
11. Engineering
12. Inequality

- 4.8. These strategic actions will be translated and expanded into sub-actions through the development of both national and local delivery plans which will sit out with the framework. The delivery of the strategic actions and underpinned by the sub-actions contained into subsequent national delivery plans will be monitored through the three-tier structure of the framework governance and will be reported through national annual reports.

- 4.9. The 2020 Framework established a Strategic Partnership Board (SPB) and a supporting Operational Partnership Group (OPG) to govern, monitor and deliver the Framework. The 2030 Framework introduces Local Partnership Forums (LPFs) to improve communications and monitoring between national and local levels. The remit and membership of these are detailed below.

- ◆ Strategic Partnership Board (SPB) – the SPB meet twice a year, working in partnership with Ministers and senior partner organisations. They are responsible for collective decisions on strategic approaches, identifying and resolving high-level issues and have public ownership of the framework and its delivery. Board members are:-

- ◆ Transport Scotland
 - ◆ NHS Scotland
 - ◆ Police Scotland
 - ◆ Scottish Fire and Rescue
 - ◆ Convention of Scottish Local Authorities (COSLA)
 - ◆ Society of Local Authority Chief Executives (SOLACE)
- ◆ Operational Partnership Group (OPG) – the OPG meet twice a year to consider a range of evidence-based road safety policies and interventions. It has representation from a variety of organisations with a remit for, or vested interest in, road safety. It has the responsibility for the monitoring, analysis and distillation of evidence and information on activities being undertaken by partners towards the delivery of the Framework. In addition to several affiliated members, core members are:-
- ◆ Transport Scotland
 - ◆ Scottish Ambulance Service
 - ◆ Scottish Fire and Rescue Service
 - ◆ The Royal Society for the Prevention of Accidents (RoSPA)
 - ◆ Society of Chief Officers of Transportation in Scotland (SCOTS)
 - ◆ Scottish Community Safety Network
 - ◆ Police Scotland
 - ◆ IAM Roadsmart
 - ◆ Living Streets
 - ◆ Cycling Scotland
 - ◆ Motorcycle Action Group
 - ◆ Road Haulage Association
 - ◆ British Horse Society
- ◆ Local Partnership Forums (LPFs) – this is a new level of governance of the Framework which will meet twice a year to improve connectivity between what is happening at national and local levels in terms of road safety. It will support monitoring at a local level of the Framework and its deliverables. The LPFs will provide feedback upwards to the OPG. The LPF's does not look to replace or duplicate the work of already established local or regional groups such as the Lanarkshire Road Safety Governance Board or Road Safety West of Scotland which will continue. Membership is expected to evolve as the West of Scotland LPF becomes established but will initially include:-
- ◆ Transport Scotland
 - ◆ Police Scotland
 - ◆ Strathclyde Fire and Rescue Service
 - ◆ RoSPA
 - ◆ Safety Cameras Scotland
 - ◆ representatives from a number of local authorities
 - ◆ potential representatives from local organisations

4.10. The Framework governance structure is shown within Appendix 4 alongside fuller detail of the LPF's remit.

4.11. All Safe System work is based on a performance framework, with a hierarchy of targets. The new Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below 4 Interim Outcome Targets to 2030 have been confirmed, based on a national 2014 to 2018 baseline:-

- ◆ 50% reduction in people killed
- ◆ 50% reduction in people seriously injured
- ◆ 60% reduction in children (aged <16) killed
- ◆ 60% reduction in children (aged <16) seriously injured

4.12. Intermediate Outcome Targets as presented within the draft version of the Framework did not have a percentage reduction attached to them. Most of these now have this targeted reduction set. This will allow the performance of casualty figures for the specific user groups as follows to be tracked:-

- ◆ 40% reduction in pedestrians killed or seriously injured
- ◆ 20% reduction in cyclists killed or seriously injured
- ◆ 30% reduction in motorcyclists killed or seriously injured
- ◆ 20% reduction in road users aged 70 and over killed or seriously injured
- ◆ 70% reduction in road users aged between 17 to 25 killed or seriously injured
- ◆ percentage of motorists driving/riding within the posted speed limit (still to be set)
- ◆ the casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas

4.13. A number of 'Key Performance Indicators' were noted within the draft Framework document that was issued at the time of consultation. These were still in development at the time of the final Framework's publication, and it is noted that these will be contained in the first Road Safety Framework Annual Delivery Plan. It is expected that responsibility will be placed on Transport Scotland or other national lead delivery partners for their action and monitoring.

4.14. It is noted that a Transport Scotland will undertake a National Speed Management Review as recommended within Strategic Transport Projects Review 2. This will establish appropriate speed limits across the urban and rural roads network, including different vehicle types. The review will look at a range of measures such as speed management on motorways; speed limits through roadworks; speed limits through rural settlements on the trunk road network; and reducing speed limits in residential areas. The development of a national strategy for 20mph zones and limits in Scotland will be taken forward. These are welcomed actions and will allow a National Speed Indicator to be progressed to measure compliance on the strategic road network and on roads managed by local authorities, with speeds from 20mph to 70mph. The setting of a baseline will then allow a percentage decrease figure to be set for the speed compliance Intermediate Outcome Target.

4.15. Appendix 5 shows the national targets in an easy to read one-page format. It should be noted that these are set for Scotland as a whole and not specifically to individual Local Authorities. Our progress and contribution to this national effort will, however, be monitored as detailed within item 5.7.

5. Implications for South Lanarkshire Council

5.1. The targeted reduction in killed and seriously injured casualties to 2030 is very ambitious for both child casualties and all ages. Maintaining and furthering reductions at a local level will be particularly challenging due to the positive actions and interventions already taken and the pressures on existing finances and resources.

5.2. The Intermediate Outcome targets also represent a significant challenge where pedestrian, cyclist, motorcyclist, road users aged 70 and over, road users aged 17 to 25 and casualty rates within areas of deprivation are in focus. Work will be undertaken to establish a baseline for these vulnerable age groups and user types, where

appropriate, as well as the causation factors resulting in their involvement within road traffic collisions, particularly those of a serious or fatal nature.

- 5.3. We are supportive of the interim targets and intermediate outcome targets and the ethos of the longer term “Vision Zero” and recognise that this is national effort required to achieve such an ambition and the mechanisms to monitor and assess these.
- 5.4. The traditional 4 E’s of road safety (education, engineering, enforcement and encouragement) remain relevant, however, require to be combined with the safe systems approach. Within this approach there are only certain elements that we have direct responsibility for, therefore, effective partnership working is crucial. Our resources will be directed towards preventing or reducing the severity of road traffic casualties on our road network by addressing the most appropriate locations or road user groups or types and by working closely with our partner organisations. This includes a focus on infrastructure and measures to support active travel and the safety of vulnerable road users.
- 5.5. Our approach to casualty reduction in terms of the identification and prioritisation of locations for Road Safety Accident and Prevention (AIP) investigation and potential mitigation measures/ remedial works was set out in a report to the Forum on 5 December 2017. Road traffic collisions are defined as rare, random multi-factor events, therefore, the minimum number of collisions that will allow for a statistically significant, treatable pattern to be identified is 3.
- 5.6. On an annual basis, usually in November/December, a 3 year Council-wide analysis is undertaken to identify where road accidents are occurring in South Lanarkshire. There are three broad types of location that are suitable for accident intervention which are single sites where collision clusters are identified, rural routes where a length of road features a higher than average collision rate, and area wide schemes. A review of the methodology for each of these will be undertaken to allow an appropriate weighting for higher severity casualties to be applied as well as for those involving vulnerable road user groups as detailed within item 4.12. This will contribute towards the achievement of the Framework’s outcome targets. Any methodology changes will be tested and trialled during the 2021 annual review.
- 5.7. On an annual basis a review of progress towards the four Interim Outcome Targets to 2030, as detailed within item 4.11, will be presented to the Road Safety Forum. A breakdown of causation factors for the following casualty age groups and types (which link to the Interim Outcome Targets and the Intermediate Outcome Targets) will also be given. This information will influence potential actions to be considered for:-
 1. all killed or seriously injured
 2. children killed or seriously injured
 3. pedestrians killed or seriously injured
 4. cyclists killed or seriously injured
 5. motorcyclists killed or seriously injured
 6. road users aged 70 and over killed or seriously injured
 7. road users aged between 17 to 25 killed or seriously injured
- 5.8. South Lanarkshire Council will be represented within the West of Scotland Local Partnership Forum with its first meeting scheduled for 22 November 2021. We will aim to support and align relevant actions set within national or local delivery plans and will participate in the developing and monitoring of these where applicable through this forum. Our processes will continue to be reviewed as the Framework and its actions

are developed and as further information is provided from Transport Scotland such as the guidance on 20mph zones and areas.

6. Employee Implications

- 6.1. Delivery of road casualty reduction measures will continue to be supported by the Council within the existing employee structure and in partnership with external organisations. The use of contractors may be required to deliver larger projects or to provide assistance in the future where required.

7. Financial Implications

- 7.1. The challenging outcome targets of the Framework require significant investment to achieve these. A proportion of the work can be accommodated through existing budgets, however, opportunities will continue to be required to secure external funding. No budget is in place for larger projects which rely on such additional funding being sourced.

8. Climate Change, Sustainability and Environmental Implications

- 8.1. There are no immediate implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted, however, that the proposed Framework strategic outcomes and actions are interlinked with many current and emerging challenges including climate emergency and active and sustainable travel potential.
- 8.2. This may have a positive impact on the environment and support South Lanarkshire's Sustainable Development and Climate Change Strategy. The Framework aim to reduce car-based traffic, inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than their own vehicles will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions. Reduced vehicle speeds and improved safety when walking, cycling or wheeling will also provide the same positive contributions.

9. Other Implications

- 9.1. There are no significant risks associated with this report.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy or strategy and, therefore, no impact assessment is required.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

12 November 2021

Link(s) to Council Values/Ambitions/Objectives

- ◆ Make communities safer, stronger and sustainable
- ◆ Protect vulnerable children, young people and adults
- ◆ Support our communities by tackling disadvantage and deprivation and supporting aspiration
- ◆ Get it right for children and young people
- ◆ Focused on people and their needs

Previous References

- ◆ Roads Safety Forum, 7 November 2020, 'Scotland's Road Safety Framework to 2030 Consultation'
- ◆ Roads Safety Forum, 5 December 2017, "Accident Reduction Identification and Prioritisation"

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030: Together, Making Scotland's Roads Safer – draft for consultation
- ◆ Go Safe on Scotland's Roads It's Everyone's Responsibility: Scotland's Road Safety Framework to 2020

Contact for Further Information

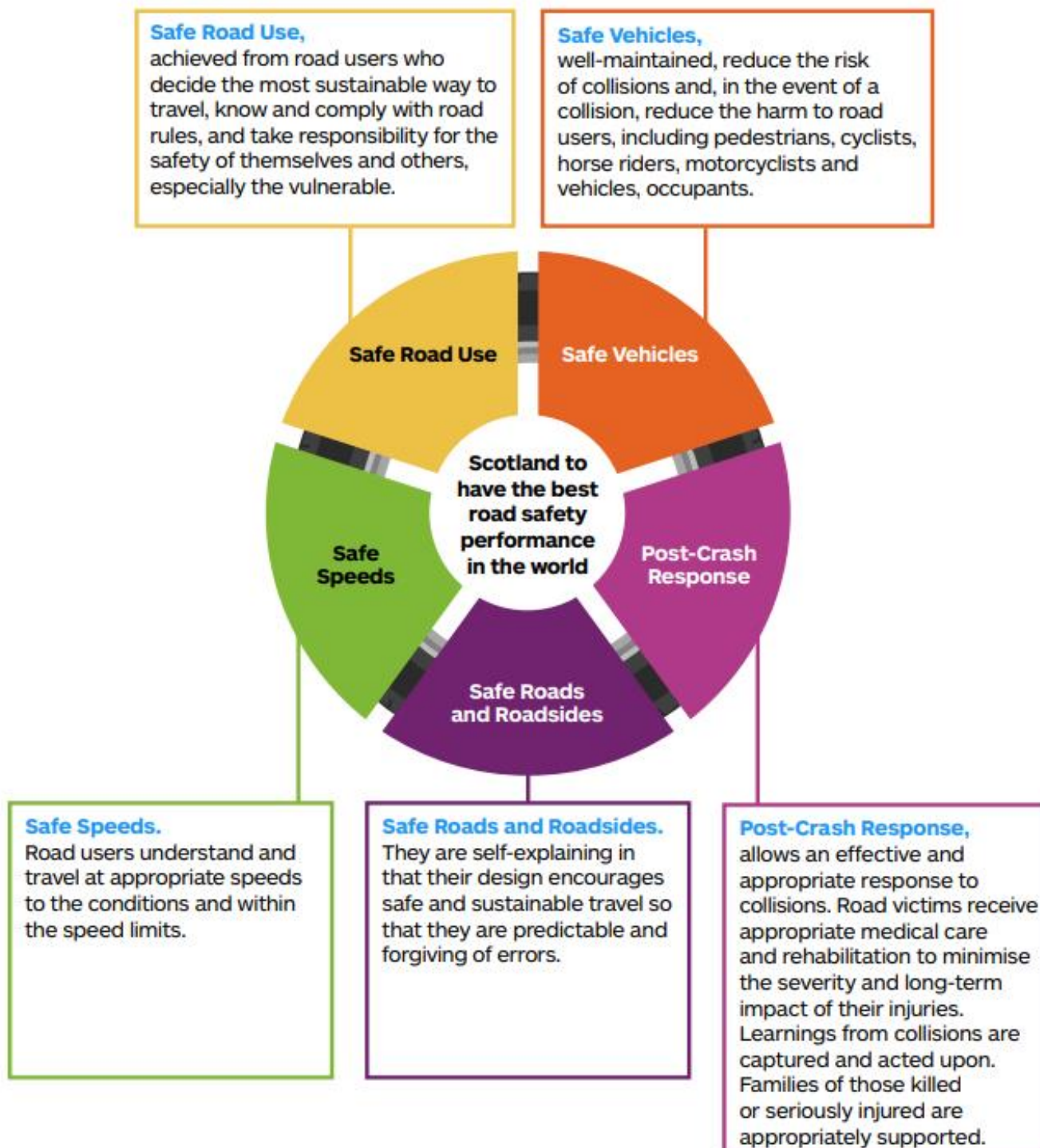
If you would like to inspect the background papers or want further information, please contact:-

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The Safe System



Safe Road Use

Safe road users are competent at all levels, including: paying full attention to the road ahead and the task in hand; adapting to the conditions (weather, the presence of other users, etc.); travelling at lower speeds; not driving while impaired through drink, drugs (including medicines) or fatigue; not being distracted by in-vehicle technology (mobile phones, entertainment systems, sat navs, etc.); and giving sufficient room to all other road users, no matter what their mode of travel. Safe road users are mindful of the hierarchy of road users, which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. They respect other road users at all times and assume responsibility for others' safety as well as their own.

Measures to encourage safe road use also include working together to reduce car-based traffic, inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than their own vehicles.

Education interventions are also important to ensure road users are risk-aware, can develop coping strategies for high-risk situations, and act appropriately to keep themselves and others safe on the road.

Safe Roads and Roadsides

In a Safe System, roads and roadsides are designed to reduce the risk of collision, and to mitigate the severity of injury should a collision occur. A combination of the design and maintenance supported by the implementation of a range of strategies to ensure that roads and roadsides can be as safe as possible can reduce casualties on our roads. One way in which this can be achieved is to both segregate different kinds of road users and the traffic moving in different directions or at different speeds. If this is not possible, promoting positive behaviours and safer sharing of spaces, as well as the appropriate use of speed limits and signage, can also be a much more affordable and sustainable way to protect the most vulnerable road users.

Safe Speeds

Speed limits in a Safe System are based on aiding crash-avoidance and reducing the speed at which impacts occur. This ensures the body's limit for physical trauma is not reached or exceeded. The Safe System aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it.

The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users) existing traffic speeds
- road environment

Safe Vehicles

Vehicles are designed and regulated to minimise the occurrence and consequences of collisions to road users. This applies not only to vehicle occupants, but also to pedestrians, cyclists, horse-riders and motorcyclists. Making vehicles safer involves both 'active' safety measures, such as autonomous emergency braking, which can prevent collisions occurring in the first place, and 'passive' safety measures, such as seatbelts and airbags, which protect occupants (and other road users) if a collision does occur. It is also vital to ensure vehicle roadworthiness is regulated to the highest standards. Technology within vehicles, such as feedback from the speedometer and seatbelt reminders can also educate road users about safe road use.

Increasingly, roads and vehicles will be managed within an intelligent transport system, relying on ever-more autonomous vehicles and smart infrastructure. As safety becomes hardwired into vehicle technology and road design, there is potential to further reduce road casualties and deaths through this route.

Post-crash response

It is vital to work with the emergency services and the National Health Service (NHS) to enable the best possible response to collisions, ensure victims are effectively cared for, and facilitate meaningful investigations into the causes and potential solutions for the future. Health outcomes for victims rely on the ability of the system to quickly locate and provide emergency first responder care, in order to stabilise victims and transport them to hospital for further specialist treatment.

Appendix 2

Current and Emerging Challenges



Climate Emergency

its potential effects on road casualties and the benefits that road safety can bring



Active & Sustainable Travel

its potential effects on road casualties and the benefits that road safety can bring



Health improving road safety to reduce impact on public health services



Safe System implementing the Safe System at all levels



Speed Management

road users not travelling at appropriate speeds, its effect on road casualties



Road Safety Delivery

delivering a shift in resources and funding to focus on road safety delivery



Driving/Riding for Work & Workplace Culture its effect on road casualties



Emerging Technologies consideration of benefits and challenges of emerging technologies on road safety



Enforcement/Deterrence

increasing the visibility of road policing enforcement



Road Infrastructure & Maintenance

deterioration of road assets and its potential impact on road casualties



Post-Crash Response

improving the fast and effective response to road collisions



Road Users unsafe road use by certain types of Road Users and its effect on road casualties

Appendix 3

Governance structure and remit of the Local Partnership Forums

The remit of the LPFs will include:

- Review, analyse and distil information and evidence which supports delivery of the strategic actions of the framework;
- Sharing information and best practice between members;
- Monitor progress against the strategic actions of the Framework and the sub-actions of the relevant Delivery Plan;
- Align respective relevant organisational activity in accordance with direction provided by the OPG;
- Provide updates to the OPG on activity undertaken and highlight issues to the OPG along with recommendations for action;
- Identify potential barriers to delivery of the strategic actions (including policy and legal barriers) and formulate innovative solutions for consideration by OPG;
- Make recommendations to the OPG for areas where Framework budget might be spent to support Framework strategic actions;
- Highlight key issues and risks to the OPG for their consideration;
- Contribute to the production of a Framework Annual Report, focusing on performance against the sub-actions, set out in the relevant Framework Delivery Plan;
- Monitor risk through an operational Risk Register, raising high-level risks for consideration by the OPG and propose mitigating action;
- Invite road safety delivery partners or other persons to attend meetings, where their expertise is required.

Each LPF will meet twice a year with Transport Scotland providing their secretariat.

The Framework governance can be depicted as follows:



Appendix 4

Strategic Actions

These address the current and emerging challenges and are overarching and not allocated to any nominated road safety partners.

They will be translated and expanded into sub-actions through the development of both national and local delivery plans which will sit out with the framework.

1) Speed: we will deliver a range of speed management initiatives to support the Safe System.

Education: for example, social marketing campaigns or (potential) speed awareness, as part of wider Road Traffic Diversionary Courses, will be key to ensuring road users understand why speed limits are set in any particular area and the need to comply with them. Driving/riding to the conditions, particularly in bad weather and on congested roads, is an important skill to gain.

Enforcement: A National Speed Management Review will be undertaken in 2021 and 2022. It will look at what appropriate speeds mean in a Scottish context and recommend changes to national speed limits accordingly. It will support a range of policies that assists those government national outcomes and indicators that are relevant to this area. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation, placemaking and economic growth.

Enforcement: of speed through traditional use of road policing, and fixed and mobile safety cameras will also form part of this strategic action. Continuing to embrace new technology and opportunities, such as processing dashcam footage will also be key to achieving success.

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

In relation to climate change adaptation, road users will need to gain the knowledge, skills and experience required under extreme weather conditions to become safe and responsible.

Employers and employees should be encouraged to apply the Severe weather: fair work charter in order to mitigate road safety risk within their organisations. By smoothing traffic flow, good speed management has the potential to reduce emissions and improve air quality. As far as promoting greener, cleaner choices is concerned, the new Framework consistently applies the NTS2 Travel Hierarchy to road safety matters.

3) Funding and Resourcing: we will consider how funding streams can be improved for national road safety delivery.

A national Road Safety Improvement Fund will be considered to help road authorities meet the challenging 2030 road casualty reduction targets. Road policing will also remain a key priority for Police Scotland. All road safety partners should seek to utilise opportunities across relevant policy areas. This will assist in achieving shared outcomes with the overall aim of reducing casualties and improving our road safety performance.

4) Change in Attitudes and Behaviors: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviors for the safety of themselves and others.

Over the next three years and at the national level we will implement a national conversation on road safety to encourage greater personal responsibility and a change in perception which, ultimately, should lead to a transformation of the road safety culture. The over-riding priority is to highlight the traumatic and lasting impact of road users killed or seriously-injured on communities and the costs to everyday people and their families; while also important to the economy, the emphasis should not simply be about the inconvenience of road closures and delays to one's travel. Any road users must be free from road harm as well as free to walk/cycle/wheel/ride/drive.

Potential activities could include a road safety week with planned events; an online knowledge portal; social media campaigns; and competitions for children and their parents/carers. Educating road users throughout their lives will be key as well as ensuring changes to the Highway Code are well communicated

5) Technology: we will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.

As technology is rolled out in vehicles, as part of the infrastructure, or directly to road users, it will be very important to monitor the delivery of Scotland's CAV roadmap. This will allow us to research and evaluate the impact that technology may have on road safety. Consideration of potential distraction that in car technology may have on road users.

6) Active and Sustainable Travel: we will ensure road safety remains a key focus of active and sustainable travel in Scotland.

The current push towards more active and sustainable travel needs to consider road safety issues and outcomes from the initial concept/design phase. In addition, active travel initiatives will have to support tackling the so-called 'safety in numbers' effect.

Active and sustainable travel contributes to better place-making which, in turn, contributes to safer places, thereby improving the perception of road safety

7) Knowledge and Data Analysis: we will ensure our actions are evidence-led to support the delivery of the Safe System.

Embedding the Safe system means any road safety initiatives under each of the five pillars are backed up by evidence and then fully evaluated, not only in terms of success in delivery, but also the longer-term success of their road safety outcomes. In addition to utilising revised STATS 19 data following the completion of the current review, we need to ensure we can access and harness data from a variety of sources, be it hospital data, academic research, the motor insurance industry, vehicle manufacturers (through telematics, pre-collision data for research on in-depth collision investigation), or technology companies (through mobile phone data, etc.). This will enhance road safety outcomes.

8) Enforcement: we will optimise enforcement to encourage good road user behavior to support the Safe System.

Enforcement of the rules of the road spreads across most of the five pillars of the Safe System. Safe road use, such as: seatbelt and speed limit compliance; driving unimpaired

by drugs and/ or alcohol; and the maintenance of a safe fleet through the MOT regime and insurance checks should contribute to safer roads.

Although the correlation between enforcement, improved compliance and safety does not imply a causal relationship – as it is difficult to isolate the impacts of enforcement from other factors, the presence, and/or threat, of enforcement, combined with suitable road user education is deemed essential to deter people from taking risks and endangering others. Vulnerable road users are more affected by non-compliant road discipline, than are users of any motorised vehicle. Enforcement methods should also embrace emerging technology which would make it more efficient. Tougher sanctions, albeit reserved to the UK Government, may provide Police Scotland with opportunities to utilise more effective enforcement techniques.

9) Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

Systematic cross-referencing of casualty data from STATS 19 and health (in terms of hospital admissions data) will provide a clearer overall picture of road collisions in Scotland, particularly suffered by Vulnerable Road Users. In addition, the sharing of road safety and health resources together at national and local level should realise more benefits than would have been achieved using the same resources separately. It should be better value for money to prevent casualties in the first instance, thus saving health resources which could be re-directed to caring for other patients, rather than treating road casualties. This was demonstrated through the COVID-19 pandemic when we as a nation adapted our approach to avoid overwhelming the NHS during lockdowns when everything was done to avoid overwhelming the NHS with other than COVID-19 related patients.

10) Education: we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users.

Education is critical to position road safety as a lifelong-learning process. Given the importance of early years, it is vital that learning starts at an early age. We will ensure Curriculum for Excellence allows appropriate time for road safety education. At the same time, we will ensure road users will have access to learn and enhance their road safety knowledge. This will improve their road user experience, demonstrating positive road safety attitudes throughout their lives.

11) Engineering: we will improve road infrastructure and maintenance.

The delivery of this Strategic Action which covers road design, new road infrastructure and maintenance of the existing road infrastructure is a fundamental element to meet the Strategic Outcome of Safe Roads and Roadsides.

Following inclusion of increased funding for asset management in the draft Infrastructure Investment Plan, 'STPR2 Intervention 17 - Investment in the strategic road network asset' recommends making the case for that investment in renewing and improving Trunk Road Carriageways, Structures and Ancillary Assets. The increased investment will bring a number of benefits: safety, economic benefits, jobs, connectivity, resilience, reliable journey times and customer satisfaction. A high quality, well maintained and efficient network also supports other Scottish government programmes for Active Travel, development of Connected and Autonomous Vehicle infrastructure and Bus Priority Investment, and thereby contributes to the low carbon economy. The programme would also include schemes being developed for the Removal of Accessibility Barriers (e.g. tactile paving, dropped kerbs, bus shelter and bus stop improvements, improved footway

widths and crossfall) to assist pedestrian and wheeling access on the trunk road pedestrian network and for access to public transport, supporting equality.

The Scottish Government will also publish 'Cycling by Design' guidance in early 2021 and develop a strategy to support the wider implementation of 20 mph speed limits.

Recognising that 94% of the total Scottish road network are roads under responsibility of local authorities, the Scottish Government will consider the development and implementation of a Road Safety Framework Improvement Fund. This could include a proactive approach to road safety by undertaking a risk mapping exercise on all routes. In addition to more traditional road safety measures, this may identify where investment could be targeted to improve the maintenance and upgrading of roads, kerbsides and pavements.

12) Inequality: we will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Latest data from the MAST analysis platform on road safety indicates that the overall casualty rate in the most deprived 10% SIMD (Scottish Index of Multiple Deprivation) areas is 1.6, which is higher than the rate of 1.0 for the least deprived 10% SIMD areas, between 2015-19. This casualty rate has declined since the 2006-10 period where it was 1.4.

The delivery of this strategic action is highly intertwined with the delivery of the strategic actions on Speed, Change in Attitudes and Behaviour, Active and Sustainable Travel, Enforcement and Education where road safety initiatives will ensure that areas in the most deprived 10% SIMD are covered in their geographical scope. For example, the national speed indicator will have speed counters installed in such areas, and any national road side surveys on seat belt-wearing and mobile-phone use will cover these areas.

This Strategic Action is supported by the following Intermediate Outcome Targets. The casualty rate for the most deprived 10% SIMD areas is reduced to equal the least deprived 10% SIMD areas. The delivery of this Strategic Action will be monitored through the tracking of this Intermediate Outcome Target. In addition, areas of deprivation will become safer once a more cohesive and comprehensive national network of safe well-designed walking and cycling routes, including these areas is delivered through the delivery of the Active Travel Framework and 'Intervention 7 – Reallocation of road space for active travel' of Strategic Transport Projects Review 2.

Appendix 5

Interim Targets to 2030

(these are based on a 2014-18 baseline):

- **50%** reduction in people killed;
- **50%** reduction in people seriously injured;
- **60%** reduction in children (aged <16) killed;
- **60%** reduction in children (aged <16) seriously injured.

Intermediate Outcome Targets

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

- **40%** reduction in pedestrians killed or seriously injured;
- **20%** reduction in cyclists killed or seriously injured;
- **30%** reduction in motorcyclists killed or seriously injured;
- **20%** reduction in road users aged 70 and over killed or seriously injured;
- **70%** reduction in road users aged between 17 and 25 killed or seriously injured;
- Percentage of motorists driving/riding within the posted speed limit;
- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.

