



Briefing 20-85

November 2020

Scotland's Road Safety Framework to 2030 Draft Public Consultation

To: All Chief Executives, Main Contacts and APSE Contacts in Scotland. For information only: England, Northern Ireland and Wales

Key Issues:

Scotland's new Transport Strategy (known as NTS2) sets out the vision for the country's transport system for the next 20 years. A draft Road Safety Framework to 2030, to support this vision, has been published for consultation.

The consultation closes at midnight on 1 December 2020.

The consultation can be completed by visiting:

<https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/>

The consultation paper is available here:

https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user_uploads/425982_sct1219677072-001_sg-consultation-on-road-safety_final_web--1-.pdf

1.0 Introduction

Scotland's new National Transport Strategy (NTS2) was first published in February 2020 and sets out the vision for Scotland's transport system for the next 20 years. The priorities for that strategy include: reducing inequalities, taking climate action; helping deliver inclusive economic growth and improving health and wellbeing. Many of these goals tie into the Scottish Government's commitment to achieve net-zero greenhouse gas emissions by 2045. The draft Road Safety Framework to 2030 plays an important part in supporting policies and priorities.

The consultation builds on the previous 2020 Framework and sets out five strategic outcomes which describe the road safety environment it aims to deliver:

1. Safe Road Use

Safe road use can be influenced by the design of roads while ensuring drivers are paying full attention, adapting to any conditions, travelling at lower speeds, not driving under the influence or while fatigued, not being distracted by technology, giving enough room to other road users and through reducing car traffic by the use of active travel.

2. Safe Vehicles

This includes autonomous and passive emergency/safety features of vehicles, vehicle roadworthiness and the use of intelligent transport systems

3. Safe Speeds

Speed limits should be set to 'ensure the body's limit for physical trauma is not reached'. The safe system aims to find the right speed limits for the features of the road and the function it serves.

4. Safe Roads and Roadsides

Roads should be designed to reduce the risk of collisions and to mitigate the severity of injury should a collision occur.

5. Post-Crash Response

Work with the NHS and emergency services should be undertaken to ensure the best possible response to incidents, this includes the ability of the safe system to locate and provide first responder care.

This Safe System approach is based on international best practice, and sets out an ambitious approach to have the best road safety performance in the world by 2030, with the overall goal of a road traffic system which becomes free from death and serious injury. There is also a focus on many factors which are causally related to death and serious injury such as sober driving, road quality and safety, average speeds, seatbelt use, emergency response, etc.

The consultation report also highlights the work done by the Road Safety Foundation which found that local authority practitioners shared three main concerns:

1. 'Low level of resourcing within engineering teams, resulting in a large proportion of time responding to public concerns and administrative duties, rather than designing and implementing life-saving schemes'
2. 'The lack of capital investments for engineering improvements'
3. 'The inability to compete with other core local authorities' services, and lack of recognition (at a senior level) of both the scale of the problem of road trauma and the real opportunity to tackle the issue'

The report highlights the potential opportunity of a strong business case for road safety investment with a cost-benefit analysis model that assesses the value of a life saved against the negative impact of road collisions on a range of factors such as increased journey time, to allow road safety to compete for funding on a more level playing field.

2.0 Consultation questions

The consultation asks the following questions:

1. Is the vision set out for the next 10 years the right one?
2. Are the outcomes of Safe Road Use, Safe Speeds, Safe Vehicles, Safe Roads & Roadsides and Post-Crash Response to deliver the vision the right ones?
3. Do you agree that the Safe System Approach is fundamental to the success of the Framework?
4. Are the 12 key challenges for road safety, from Climate Emergency, Health to Emerging technologies and Post-crash response, the correct ones?
5. Do you think the strategic actions will deliver the outcomes and address the identified challenges?
6. Are some of these actions more important than others?

7. What are your views on the proposed 2030 Interim Targets?
8. Do you think that the Intermediate Outcome Targets and Key Performance Indicators are appropriate to monitor the progress towards the 2030 interim targets?
9. Do you think that the proposed Governance Structure is appropriate?
10. Would road safety performance be improved across Scotland as a result of systematically sharing information and best practice between local authorities and/or local/regional partnerships through Local Partnership Forums?
11. In your opinion what aspects of road safety work well at the moment?
12. What practical actions would you like to see taken to encourage and promote these aspects?
13. In your opinion what aspects of road safety do not work well in general and as a result of Covid-19?
14. What practical actions would you like taken to overcome these aspects?

4.0 APSE Comment

APSE encourages our membership to respond to the consultation above to ensure that local authorities' voices and opinions on the draft of Scotland's Road Safety Framework 2030 are taken into consideration. Road safety is a regular topic in APSE's [advisory groups](#) and APSE has acted to facilitate the sharing of best practice between local authorities at our meetings, events and in our briefings and publications.

The contents of the draft Framework have a lot of implications for how local authorities in Scotland will manage roads over the next decade, so it is important that APSE's members engage fully to ensure that their expertise can inform the best possible outcome.

While progress towards the 2020 targets from the adjusted 2004-08 baseline has been positive (albeit with some targets close to being achieved but unmet), progress has recently plateaued and more work can still be done to make Scotland's roads safer.

Reminder: APSE has set up a COVID-19 Information Hub to deal with frontline service issues as they arise, ensuring greater resilience and learning between each other during this difficult time. You can access this hub by [clicking here](#) and you can also join our WhatsApp Support Network by [clicking here](#).

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