

**REPORT TO NORTHERN ROADS COLLABORATION JOINT COMMITTEE –
18 MAY 2018**

ROAD CASUALTY REDUCTION COLLABORATIONS

1 Recommendations

The Joint Committee is recommended to:

- 1.1 Note the current collaborations on Road Casualty Reduction activities;**
- 1.2 Endorse the approach on Motorcycle Rider Refinement set out in the report;**
- 1.3 Consider the issues raised at the Nestrans Board around Safety Cameras as referred to in the report; and**
- 1.4 Consider whether further work collaborative opportunities should be sought in this area of work.**

2 Background/Discussion

- 2.1 A core part of the management and maintenance of the road networks across the 7 Local Authority areas relates to the reduction of road casualties. Whilst the specifics may differ slightly there is a common approach in the use of partnerships and collaborations with the other key partners. Typically, this will see Police Scotland, Scottish Fire and Rescue, Local Authorities, Health Boards, Regional Transport Partnerships and Transport Scotland work together at strategic and tactical levels.
- 2.2 This paper highlights some of this work along with some of the current issues that are being considered.

Rider Refinement North Initiative

- 2.3 Motorcyclists are identified as a Priority Focus Area in Scotland's National Road Safety Framework. Motorcycle collisions and casualties normally show significant increases between May and October across much of Scotland, with increased motorcycle usage coinciding with improved weather and riding conditions.
- 2.4 Specifically, motorcycle casualties in northern Scotland show higher numbers among male riders, aged between 40 and 54 years, riding larger machines on rural roads.
- 2.5 Police Scotland's Road Policing Department have recently been successful in obtaining funding as part of Transport Scotland's Road Safety Framework funding bid process for a motorcycle safety initiative called 'Rider Refinement North'.

- 2.6 The initiative will take the form of practical inputs on safe motorcycling, coupled with an on-road riding assessment conducted by a police motorcyclist. The riding element will be recorded via on-board motorcycle cameras and will later be reviewed by the candidate and the officer, to highlight good and bad practices.
- 2.7 The initiative will operate between May and September 2018 with one of the key aspects being that it will focus on local motorcycle collisions and local collision causation factors. This will ensure there is local relevance for the participants.
- 2.8 Liaison, planning and practical collaboration has occurred between Police Scotland, Scottish Fire and Rescue Service and several local authorities within the wider north of Scotland area – i.e. Highland, Moray, Aberdeenshire, Aberdeen, Angus, Dundee, and Perth and Kinross.
- 2.9 The initiative will operate at various locations across local authority areas, predominantly at Scottish Fire and Rescue Service community fire stations. Currently, 21 training events are being planned, with 12 candidates per course.
- 2.10 Promotion of the initiative is currently ongoing and based upon previous experience, it is anticipated that candidate over-subscription may occur. Formal evaluation of the initiative will occur throughout 2018 and the results will form part of any discussions about the initiative's longer-term future. This can be reported back to this Joint Committee.

National/Local Relationships

- 2.11 Scotland has a national Road Safety Framework, with road casualty reduction targets to be achieved by 2020. The Framework has identified three road safety Priority Focus Areas which should be the focus of road safety activity, namely:
- 1) Speed (Speed and Motorcycles);
 - 2) Age (Pre-drivers, Drivers aged 17-25, and Older Drivers 65 years and above); and
 - 3) Vulnerable Road Users (Cyclists and Pedestrians).
- 2.12 During 2017, representatives from Moray, Aberdeenshire, and Aberdeen City Councils, Police Scotland, Scottish Fire and Rescue Service, NHS Grampian, Nestrans, Road Safety Scotland, and Transport Scotland agreed an updated version of the North East Scotland Road Casualty Reduction Strategy. This refreshed document contains a number of actions which are linked to the Priority Focus Areas identified by the Scottish Government in their Road Safety Framework mid-term Review 2016

<https://www.transport.gov.scot/media/1416/ts-road-safety-framework-mid-term-review-march-2016.pdf>

- 2.13 On a local basis, the refreshed North East Strategy has led to the creation of an Operational Group, which oversees the tactical delivery of road safety; strategic direction and oversight is provided by a Lead Officers Group. A part-time co-ordinator is employed by Aberdeenshire Council to act as a facilitator and single point of contact among all the partners.
- 2.14 Some of the actions within the refreshed North East Strategy that are currently being progressed include:
- 1) Completion of a single communication campaign (brand) for road casualty reduction in North East Scotland, including social media and other formats. The Road Safety North East Scotland (@RoadSafetyNES) Twitter account created and in operation.
 - 2) Raise awareness amongst elderly drivers and their families about vulnerability and potential loss of driving skills over time through a pilot scheme, planned for summer 2018. This will provide an older driver review scheme. Participation will be voluntary, but it is hoped that older drivers will see the value in having their driving standards reviewed by an Approved Driving Instructor.
 - 3) Partners are working with the North Safety Camera Unit, Police Scotland, and the Scottish Safety Camera Programme (SSCP) to ensure that the use of safety cameras is more closely aligned with current statistical collision data, as well as addressing the proven need of communities. This has seen a report to the Nestrans Board who have written to the Minister with concerns and suggestions.
 - 4) Promote initiatives that lead to increased qualification, safe driving attitudes and behaviours, involving involvement of the business community through bespoke Driving at Work Policies and Travel Plans.
- 2.15 Similar arrangements also exist within the Highland and Argyll and Bute areas and sharing of knowledge and experience across the networks will be a task that officers will be progressing with partners.

Issues around Future Service Delivery

- 2.16 Road safety and road casualty reduction have traditionally encompassed a number of key elements including engineering, education, encouragement and enforcement. When looking at potential issues impacting on the future work across these disciplines the primary area of potential concern is how we can develop our approaches to Education/Encouragement. These preventative elements are arguably among the most important when providing a road safety and road casualty reduction service. Local organisational/partnership based road safety structures seem to operate well at both strategic and tactical levels, but further work is required to look at the way in which the road safety provision is delivered operationally across the North area.
- 2.17 Prior to the introduction of Police Scotland in April 2013, a number of the legacy forces delivered a wide range of road safety interventions. The resource post 2013 diminished significantly. In some areas road safety activities are currently focussed on pedal cycle training activity at primary schools, with little scope to address other road safety issues. In a number of

the local authority areas, some use is made of third party suppliers to deliver school based road safety interventions, however, these are limited based around need and available budget.

- 2.18 Many of our local road activities already operate on a multi-local authority basis. The overarching North East Road Casualty Reduction Strategy operates across Aberdeen, Aberdeenshire, and Moray as a single entity, with key partners such as Police Scotland, NHS Grampian, and the Scottish Fire and Rescue Service also sharing multi-local authority areas of responsibility.
- 2.19 Given existing resource challenges, road safety education should ideally be delivered to those who will derive most benefit from it and where the greatest impact can be made on reducing local road casualty levels. While there will always be a time and need for general road safety education and messages, it is suggested that resources should increasingly be intelligence-led and focus upon areas and issues where they can have greatest impact upon local road casualty reduction. Fundamentally, this is about providing local solutions to local problems, while at the same time playing a key role in supporting the achievement of the national casualty reduction targets.
- 2.20 One particular area where concerns have been raised formally via the North East group relates to the use of Safety Cameras across our networks. Locally there are concerns over how these valuable resources are being deployed and a report to the Nestrans Board of 18 April, 2018 (<http://www.nestrans.org.uk/about-nestrans/board-meetings/2017-board-meetings/board-papers-18-04-2018/>) suggested that a letter be sent to the Minister highlighting these concerns and offering a positive way forward. The issues will be very similar for the other three mainland authorities within the Northern Roads Collaboration Group in particular and officers are aware that Transport Scotland are considering the issues over how Safety Cameras can be used in the future.
- 2.21 To highlight this approach, if there were an unexpected increase in a particular casualty type in one of the three areas – such as older drivers in Moray, the question arises as to what intervention approach could be taken and who would deliver it? While community safety partnerships could have a role with this example, it is not their specific area of expertise and making use of a dedicated road safety resource, working with partners such as NHS Grampian, appears a more favourable approach.
- 2.22 When considering this example, we need to be mindful that a local authority based resource exists in neighbouring Aberdeenshire, who could offer support, guidance, and suggest relevant interventions for such matters - a similar resource does not exist in Moray. Given that Moray's issue may well be replicated in other North of Scotland locations in the future, may be beneficial to consider how our operational capability can serve the broader North of Scotland.
- 2.23 There may also be merit in a parallel consideration of the engineering element which sits across the individual local authorities but may benefit from a more formal collaboration model to provide enhanced resilience, capacity, and expertise.

Conclusion

- 2.24 The people using roads will cross local authority boundaries on a daily basis, yet these lines on a map can sometimes preclude a more co-ordinated approach being taken to the delivery of road casualty reduction whether it be around education, engineering, enforcement, or encouragement.
- 2.25 It may be that the work across the 7 partner authorities can be strengthened through the sharing opportunities that the Joint Committee offers, and officers can investigate these opportunities further and report back to a future meeting.
- 2.26 The Joint Committee's Legal Monitoring Officer within Aberdeenshire Council and Financial Monitoring Officer within the Highland Council have been consulted in the preparation of this report and are satisfied that the report complies relevant legislation.

3 Implications and Risk

- 3.1 An equality impact assessment is not required because the proposals do not have a differential impact on any of the protected characteristics.
- 3.2 There are no staffing and financial implications.
- 3.3 No risks have been identified as relevant to this matter.

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