

# Scotland's Road Safety Framework & The Safe System



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# Progress to 2020 Targets

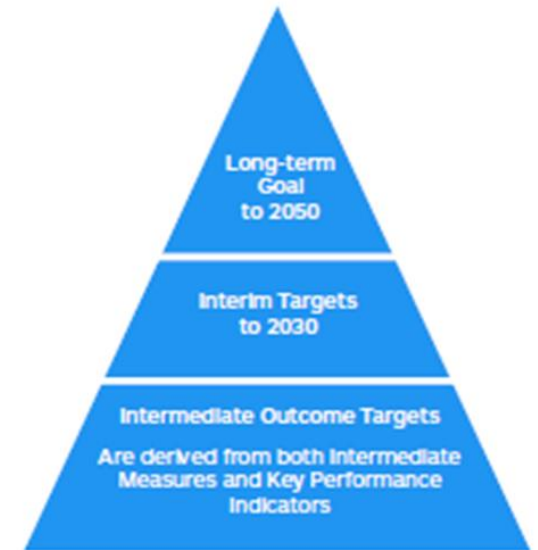
Target	2020 target reduction	2020 achieved reduction
People killed	40%	51%
People seriously injured	55%	68%
Children (aged < 16) killed	50%	76%
Children (aged < 16) seriously injured	65%	77%
Slight injury rate per 100m vehicle kms	10%	68%



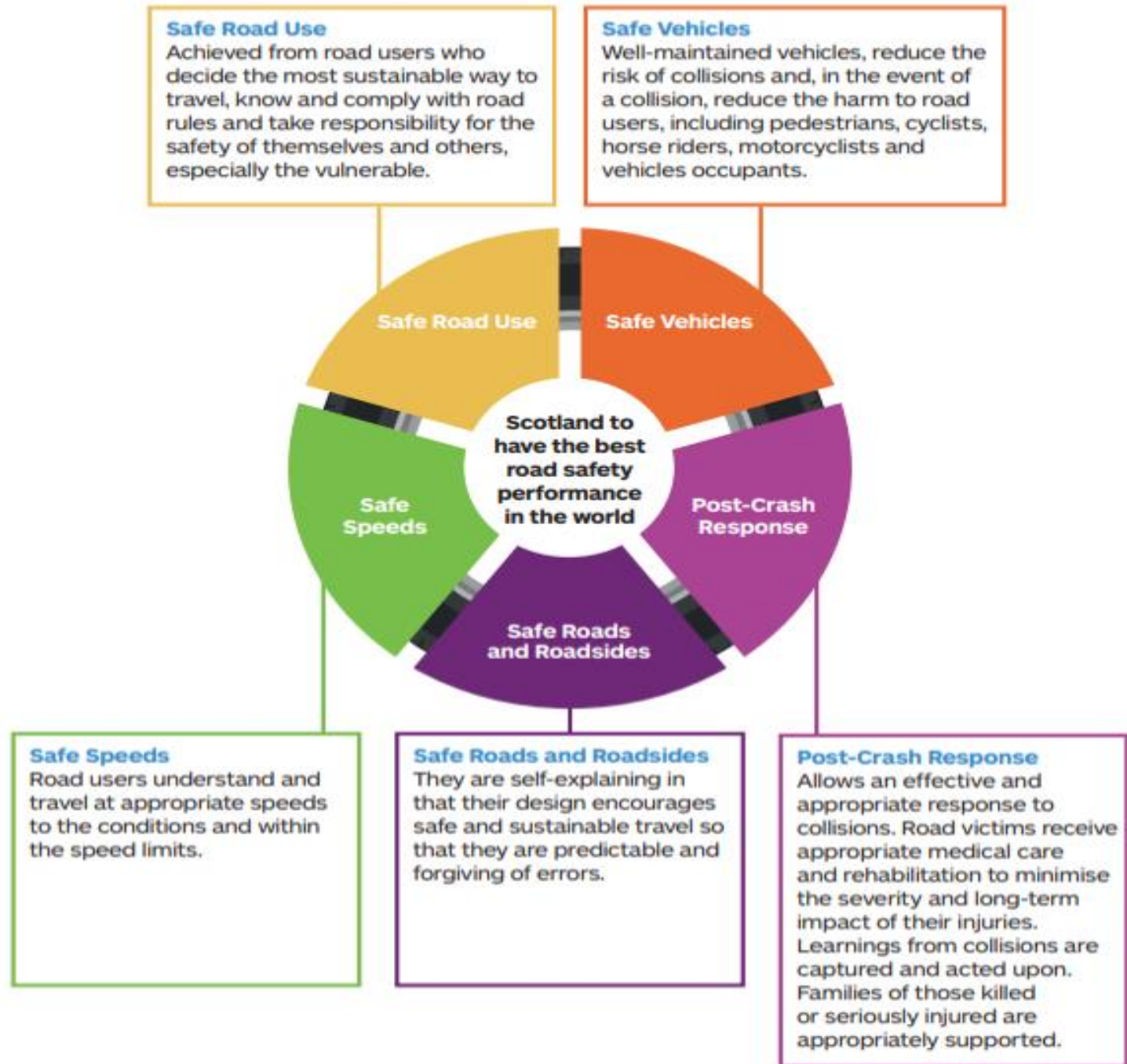


# Road Safety Framework to 2030

- Safe System approach is international best practice
- Developed with the road safety community and our key stakeholders
- World leading 2030 vision
- Supported by a long term goal to 2050
- Five pillar approach



# Scotland's Safe System



# Road Safety Framework to 2030

- Aligned with Government's national outcomes & indicators
- Raise the profile of road safety
- Safety should be a priority in all of these areas





# Consultation and Strategic Actions

- We consulted on 10 strategic actions
- We took on board the comments raised through the consultation
- Added in two strategic actions to better draw out engineering and inequalities

<b>Speed:</b> 1 We will deliver a range of speed management initiatives to support the Safe System. 	<b>Climate:</b> 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. 	<b>Funding and Resourcing:</b> 3 We will improve funding streams for national and local road safety delivery. 
<b>Change In Attitudes and Behaviour:</b> 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. 	<b>Technology:</b> 5 We will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate. 	<b>Active and Sustainable Travel:</b> 6 We will ensure road safety remains a key focus of active and sustainable travel in Scotland. 
<b>Knowledge and Data Analysis:</b> 7 We will ensure our actions are evidence-led to support the delivery of the Safe System. 	<b>Enforcement:</b> 8 We will optimise enforcement to encourage good road user behaviour to support the Safe System. 	<b>Health:</b> 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. 
<b>Education:</b> 10 We will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users. 	<b>Engineering:</b> 11 We will improve road infrastructure and maintenance. 	<b>Inequality:</b> 12 We will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation. 



# Targets

- The framework sets out a compelling long-term goal for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050.
- The journey to achieving this goal also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030.
- For the first time, mode and user specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over-represented age groups have been created to focus attention by partners on our priority areas.
- These are backed up by Intermediate Measures, KPI's and a number of other indicators that will be monitored at the governance groups

## Our Targets

### Interim Targets to 2030

- 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

- 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
- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.

### Intermediate Measures

- Casualty rate per 100 million vehicle kilometers for cyclists killed and seriously injured
- Casualty rate per thousand population for pedestrians killed and seriously injured
- Number of people killed and seriously injured in collisions where at least one driver/rider was driving for work, not commuting





# Governance

- Three tiers of Governance
- The SPB continues on from previous framework
- The OPG has had it's membership revised with affiliate members joining us to discuss pertinent issues
- New local partnerships forums have been introduced to improve communication between the national and local level
- Work alongside existing road safety groups, share best practice and disseminate information across Scotland



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- YOU KNOW THERE'S  
NO EXCUSE  
FOR SPEEDING**
-  **Safer Scotland**  
Scotland's  
Road Safety Campaign



# Opportunities

- Raise the profile of Road Safety
- Set direction for road safety and improve road safety connections within the community planning partnerships and wider partners
- Develop yourself, your team and your organisation and more importantly road users and future road users
- Contribute to future delivery plans
- Utilise the funding available to deliver initiatives
- Play your part in making Scotland a safer and healthier country
- Reduce Casualties and Save Lives



# Questions

