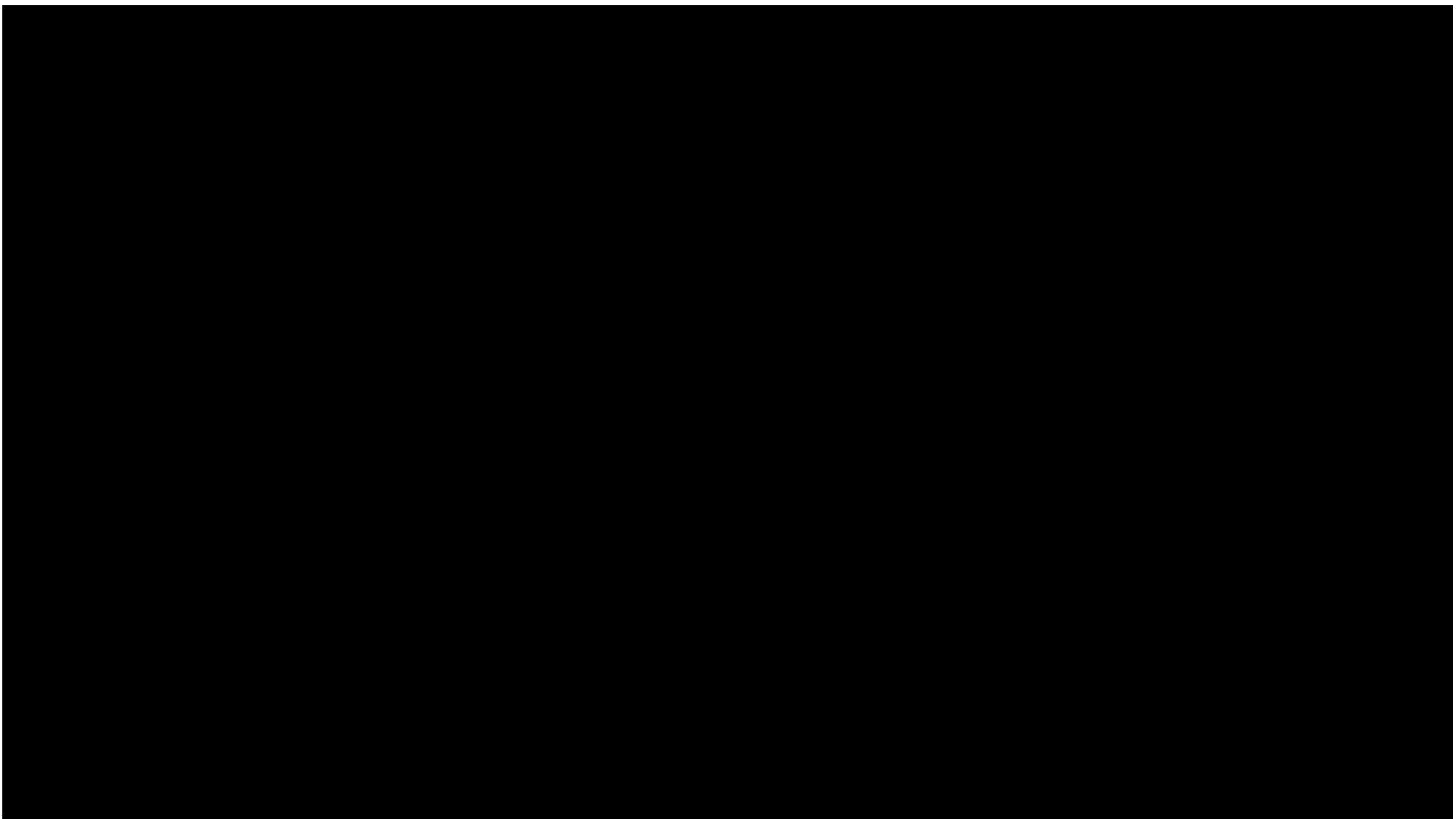


Embedding the Safe System

George Henry

Head of Road Policy, Safety & Education





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 outcomes around the components of the 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
- These strategic actions are delivered through individual initiatives within annual delivery plans

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. 



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



GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

BY AT LEAST 50% during that period

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

SAFE SYSTEM APPROACH



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

Strategic Partnership Board

Operational Partnership Group

Local Partnership Forums

Key Priority Groups

Age, Motorcycles, VRU's and Driver Behaviour & Enforcement



Understanding the model



INVESTMENT IN CULTURE

- Undertake Safe System Cultural Maturity analysis
- Development of a Safe System Culture playbook

1

SAFE SYSTEM MANUAL

- Identify experts to create comprehensive outline
- Prioritise development of key sections
- Explore technologies for delivery

3

IMPLEMENTATION

- Roll out of the training programme

5

2

4

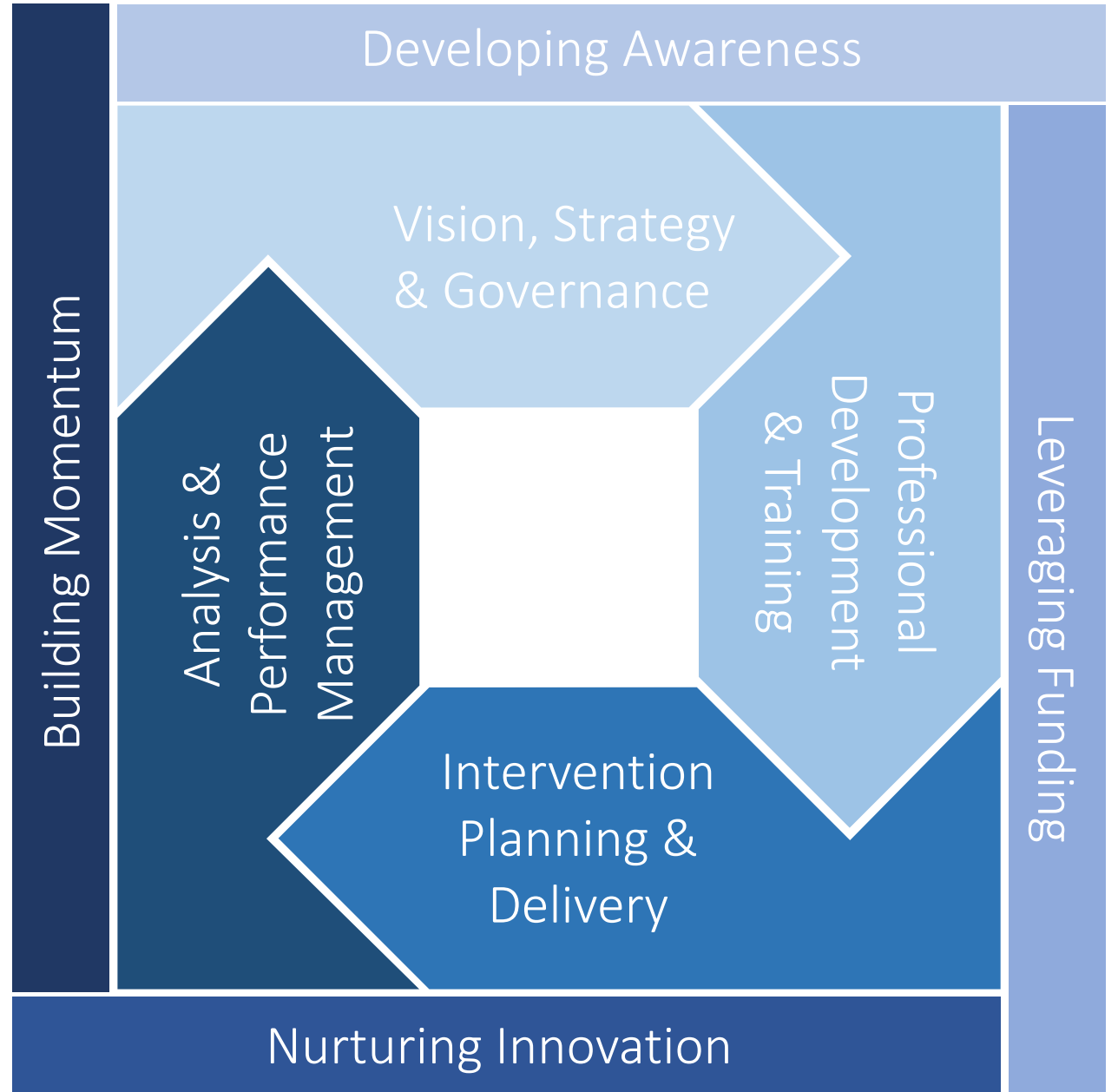
TRAINING RESOURCES

- Safe System e Learning Primer
- Deliver foundation training
- Map out detailed training framework

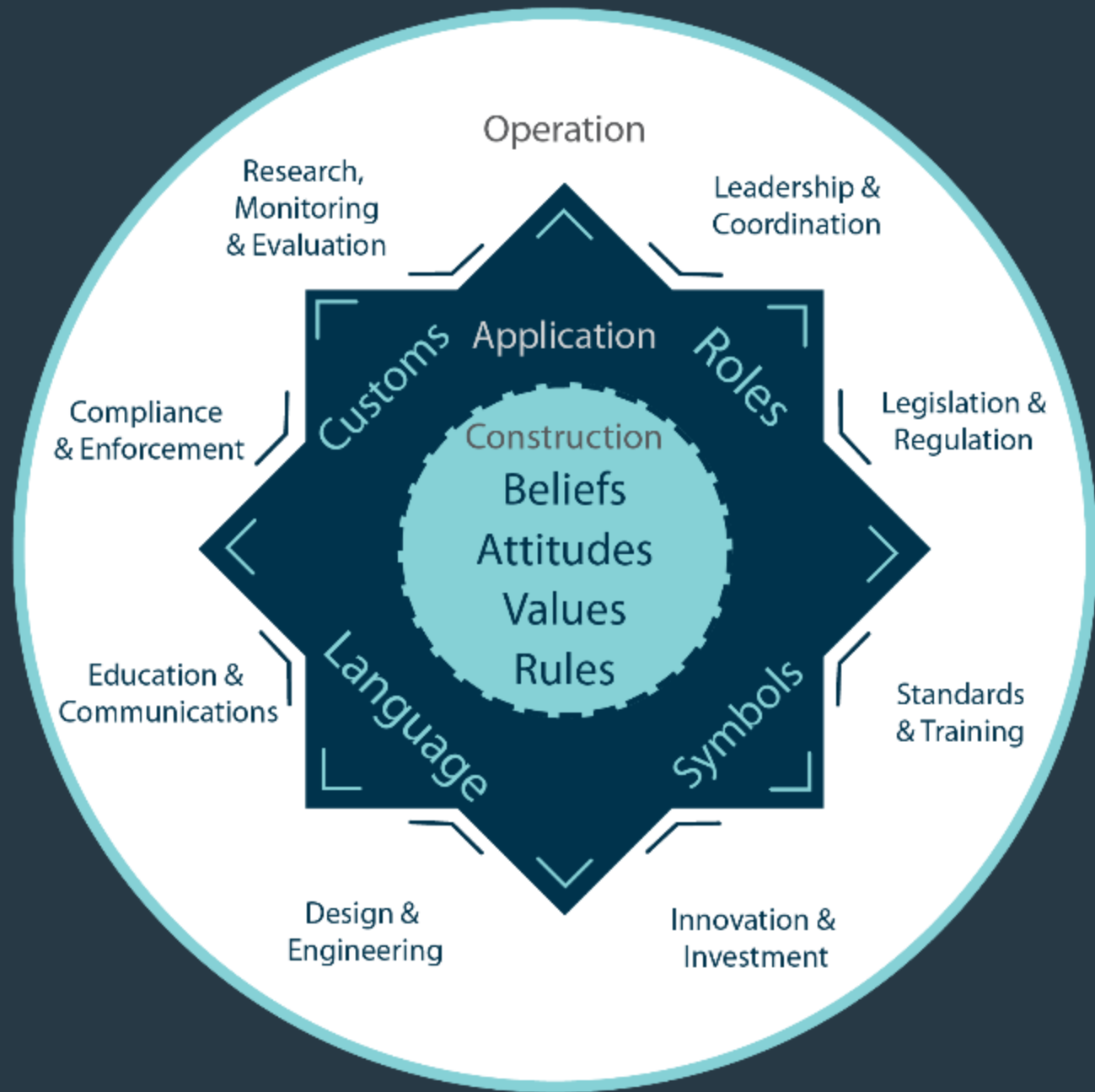
PERFORMANCE ANALYSIS

- Review current data landscape
- Develop Safe System data catalogue
- Create roadmap for next steps


A Goals & Actions Framework



	Vision, Strategy & Governance	Professional Development & Training	Analysis & Performance Management	Intervention Planning & Delivery
Developing Awareness	Vision widely shared, referenced extensively in strategies of national bodies, included in cascading strategies of sub national tiers of government. Governance boards are ensuring awareness and accountability is maintained through persistent proactive communications.	Professional practitioners across all delivery agencies are effectively engaged in training and development that elevates the importance of the safe system, and clearly articulates the roles and responsibilities for different actors.	The right things are measured and performance data is widely shared to demonstrate to all stakeholders where progress is being made and where improvement is still required. *Dissemination	All programmes of design, maintenance, engineering, enforcement, and behaviour change are informed by Safe System priorities and focussed on delivering measurable improvements in safety performance.
Leveraging Funding	Budget setting, resource allocation and supply chain management include safety expectations from funding recipients.	Training needs analyses and delivery across partners and stakeholders should ensure that professional development addresses road safety related needs.	Value for money reporting and assessment include evaluation of safety benefits delivered.	Integrated solutions that embed safety as component of infrastructure renewal, urban regeneration, transport planning, maintenance, public health and education programmes are pursued.
Nurturing Innovation	Vision articulates the opportunity to perform differently and exceed past expectations, demanding the emergence on innovative strategies. Governance and investment ensure that innovations are aligned to strategic ambition and planned with scalability in mind.	Beyond engraining effective practice based on historic approaches, training environment encourages creativity, multi-sectoral collaboration and interdisciplinarity to develop new boundaries.	The transformative power of data to unlock insights into system performance and identify scope for innovation is immense. Exploring the potential for artificial intelligence and technology enhancements to deliver improvements is key.	Creating an environment of continual challenge and improvement, piloting and evaluating interventions and exploring opportunities for enhancement.
Building Momentum	Ensuring that the culture exists to allow vision and strategy to flourish. Utilise organisational and partnership governance to invest in maturing culture that will sustain Safe System focus.	Beyond developing discreet curriculum to enhance understanding of Safe System, work with professional bodies for allied professionals to embed Safe System thinking and enrich collaboration.	Utilise long term forecasting, social costs analysis and safety performance indicators to demonstrate continued need for investment sensitising data and performance metrics for partner agencies.	Invest in creation and continual update of a Safe System manual that draws on latest scientific literature and emerging practice, whilst maximising the impact of good quality case studies and local evidence.

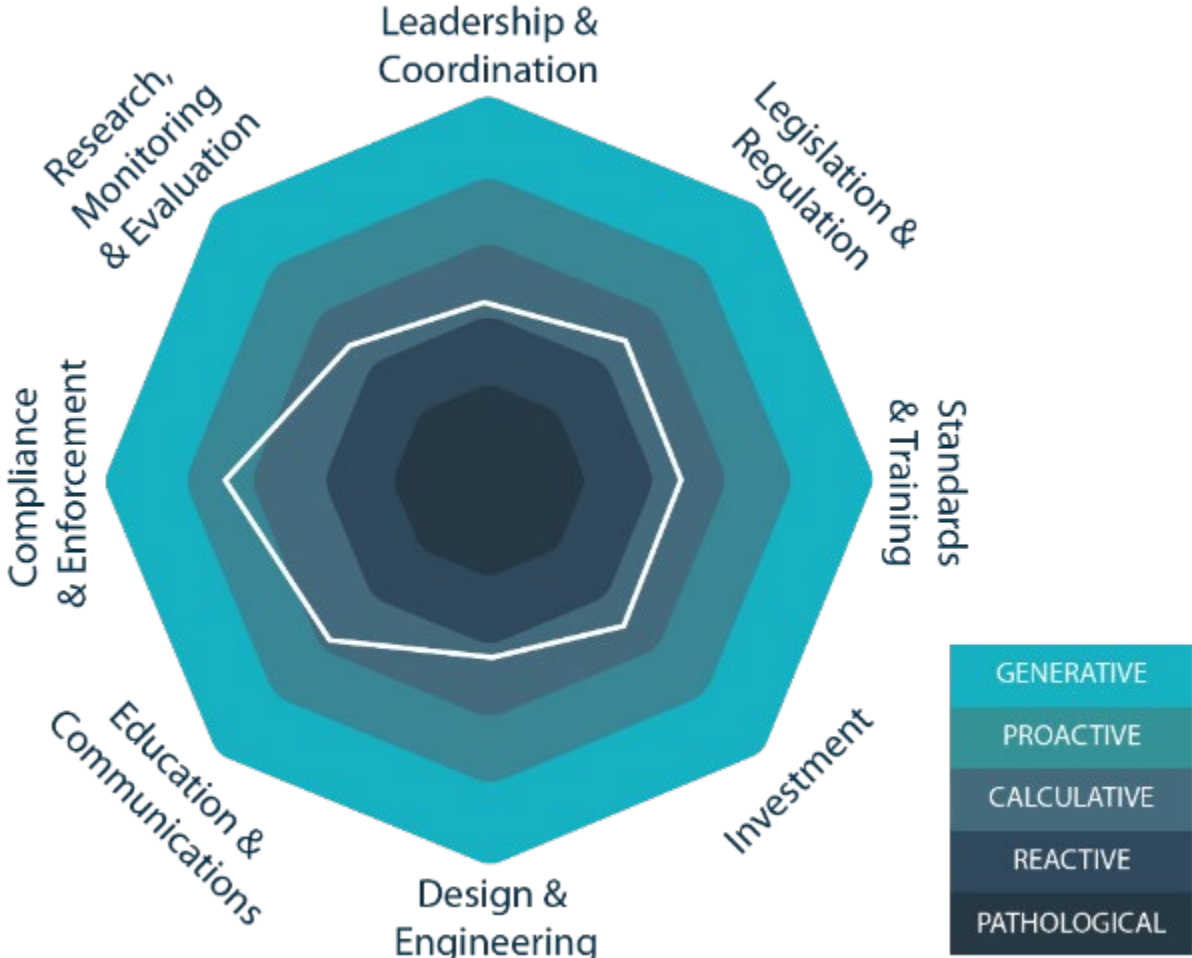


Question Creation

- All Safe System imperatives
 - All Safe System components
 - Priority Safe System actions
 - All identified change mechanisms
- 

- **Diagnostic:** highlighting the overall health of Safe System culture that is prevalent in the organisation.
- **Comparative:** by seeking to create a set of statements that relate to the delivery of the Safe System overall, the survey has applicability beyond Transport Scotland allowing for benchmarking performance against other road safety delivery bodies.
- **Transformative:** pinpointing the components, change mechanisms and actions which remain weak and in need of further improvement, across the organisation as a whole or within divisions.
- **Evaluative:** useful over time to consider progression, or indeed regression in some elements, as the organisation moves towards its goal of a more mature culture.

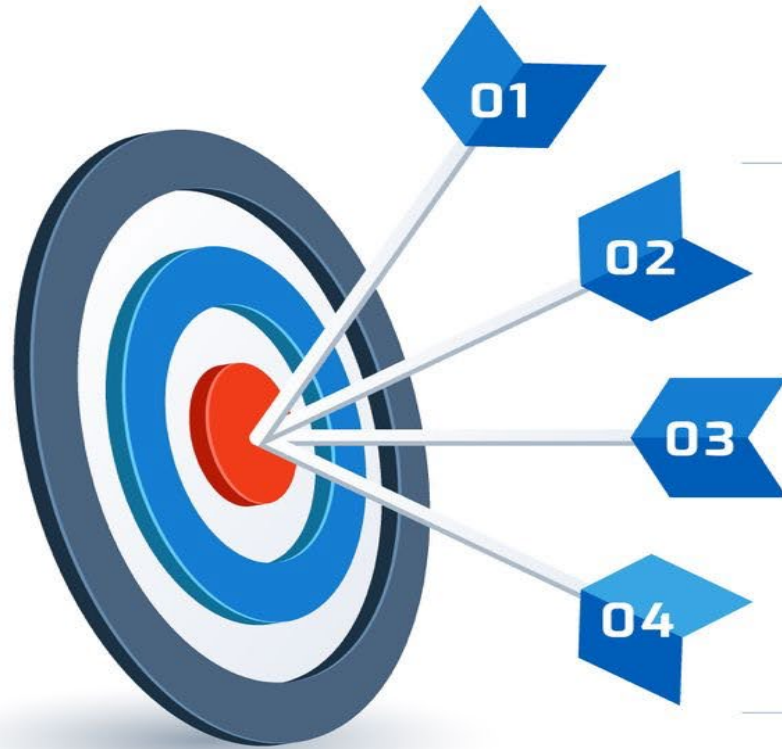
Comparative by System Operator



Safe System Training Concept

Module	Topics	Audience	Delivery Mechanism	Time
Safe System Primer	<ul style="list-style-type: none"> What is the Safe System? Why is it different? 	<ul style="list-style-type: none"> Politicians / policy makers Service managers Allied professionals 	eLearning	15-20 mins
Safe System Foundation	<ul style="list-style-type: none"> Principles Understanding the Model Components step-by-step 	<ul style="list-style-type: none"> All professionals working on roads 	Classroom Blended learning	1 day 8-12 hrs
Safe System Implementation	<ul style="list-style-type: none"> Safe system operators Strategy Implementation planning Resources Shared responsibility and partnership 	<ul style="list-style-type: none"> Road managers and service commissioners 	Classroom Blended Learning	3 days 18-30 hrs

What is planned



FUNDING & DELIVERY

- Annual Budget of £36m
- Annual Delivery Plans
- Road Safety Improvement Fund
- Road Safety Framework Fund

SPEED MANAGEMENT

- National Strategy for 20mph
- National Speed Management Review
- Road Traffic Diversionary Courses
- Speed Indicator for Scotland

SAFE ROADS & USERS

- Digital Evidence Sharing Capability
- National Campaigns on key priority areas
- New Education Resources
- Risk Reduction Tool

KNOWLEDGE & DATA

- In Depth Fatality Research
- Governance & Key Priority Groups
- Safe System Training & Education
- Sharing Data & developing Guidance

Questions

