

St Andrew's Webinar Series, Part 2

Looking to the future

Thursday, 28th January 2021



- 🚗 Introduction from Chair, Dr Karen McDonnell
 - RoSPA Policy Adviser and Head of RoSPA Scotland
- 🚗 Scotland's Road Safety Framework to 2030 – Bertrand Deiss
 - Head of Road Safety Policy, Transport Scotland
- 🚗 Overview of HSE INDG382 Driving for Work update
 - Nicola Jaynes, HM Inspector of Health and Safety
- 🚗 Q&A session
- 🚗 Closing remarks

Road Safety Framework to 2030

Bertrand Deiss
Head of Road Safety Policy

2020 Target (2004-08 baseline)	Progress towards targets in 2019	Current Status
175 = 40% reduction in people killed (292)	165 = 43% reduction	On track – currently exceeding target
2,385 = 55% reduction in people seriously injured (5,296)	2,611 = 51% reduction	Significant improvement seen, but at current rate of decrease will miss target
8= 50% reduction in children killed (15)	3 = 83% reduction	On track - currently exceeding target
239= 65% reduction in children seriously injured (684)	260 = 62% reduction	Significant improvement seen, but at current rate of decrease will miss target
23.41 = 10% reduction in the slight casualty rate (26.02 casualties per 100 million vehicle kilometres)	9.87 = 62% reduction	On track - currently exceeding target

**Where
are we
just
now?**

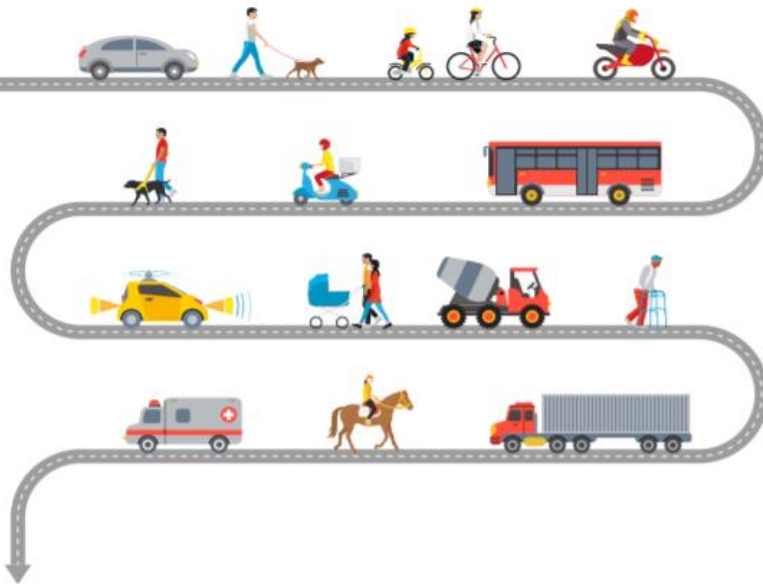
Table - Progress against 5 national casualty reduction targets for 2020 since 2004-2008 baseline

Public Consultation



Scotland's Road Safety Framework to 2030

Together, making Scotland's roads safer



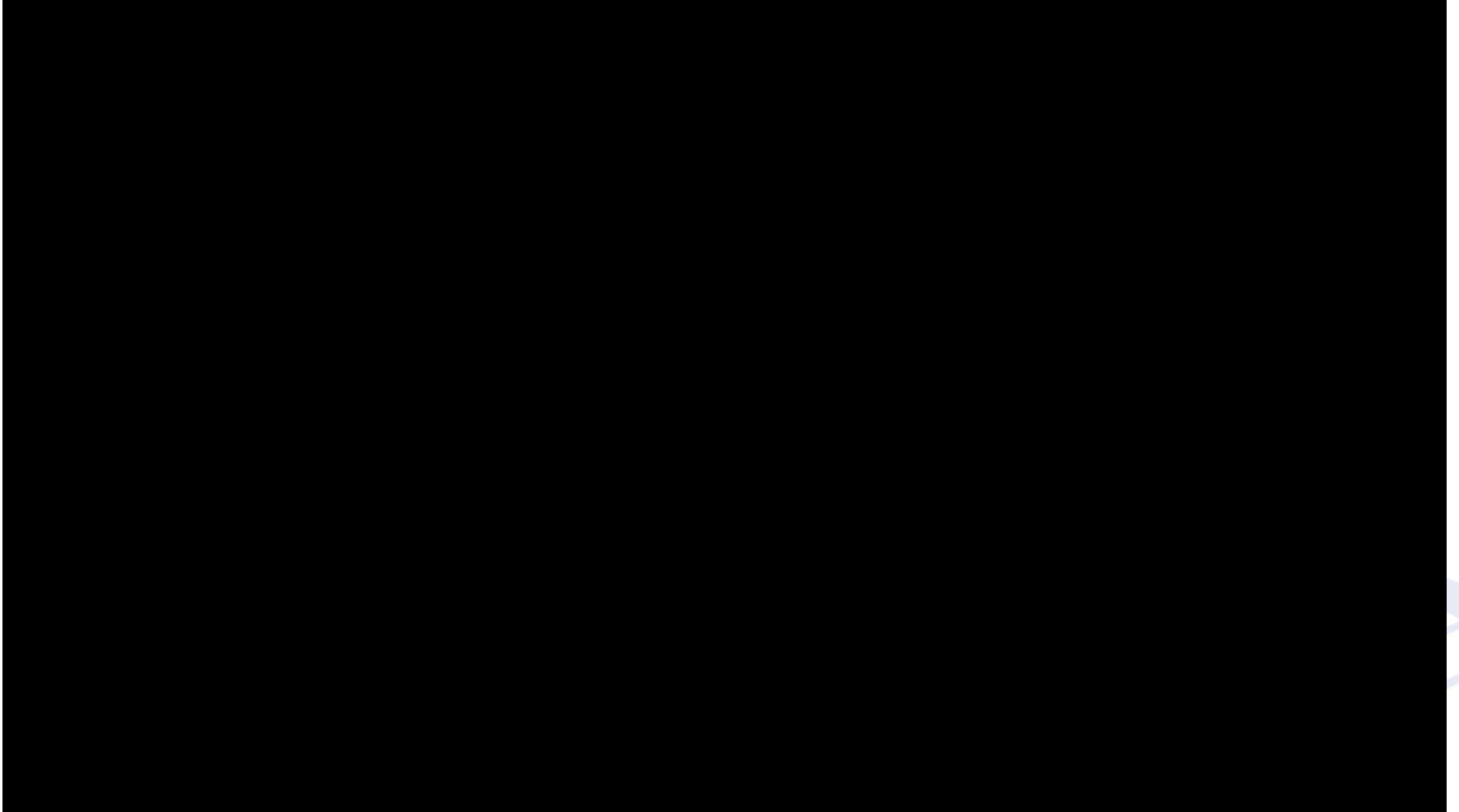
Scotland to have the best road safety performance in the world

transport.gov.scot

The public consultation was launched on 8 September and closed on 1 December

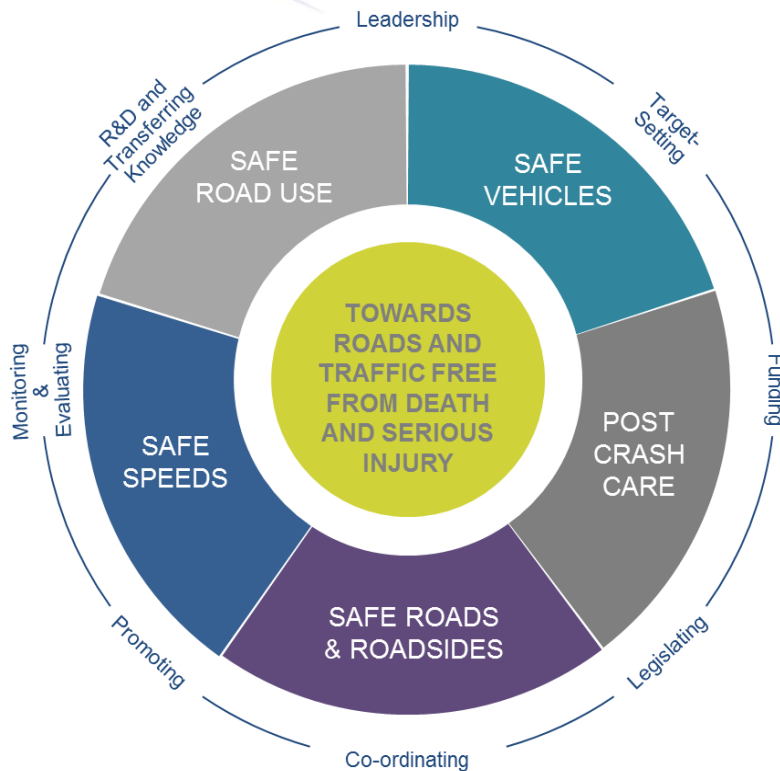
Analysis of the responses was carried out and found that the document was mostly supported

Our Animated video



What is in the new Road Safety Framework?

Research & Safe System Approach



Carried out research of all leading countries in terms of their road safety performance

The Safe System approach is international best practice

Our Focus

Figure 1: Road safety context



Driving for work
policy,
telematics,
safety features

Safe Road Use

Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerables.

Safe Vehicles

Well-maintained, reduce the risk of collisions and, in the event of a collision, reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.

Driving for work policy



Driving for work policy

Safe Speeds

Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

Safe Roads and Roadsides

They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.

Post-Crash Response

Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon.

1 Vision & 5 Outcomes

12 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** decreasing
road maintenance/
assets and its 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

12 Strategic Actions



Climate Emergency

We will deliver road safety initiatives that positively impact the climate emergency and mitigate negative impacts that climate change may have on road safety

Active & Sustainable Travel

We will ensure that road safety is a key focus of active & sustainable travel in Scotland

Health

We will strengthen the relationship between health and road safety to reduce the severity of collisions and improve the post-crash response

Funding & Resourcing

Establish a Road Safety Improvement Fund with an appropriate governance structure to support the delivery of the safe system approach throughout

Change in Attitudes & Behaviours

We will educate road users to deliver improved road user attitudes and behaviours

Driving for work policy, e.g. drink & drug-drive

Speed

We will deliver a range of speed management initiatives to support the safe system

Technology

We will research and evaluate existing & emerging technologies for use within the safe system

Enforcement

We will ensure enforcement continues to play an essential role in deterring and sanctioning poor road user behaviour to support the safe system

Knowledge & Data Analysis

We will ensure that our knowledge and actions are evidence-led to support the delivery of the Safe system

Education

We will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users

Infrastructure

**Driving for work policy, e.g. ISA
insurance for business purposes, vehicle maintenance, vehicle loading**

Inequality

How is the framework governed?

Governance



Strategic Partnership Board

Operational
Partnership Group

Local Partnership Forums

What will our targets look like?

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

- Percentage reduction in pedestrians killed or seriously injured
- Percentage reduction in cyclists killed or seriously injured
- Percentage reduction in motorcyclists killed or seriously injured
- Percentage reduction in road users aged 70 and over killed or seriously injured
- Percentage reduction in road users aged between 17 to 25 killed or seriously injured
- Percentage of motorists driving/riding within the posted speed limit



Key Performance Indicators

- Percentage of motorists driving within the speed limit
- Percentage of drivers not distracted by a handheld mobile phone/Sat Nav or in-car entertainment system
- Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly
- Percentage of riders of powered two wheelers and bicycles wearing a protective helmet
- Percentage of drivers/riders driving within the legal limit for alcohol or specified drugs
- Percentage of distance driven over roads with a casualty rate below an appropriate threshold
- Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold
- Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services



Targets of a 50% reduction of KSI's & 60% reduction on KSI's involving children

For the first time there are specific targets for different user groups which are supported by KPI's and Intermediate Measures

Review of INDG382

Nicola Jaynes
HM Inspector of Health and Safety
Transportation and Public Safety Unit

Background

- *For most, driving will be the most dangerous activity they do.*
- *It is estimated that one third of all road traffic collisions (RTCs) in Britain involve someone driving as part of their job and countless other RTCs involving people travelling to or from their place of work.*
- *Risks associated with driving cannot be completely controlled, an employer as to take to take all reasonable steps to manage these risks*
- *HSE and Department of Transport produced joint guidance in 2014, INDG382: Driving for Work
<https://www.hse.gov.uk/pubns/indg382.htm> to help duty holders manage work-related road risk.*
- *However, in recent years there has been a significant development in driving technologies and practices that has brought into question the currency of this guidance.*

2018-19 review identified



- Industry agreed PDCA model was correct and to focus on:
- Safe Journey
- Safe Drivers
- Safe Vehicle

Survey



- *We would like your help to identify how INDG382 can be improved in terms of its relevance, currency and accessibility. Ultimately, the aim of revising the guidance is to encourage greater compliance and help people to do the right thing.*
- *We have created a short survey, <https://wh1.snapsurveys.com/s.asp?k=160450238153> and we are interested in feedback from people who drive for work even if driving is not their main role across all industries including agriculture.*

Next Steps

- SD review and stakeholder interviews
February 2021
- Proposed changes incorporated into test website
- Consultation on proposed new web-pages march/ April 2021
- Launch of new guidance on HSE website for Driving for Work aim by summer 2021

Many thanks



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FREE ADVICE, FREE RESOURCES, FREE EVENTS

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