

Response ID ANON-G69J-DDYH-9

Submitted to **Scotland's Road Safety Framework to 2030 Draft Public Consultation**
Submitted on **2020-12-01 17:38:33**

Questions

1 Is the vision set out for the next 10 years the right one?

Yes

Please explain your answer:

The vision to have a road traffic system which becomes free from death and serious injury is fully supported by SEStran.

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?

Yes

Please explain your answer:

The outcomes are all linked and achieving these outcomes will deliver a road system that seeks to ensure that the impacts of collisions are minimised and have the least impact on people involved.

SEStran supports the key objective of the approach; to manage vehicles, the road infrastructure, speeds, all road users and the interactions between these components, to ensure that in the event of crashes, crash energies will remain at levels that minimise the probability of death and serious injury.

3 Do you agree that the Safe System Approach is fundamental to the success of the Framework?

Yes

Please explain your answer:

The outcomes are all linked and achieving these outcomes will be most successfully deliver a road system that seeks to ensure that the impacts of collisions are minimised and have the least impact on people involved.

4 Are the 12 key challenges for road safety, from Climate Emergency, Health to Emerging technologies and Post-crash response, the correct ones?

Yes

Please explain your answer:

The 12 key challenges reflect the main issues which are evolving and will have an impact on transport safety during the next 10 years till 2030.

5 Do you think the strategic actions will deliver the outcomes and address the identified challenges?

No

Please explain your answer:

Not fully. It is unclear how some of the actions can be implemented and have the desired affect on outcomes.

Future funding in the current economic conditions will remain challenging. It is unclear how the development of a Road Safety Improvement Fund would assist. How would it be managed and who would determine funding allocation and on what basis? This could centralise funding as opposed to continuing with the current partnership arrangements at all levels.

The ability to deliver on attitude, behaviour change, education are all dependant on resources both financial and skilled people to deliver such initiatives. A long term commitment for the duration of the framework is also required.

It is unclear how the Active Travel Strategic Actions and outcomes will address the needs of vulnerable road users . The increase in funding is welcomed but there is no clear strategy for how the current bidding process for Active travel schemes supports road safety improvement for vulnerable users.

Does the approach fully address the paradox where on the one hand we have the goal of zero fatalities, but on the other we have to ensure that a road safety intervention does not act as a barrier to active healthy modes of transport like cycling and walking, even if the road safety intervention is effective?

There must be a strategic focus; where all elements of a safe systems approach are integrated across all levels of government, national, regional and local. To further confirm the system should:

-Recognise people do and will continue to make mistakes. The aim is to minimise the impacts of these mistakes.

-There is no 'one solution'.

-All approaches and stakeholders need to work together to minimise road trauma.

6 Are some of these actions more important than others?

No

Please explain your answer:

All the actions are equally important since they are interconnected .

However, The measures to change behaviours and attitudes and to gain the full support across all the different partners is crucial, e.g. Road Safety learning within the Curriculum for Excellence will be challenging given CfE learning priorities and the impacts that COVID-19 has had on classroom teaching. This is very relevant for primary education.

In addition the changing demographics with an increasing aging population will be an important area to monitor and research. How increasing active travel affects the number and types of collisions must be carefully monitored to be fully integrated within the safe system approach.

The actions need to look at an all modes & users' solution, it should not discriminate against any group or focus resource at a particular mode because it is easier to 'make that mode 100% safe'.

7 What are your views on the proposed 2030 Interim Targets?

Yes

Please explain your answer:

These are challenging targets but seem appropriate within the context of the 2050 Long-term goal.

8 Do you think that the Intermediate Outcome Targets and Key Performance Indicators are appropriate to monitor the progress towards the 2030 interim targets?

No

Please explain your answer:

The targets generally are appropriate. However, the validity of a 60% reduction, for children (aged<16) killed, is doubtful when the base level is two (averaged over 3 years).

The Key Performance Indicators are relevant measures related to the outcomes. However, all but the final three Key Performance Indicators are extremely challenging to measure and monitor with any accuracy and great care will be needed to enable robust statistics to be collected and used for monitoring purposes.

It will be important that targets account for different user groups and modes so that relevant & useful comparisons can be made.

9 Do you think that the proposed Governance Structure is appropriate?

Yes

Please explain your answer:

How will LPF's be constituted and what are the criteria for organisation and forums etc to be acceptable for the LPF? Not all LA's are reflected in the groups suggested in the framework and not all LA areas will have such RS forums. This type of approach could have some benefits at a regional level.

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?

Yes

Please explain your answer:

There are some existing examples of good practice showing the benefits of this approach.

11 In your opinion what aspects of road safety work well at the moment?

Please explain your answer:

No comment

12 What practical actions would you like to see taken to encourage and promote these aspects?

Please explain your answer:

No comment

13 In your opinion what aspects of road safety do not work well in general and as a result of Covid-19?

Please explain your answer:

The issue of resources to deliver education based road safety teaching within the school context. Pressures on teachers to be involved in delivering this type of initiative within a CfE setting is a limiting factor on how successful it can be in the future. This has been exacerbated by the challenges of on line teaching.

14 What practical actions would you like taken to overcome these aspects?

Please explain your answer:

The Safe System approach to road safety delivery is has been successful in other countries where there has been a substantial investment in education , training and investment in marketing to support the aims of the approach.

About you

What is your name?

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Are you responding as an individual or an organisation?

Organisation

What is your organisation?

Organisation:

South East of Scotland Transport Partnership (SEStran)

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

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We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Yes

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

I consent

Evaluation

Please help us improve our consultations by answering the questions below. (Responses to the evaluation will not be published.)

Matrix 1 - How satisfied were you with this consultation?:

Slightly satisfied

Please enter comments here.:

Matrix 1 - How would you rate your satisfaction with using this platform (Citizen Space) to respond to this consultation?:

Very satisfied

Please enter comments here.: