

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**EXECUTIVE COMMITTEE****11 NOVEMBER 2020****CONSULTATIONS****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report seeks approval of proposed responses to Scottish Government consultations on 'Scotland's Road Safety Framework to 2030' and 'Free bus travel for people resident in Scotland aged under 19'.

1 RECOMMENDATIONS

1.1 That the Executive Committee:

- (i) approves the proposed consultation response to 'Scotland's Road Safety Framework to 2030', as detailed in Appendix B; and
- (ii) approves the proposed consultation response to 'Free bus travel for people resident in Scotland aged under 19', as detailed in Appendix C.

2 BACKGROUND

- 2.1 The Scottish Government issued a consultation on ['Scotland's Road Safety Framework to 2030'](#) on 8 September 2020 and have requested responses to be submitted by 1 December 2020.
- 2.2 On the 26 October 2018, the Scottish Government issued a consultation on ['Free bus travel for people resident in Scotland aged under 19'](#), with responses requested by 7 December 2020.
- 2.3 The date of submission to Scottish Government for both these consultations is prior to the next full Partnership meeting and therefore, as provided in the Tactran Scheme of Delegation, the Executive Committee is asked to consider and approve proposed responses to the consultations.

3 DISCUSSION**Scotland's Road Safety Framework to 2030**

- 3.1 Scotland's Road Safety Framework to 2020 ends on 31 December 2020. Although Scotland road casualties are at the lowest levels since records began, to achieve the further 50% reduction in People Killed and Seriously Injured by 2030, as recommended by the United Nations and the European Union, a step change in road safety delivery is required. In response to the above challenge

and in partnership with the road safety community and key stakeholders the Scottish Government has developed this draft Scotland's Road Safety Framework to 2030 to strengthen Scotland's position as a world leader in road safety.

- 3.2 The Road Safety Framework to 2030 sets out a long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. The journey to achieving this vision will also include ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030.
- 3.3 The draft framework sets out a vision for Scotland to have the best road safety performance in the world. The framework describes 5 outcomes; outlines 12 key challenges and 10 strategic actions required to be taken to achieve the interim targets for reducing road casualties 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
- 3.4 Progress towards these targets will be measured at regular intervals, together with interim outcome targets and Key Performance indicators. Appendix A provides a summary of the draft framework.
- 3.5 Tactran response to the consultation is generally supportive of the ambitious vision and targets and the collaborative working required by all relevant organisations to achieve those targets. The key challenges and strategic actions proposed are also supported. However, it is noted that the ambitious casualty reduction targets must be backed by resources, not only in terms of interventions, but also human resources, retaining and increasing road safety expertise.
- 3.6 In terms of monitoring progress there is a concern that the Key Performance Indicators will not measure the outcomes adequately. Tactran's response supports multi-disciplinary Local Partnership Forums, based around Police Road Safety Unit regions, but considers the governance details to be unclear.
- 3.1 The Executive Committee is asked to consider and approve the proposed Tactran response, as detailed in Appendix B to allow submission by the deadline of 1 December 2020.

Free bus travel for people resident in Scotland aged under 19

- 3.2 The Scottish Government intends to launch a new statutory national concessionary travel scheme providing free bus travel for young people resident in Scotland up to their 19th birthday. It is anticipated that legislation to

underpin the scheme would be required to be laid in Parliament in early 2021 and the scheme would come into effect later in 2021.

- 3.3 The purpose of this consultation is to set out and seek views on the proposed arrangements for the new scheme and options for how the scheme operates to establish the most appropriate way to provide free travel for young people to meet their needs and requirements.
- 3.4 The proposed response to the consultation mainly covers the policy areas of the proposed scheme as Local Authorities will be able to provide details on the impact the scheme will have on their own operations such as home to school transport. The response is largely supportive but has highlighted the significant issue related to limited access to bus services in rural areas which is often a bigger barrier to bus travel than the cost.
- 3.5 The Executive Committee is asked to consider and approve the proposed Tactran response, as detailed in Appendix C to allow submission by the deadline of 7 December 2020.

4 CONSULTATIONS

- 4.1 The relevant officers from constituent Councils have been consulted on Tactran's responses to the two consultation documents.

5 RESOURCE IMPLICATIONS

- 5.1 There are no resource implications arising directly from this report.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

Scotland's Road Safety Framework to 2030, Scottish Government, 8 September 2020

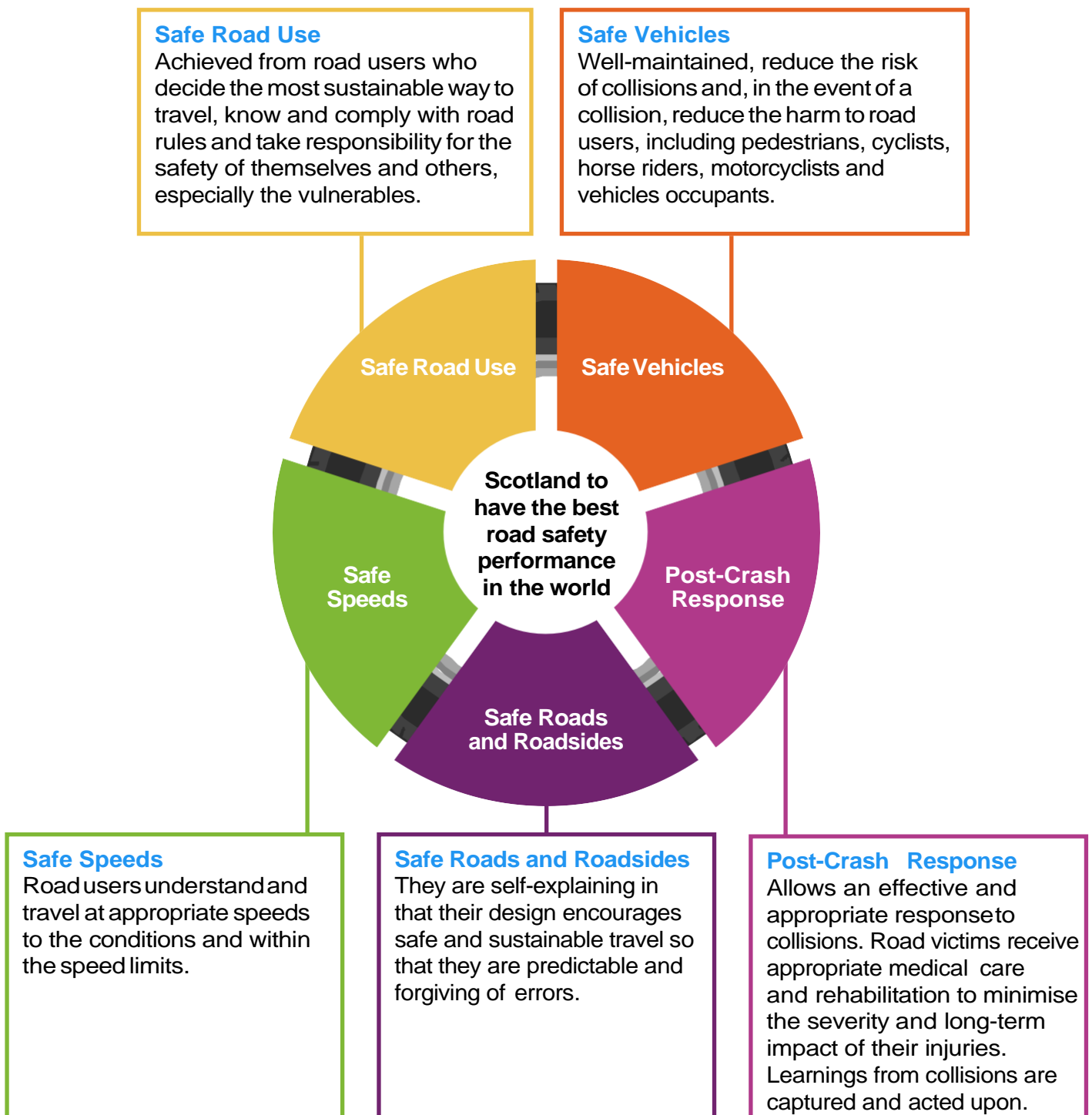
Free bus travel for people resident in Scotland aged under 19, Scottish Government,
26 October 2020

The Framework at a glance













Our Vision

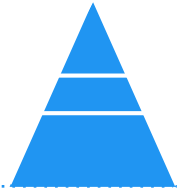
For Scotland to have the best road safety performance in the world

Our Outcomes



> Challenges
 ✓ Strategic Actions

												
Speed	✓	✓	✓		✓			✓	✓			✓
Climate	✓	✓	✓		✓	✓		✓		✓		
Funding				✓	✓	✓	✓	✓	✓	✓	✓	✓
Change in attitudes		✓	✓	✓	✓		✓	✓	✓		✓	✓
Technology				✓	✓			✓	✓	✓	✓	✓
Active & Sustainable Travel		✓	✓	✓		✓			✓			✓
Knowledge & Data Analysis				✓	✓	✓		✓	✓	✓	✓	✓
Enforcement		✓		✓	✓	✓	✓		✓			✓
Health			✓	✓							✓	✓
Education		✓		✓	✓	✓	✓	✓	✓			✓



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



Public consultation questions

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

Yes No

1.1 - Please explain your answer

The vision for Scotland to have the best road safety performance in the world by 2030 is the correct vision as it is important to show ambition in reducing road casualties. However, the long-term goal and interim targets to 2030 in the safe system hierarchy for Scotland are broadly similar to those for the rest of Europe. If Scotland is to have the best safety performance in the world, should the targets not be more ambitious as well?

The ambitious casualty reduction targets must be backed by resources, not only in terms of interventions, but also human resources, retaining and increasing road safety expertise.

2 - Are the outcomes to deliver the vision the right ones?

Yes No

2.1 - Please explain your answer

The five outcomes are supported. However, it is unclear how these outcomes will be measured. While the Key Performance Indicators (KPI) do cover a number of the outcomes, they do not cover all of the outcomes – it should be made clear as to how each of the outcomes will be monitored and measured by assigning each KPI to the outcome it is measuring.

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

Yes No

3.1 - Please explain your answer

The safe system approach recognises that a collaborative approach is required to achieve casualty reductions and that road safety does not sit in isolation but is an integrated part of the transport system and the National Transport Strategy.

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

Yes No

4.1 - Please explain your answer

The document comprehensively sets out 12 challenges. It is agreed that these cover the main challenges that will be required to be tackled on a national scale, with Climate change and emerging technology likely to form a more significant challenge than in the past.

Some challenges will be more onerous than others and this will be dependent on more local/regional circumstances e.g. motorcycle casualties more likely in rural areas, say compared with pedestrian casualties in urban areas. Any intervention must be evidence driven and regional road safety forums are best placed to identify priorities in their area.

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

Yes No

5.1 - Please explain your answer

In general, it is considered that the strategic actions are correct, however a few observations:

Speed: Do not think there is a need for National Speed Management Review, if this is just another a review of speed limits. Evidence is driving vehicles above the speed limit is a common cause of accidents rather than the speed limits themselves. Therefore, it is changes to driver behavior that is important.

Climate: It is stated road users will need to gain the knowledge and experience required under extreme weather conditions but does not actually state the action required to do this.

Funding: It is agreed that funding is crucial to continuing to reduce road casualties. However further details are required of the proposed Road Safety Improvement Fund – this should not be a fund to bid into for award, but rather a direct fund.

Change in attitude and behavior: Proposed changes to the Highway Code, introduces a hierarchy of road users that aims to ensure that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users. This could be used as a means of positively influencing travel behaviour.

Technology: Although mention is made of the positive affect technology may have on car and other larger vehicles, there is no mention of the need to consider other technologies such as micro-mobility (e.g. e-scooters) and the impact they may have on road casualties.

Knowledge and data: This is crucial to implementation of the framework as any initiative and intervention relies on an evidence base to target resources.

Enforcement: It is welcomed that enforcement methods will embrace technology. This should include considering more average speed cameras on 60mph and 70mph roads, as these have shown to be effective in reducing casualties.

Health: Welcome the cross referencing of stats 19 and hospital admissions data as the more accurate data received, the better resources are targeted. There needs to be a consistent approach to this data collection in setting and monitoring progress towards targets. Also agree that prevention is better than reaction after the event.

5.2 - Are some of these actions more important than others?

Yes No

5.3 - Please explain your answer

See previous question. As noted above knowledge and data is crucial to implementation of the framework as any initiative and intervention relies on an evidence base to target resources.

6 - What are your views on the proposed 2030 Interim Targets?

As per answer to question 1, the vision for Scotland to have the best road safety performance in the world by 2030 is the correct vision as it is important to show ambition in reducing road casualties. However, the long-term goal and interim targets to 2030 in the safe system hierarchy for Scotland are broadly similar to those for the rest of Europe. If Scotland is to have the best safety performance in the world, should the targets not be more ambitious as well?

The ambitious casualty reduction targets must be backed by resources, not only in terms of interventions, but also human resources, retaining and increasing road safety expertise.

7 - Do you think that the Intermediate Outcome Targets and Key Performance Indicators are appropriate to monitor the progress towards the 2030 Interim Targets?

Yes No

7.1 - Please explain your answer

It is assumed that the Interim Targets and Intermediate Outcome Targets will both be monitored at regular intervals over the ten-year period. The combination of these targets is appropriate to measure progress.

In terms of Key Performance Indicators (KPI), as noted in responding to question 2, it is unclear how the five outcomes will be measured. While the KPI do cover a number of the outcomes, they do not cover all of the outcomes – it should be made clear as to how each of the outcomes will be monitored and measured by assigning each KPI to the outcome it is measuring. It should also be made clear as to which organisation is responsible for the collection and dissemination of the data required to monitor each of the KPIs.

8 - Do you think that the proposed Governance Structure is appropriate?

Yes No

8.1 - Please explain your answer

The governance structure and description of Local Partnership Forums is very loosely described and as such unclear. It names Local Partnership Forms in the plural and then describes a Local Partnership Forum in the singular that would meet twice a year. It is therefore not clear whether a number of Local Partnership Forums are proposed or just one overarching Local Partnership Forum.

It is considered that Regional Partnership Forums, with a range of members covering all aspects of road safety, should be formed (if not already in place) and these should be based on the Police Road Safety Unit regions (e.g. Central Scotland, Tayside, etc). As noted in previous answers, the collection of crash data is crucial in providing an evidence base for all actions, and it is these Police Road Safety Units that collect and provide this data. The Chairs of these Regional Partnership Forums could then meet twice a year to provide input and disseminate information from the Operational Partnership Group.

All governance structure changes should be made within the fuller NTS review of roles and responsibilities.

8.2 - 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 the Local Partnership Forums?

Yes No

8.3 - Please explain your answer

See answer to 8.1.

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

Accident Investigation and Prevention (AIP) works very well at a Local Government level with business cases showing positive benefit to cost ratios. However, there are fewer resources available to Local Authorities to be able to provide dedicated and knowledgeable road safety staff to undertake this work. This is an aspect that should be considered during the NTS Roles and Responsibilities review.

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

The NTS Roles and Responsibilities review to consider how road safety is delivered within Local/Regional Government.

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

Covid-19 has placed extra burden and work on all partners and stakeholders working in road safety. Although best efforts have been made, inevitably partnership working and dissemination in taking forward road safety initiatives has suffered as a result.

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

No comment.

Consultation questions

1 Do you think extending national concessionary travel to include free bus travel for under 19s in Scotland will contribute towards our objectives to increase opportunities and reduce inequalities?

• Yes • No •

Please Explain

Through the increase in bus usage by the target age group, the proposal should contribute to the NTS objectives of: reducing inequalities; helping to deliver inclusive economic growth; and improve health and wellbeing.

Locking in sustainable travel patterns at a young age is important as if young people are familiar and confident in using public transport this is likely to continue as they become older. It also puts less pressure to purchase a car that is typically the norm for young people, particularly in rural areas.

It should be noted that while access to a car is higher in rural areas, it is not universal and therefore having access to free public transport is of significant benefit to young people in families and households who don't have access to a car.

Providing free travel for younger people will enable them to access training, education and apprentice type employment without the financial burden of travel costs that is often a significant deterrent. It also provides much more independence for young people and allows them to fully participate in a wider range of after school activities without the additional financial impact of having to pay for homeward travel.

Family leisure trips which would be considered too expensive by PT may now be more affordable to low income families.

Using bus services can also involve active travel for the first and last portion of the journey thereby helping to encourage active and healthy lifestyles.

However, it must be highlighted that a free travel scheme for eligible groups is only of use where a service actually exists. As the Tactran accessibility monitoring has highlighted, there are significant parts of the region where Public Transport is not a viable option for access to jobs, training opportunities and services. In these predominately rural locations, consideration should be given to expanding the scheme to include other travel modes such as Community Transport, car share etc.

2 Do you think there are any disadvantages to introducing free bus travel for under 19s in Scotland?

• Yes • No •

If yes, please explain

There is the potential impact on school bus provision, however this is a matter that individual local authorities are better placed to comment on as the impact will vary across the country depending on the contractual arrangements in place for school transport provision.

3 Should a smart card, such as the widely used Young Scot card, be used to establish eligibility for free bus access?

- Yes • No •

Please explain

Including free travel within an existing smart card product such as the Young Scot scheme would appear to be the most pragmatic solution. Without some form of card authorisation, there is the potential for inaccurate operator claims and it would also mean that useful monitoring data on travel patterns and trends that could assist in network development and improvements would not be available.

4 Should children under a certain age need to have their application for a travel card approved by a parent or guardian?

- Yes • No •

Please explain

There are potential data issues related to the scheme where use/travel pattern data is collected which would require parental consent.

5 If you answered 'yes' to question 4, at what age should parental or guardian approval be required?

16 would appear to be a suitable age which is in line with other travel schemes such as TfL Oyster.

6 Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above? Please be as specific as possible.

The impact on groups of people with protected characteristics is likely to be largely similar to the impact the existing concessionary travel scheme has. The most significant being that for many people with disabilities, having free bus travel is of little benefit to them if they are unable to access the network due to their disability.

7 Do you think the proposals contained within this Consultation may have any additional implications on the rights, wellbeing and safety of children and young people that is not picked up above?

Most implications of the scheme are likely to be positive, however the parental consent issue noted above will be important in terms of data security and use. It is also

important that any potential safety impact for the lower age groups is understood and adequately mitigated.

As there will likely be an increase in children travelling on buses, consultation with operators and local authority public transport teams should also be undertaken to ensure that personal safety measures are adequate. This could include improving CCTV provision within vehicles but also to ensure that safety at waiting facilities is adequate for children and young people.

8 Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens for bus companies, public bodies, third sector organisations or businesses? Please be as specific as possible.

By utilising the existing concession scheme back office system, administration costs for operators are likely to be minimal. Similarly, for public bodies, the administration of the scheme is likely to be limited to a marginal cost due to the existing smart card infrastructure in use for the current 60+ and disabled concessionary scheme.

The reimbursement rate will presumably be calculated to ensure that there is a net zero cost/benefit to operators while taking account of the induced demand the scheme will lead to. Over the medium and longer term, by increasing patronage across the Public Transport network, it is possible that routes become more sustainable and may help reverse the trend of local bus service reductions across the country.

9 Are there any other issues you wish to raise which are not covered in the points or questions above?

Consideration should be given to free/subsidised alternative modes for children and young people who don't have access to local bus services. This could include DRT/community transport schemes, car clubs, bike hire and other sustainable travel options. To not consider this would potentially impact on young people living in rural areas disproportionately. This concern is particularly acute given the uncertainty surrounding the future of local bus services due to the COVID-19 impacts and associated changes in travel behaviour.