

## Child Rights and Wellbeing Impact Assessment (CRWIA) Stage 3 (Non-Legislative Policy/Measure)


### Stage 1 - Screening

CRWIA title: Scotland's Road Safety Framework to 2030 (RSF2030) Publication date: 25 February 2021	
Name the strategy and describe its overall aims.	<p><u>Name</u> Scotland's Road Safety Framework to 2030 (RSF2030)</p>
	<p><u>Description</u> RSF2030 sets out a compelling long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. RSF2030 also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030 and the number of children aged 16 and lower being killed or seriously injured on our roads will be reduced by 60% by 2030.</p> <p><u>Aims</u> The draft RSF2030 comprises:</p> <ol style="list-style-type: none"> <li>A vision for Scotland to have the best road safety performance in the world by 2030.</li> <li>Five strategic outcomes which describe the road safety environment it aims to deliver; these outcomes align with the five pillars of the Safe System: Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-crash Response.</li> <li>Twelve challenges which make an impact now, or in the near future, on road safety generally and, more particularly, on the new Framework. They have been encapsulated in twelve themes which not only map easily onto the Safe System, but also align with Scottish Government's policies, plans and strategies.</li> <li>Twelve Strategic Actions which are meant to be overarching, and are not allocated to any nominated road safety partners. They must be seen instead as the collective responsibility of all stakeholders and road safety partners. Their delivery will be monitored through the three-tier structure of the Framework governance. They will have to be translated and expanded through the development of both national and local delivery plans which will sit outwith the Framework.</li> <li>A comprehensive performance management system composed of interim targets to 2030, intermediate outcome targets and key performance indicators (KPI).</li> <li>A new third tier in its governance structure - Local Partnership Forums to improve communications and knowledge sharing between national and local level.</li> </ol> <p>The vision, strategic outcomes and the performance management system are at the heart of the Framework and will be the basis for decisions and the evaluation of the success of road safety policies and delivery going forward.</p> <p>This Framework also demonstrates how road safety can contribute to cross-cutting national priorities from the:</p> <ul style="list-style-type: none"> <li>National Transport Strategy 2 (NTS2) vision for Scotland's transport system which relates directly to creating an inclusive and accessible transport system contributing to a more equitable society;</li> <li>the National Performance Framework (We live in communities that are inclusive, empowered, resilient and safe), National Planning Framework (A successful sustainable place –</li> </ul>

	<p>supporting economic growth, regeneration and the creation of well-designed places);</p> <ul style="list-style-type: none"> <li>• Scotland's Public Health Priorities (A Scotland where we live in vibrant, healthy and safe places and communities), Justice Strategy for Scotland (We live in safe, cohesive and resilient communities) and Education (Assess and manage risk and understand the impact of risk-taking behaviour);</li> <li>• In addition road safety can support the long-term vision for Active Travel where communities are shaped around people, with walking and cycling the most popular choice for shorter, everyday journeys;</li> <li>• And the Climate Emergency for a healthier society, a diversified, resilient and sustainable economy. Finally the place principle applies to road safety partners responsible for providing services and looking after assets in a place to work and plan together to support inclusive and sustainable economic growth and create more successful places.</li> </ul>
What aspects of the strategy will affect children and young people up to the age of 18?	<p>In accordance with the United Nations Convention on the Rights of the Child (UNCRC), Section 1 of the Children and Young People (Scotland) Act 2014 requires the Scottish Ministers to consider whether existing and emerging legislation, policy and guidance have a direct or indirect impact on children and young people and to assess what further action is required to ensure compliance with the UNCRC. Transport Scotland is also listed in Schedule 4 of the Children and Young People (Scotland) Act 2014 as a "corporate parent" and therefore must discharge specific duties in relation to children and young people who are looked after by local authorities.</p> <p>The RSF2030 will impact on all children and young people up to the age of 18 (including non-citizen and undocumented children and young people).</p> <p>The RSF2030 will set new actions and measurements in its framework which will align itself with wider actions such as the Fairer Scotland Action Plan and SG School Transport Guidance.</p> <p>RSF2030 is there to ensure that children and young people up to the age of 18 are protected from the danger of the roads and other road users as they are vulnerable road users when they for example walk or cycle to school, when they play outside their homes, when they are vehicle occupants (or being subject to a child car seats or restraints) to go shopping or when they start driving to become independent.</p> <p>While the future implementation of the RSF2030 cannot be assessed, at this stage it is considered that components of the RSF2030 (including the performance management system, the outcomes and the strategic actions) are most likely to impact on the interests of children and young people.</p>
What likely impact – direct or indirect – will the policy/measure have on children and young people?	<p>In overall terms, the focus on preventing road deaths and serious injuries within RSF2030 establishes a positive framework which will allow road safety interventions to be designed around meeting the needs of all road users, including children and young people or targeted road users such as pedestrians or novice drivers, including children and young people.</p> <p>As previously mentioned RSF2030 is fully aligned with NTS2 and has used the following finding from NTS2 stakeholder engagement activities of relevance to children and young people: they have concerns regarding car dependencies in rural areas.</p>

	<p>Between December 2018 and June 2019, Transport Scotland held a series of RSF2030 workshops with road safety partners, covering speed, vulnerable road users, age and driving for work. These workshops, attended by around 100 unique organisations such as Young Scot, widened our current partnership engagement and consultation for the development of the next framework. Transport Scotland set up a Stakeholder Working Group comprising of Road Safety partners such as Young Scot to assist in the drafting. RSF2030 stakeholder engagement, baseline and policy analysis undertaken to support the implementation of applicable statutory equalities duties allowed a consolidated set of key issues of relevance to road safety to be identified and considered during the development of the RSF2030. The draft RSF2030 was published for public consultation <sup>1</sup> between 8 September and 1 December 2020.</p> <p>RSF2030 five strategic outcomes describing the road safety environment it aims to deliver will affect children and young people; these outcomes align with the five pillars of the Safe System: Safe Road Use, in which driving/riding behaviours from other road users will improve as they become more mindful of children; Safe Vehicles, in which children will travel safely; Safe Speeds, where children's physical vulnerability is taken into account; Safe Roads and Roadsides, where children can travel for example to school safely and children's physical vulnerability is taken into account in case of crash; and Post-crash Response, where children's physical vulnerability is taken into account. In addition RSF2030 identified two challenges mostly relevant to children and young people that have been titled lifelong road use learning and Young drivers (17-25) that sit under headline Road Users challenge: unsafe road use by certain types of road users and its effect on road casualties. These challenges will be addressed through the Strategic Action of Education - we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users – and the Strategic Action of Change in Attitudes &amp; Behaviour - 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 – respectively.</p>
<b>Which groups of children and young people will be affected?</b>	<p>Under the UNCRC 'children' can refer to: individual children, groups of children, or children in general. Some groups of children will relate to the groups with protected characteristics under the Equality Act 2010: disability, race, religion or belief, sex, sexual orientation</p> <p>It is anticipated that RSF2030 will directly and beneficially affect any child or young person in Scotland who is a road user and as such uses, is dependent on or is impacted by the roads system.</p> <p>In addition children and young people will be affected by being grouped by types of road users (e.g. pedestrians, cyclists) or by age (e.g. children under the age of 16 in relation to specific 2030 Targets, young people age 17-25 in relation to specific Intermediate Outcome Targets and road safety challenge)</p>
<b>Will this require a CRWIA?</b>	<p>Yes</p> <p>Whilst specific impacts are dependent on the future implementation of RSF2030, at this stage it is considered that RSF2030 is most likely to impact on the interests of children and young people. RSF2030 therefore has the potential to contribute positively to the implementation of UNCRC articles 3, 6, 12, 23, 24, 28 and 31. However, the high-level nature of the RSF2030, combined with the absence of implementation or delivery</p>

<sup>1</sup> [https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user\\_uploads/425982\\_sct1219677072-001\\_sg-consultation-on-road-safety\\_final\\_web--1-.pdf](https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user_uploads/425982_sct1219677072-001_sg-consultation-on-road-safety_final_web--1-.pdf)

	mechanisms which will be developed outwith RSF2030, precludes the identification at this stage of specific or differential impacts on children and young people.
<b>Authorisation</b>	
<b>Policy lead</b> Bertrand Deiss, Head of Road Safety Policy, Transport Scotland	<b>Date</b> <b>29 January 2021</b>
<b>Deputy Director or equivalent</b> Hugh Gillies, Director of Roads, Transport Scotland  	<b>Date 24 February 2021</b>

## Stage 2 – The Child Rights and Wellbeing Impact Assessment (CRWIA) (Detailed)

CRWIA title: Scotland's Road Safety Framework to 2030 (RSF2030) Publication date: 25 February 2021	
<b>Which UNCRC Articles are relevant to the policy/measure?</b>	<p>Policies and Measures relating to the Road Safety Framework 2030 have the potential to affect Children's Rights under Articles 3, 6, 12, 23, 24, 28, 31 of the UNRC:</p> <ul style="list-style-type: none"> <li>• Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children.</li> <li>• Article 6: Every child has a right to life and to develop to their full potential.</li> <li>• Article 12: Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child's day-to-day home life.</li> <li>• Article 23: A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.</li> <li>• Article 24: Every child has the right to the best possible health. Governments must provide good quality health care, clean water, nutritious food, and a clean environment and education on health and well-being so that children can stay healthy. Richer countries must help poorer countries achieve this.</li> <li>• Article 28: Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children's dignity and their rights. Richer countries must help poorer countries achieve this.</li> <li>• Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities.</li> </ul> <p>These articles are reflected in domestic law through The Children and Young People (Scotland) Act 2014. Section 1 of the Act sets out a duty for the Scottish Ministers (including Transport Scotland) to:</p> <ol style="list-style-type: none"> <li>a) "keep under consideration whether there are any steps which they could take which would or might secure better or further effect in Scotland of the UNCRC requirements, and</li> <li>b) if they consider it appropriate to do so, take any of the steps identified by that consideration".</li> </ol>
<b>What impact will the strategy will have on children's rights?</b>	<p>In relation to Articles 3, 6, 23, 24 and 31 RSF2030 includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030 and the number of children aged 16 and lower being killed or seriously injured on our roads will be reduced by 60% by 2030. These targets are aligned with the UN resolution A/74/L.86<sup>2</sup> "improving global road safety" adopted on 30 August 2020 which urges Member States to implement road safety policies for the protection of the most vulnerable among road users, in particular children, youth, older persons and persons with disabilities.</p> <p>The delivery of these targets will be monitored through a comprehensive performance management system composed of interim targets to 2030,</p>

<sup>2</sup> <https://www.un.org/pga/74/wp-content/uploads/sites/99/2020/08/Draft-Resolution-Road-Safety.pdf>

	<p>intermediate outcome targets and key performance indicators, some of which are specific to children and young people age 17-25. Others are transport mode specific such as on pedestrians or cyclists which will indirectly positively impact children's rights.</p> <p>In relation to article 12, at this stage it is considered that involvement of young people in policy development and components of RSF2030 focused on the following relevant Strategic Actions demonstrates that child rights have been appropriately taken account of:</p> <ul style="list-style-type: none"> <li>- Change in Attitudes &amp; Behaviour: 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,</li> <li>- Speed: we will deliver a range of speed management initiatives to support the Safe System</li> <li>- Active &amp; Sustainable Travel: we will ensure road safety remains a key focus of active &amp; sustainable travel in Scotland</li> <li>- Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System</li> <li>- Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response</li> </ul> <p>In relation to article 28, at this stage it is considered that involvement of young people in policy development and components of RSF2030 focused on the following relevant Strategic Action demonstrates that child rights have been appropriately taken account of:</p> <ul style="list-style-type: none"> <li>- Education: we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users. Given the importance of early years, it is vital that learning starts at an early age. We will ensure CfE allows appropriate time for road safety education.</li> </ul> <p>With respect to child rights, RSF2030 complies therefore with UNCRC requirements and is likely to contribute positively to the implementation of the following UNCRC articles:</p> <ul style="list-style-type: none"> <li>• Article 3;</li> <li>• Article 6;</li> <li>• Article 12;</li> <li>• Article 23;</li> <li>• Article 24;</li> <li>• Article 28;</li> <li>• Article 31;</li> </ul> <p>However, as with all other applicable statutory duties and requirements, the high-level nature of all components of RSF2030, combined with the absence of implementation or delivery mechanisms at this stage, largely precludes the identification at this stage of specific or differential impacts on children's rights.</p>
<p><b>Will there be different impacts on different groups of children and young people?</b></p>	<p>There are not competing interests or prioritisation of Strategic Actions between different groups of children and young people, or between children and young people and other groups. The grouping of children and young people by types of road users (e.g. pedestrians, cyclists) or by age (e.g. children under the age of 16) will allow road safety initiatives that are focused on targeted groups for efficiency and evaluation purposes. These initiatives, such as the potential of a Graduated Driving Licence scheme for novice drivers including young drivers, will form part of subsequent annual or every two years delivery plans that sit outwith RSF2030.</p>



	Due to the strategic nature of RSF2030 including the high-level nature of the Outcomes and Strategic Actions, no differential impacts between groups of children and young people can be identified at this stage.
<b>If a negative impact is assessed for any area of rights or any group of children and young people, what options have you considered to modify the proposal, or mitigate the impact?</b>	RSF2030 is not itself expected to have any negative impact on any area of rights or any group of children and young people
<b>How will the policy/measure contribute to the wellbeing of children and young people in Scotland?</b>	<p>RSF2030 will support public bodies in Scotland to meet their duties to safeguard, support and promote the wellbeing of children in their area, particularly the following non-hierarchical and interconnected indicators SHANARRI (Safe, Healthy, Achieving, Nurtured, Active, Respected, Responsible, Included):</p> <ul style="list-style-type: none"> <li>- Safe: Protected from abuse, neglect and harm by others at home, at school and in the community. RSF2030 aims at reducing killed and seriously injured for children age 16 and under by 60% by 2030.</li> <li>- Healthy: Having the highest attainable standards of physical and mental health, access to suitable healthcare, and support in learning to make healthy and safe choices. RSF2030 sets out the following relevant Outcomes: 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 vulnerable. And Post-Crash Response that 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</li> <li>- Achieving: Being supported and guided in their learning and in the development of their skills, confidence and self-esteem at home, at school and in the community. RSF2030 will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users. Given the importance of early years, it is vital that learning starts at an early age. We will ensure CfE allows appropriate time for road safety education.</li> <li>- Active: Having opportunities to take part in activities such as play, recreation and sport which contribute to healthy growth and development, both at home and in the community. RSF2030 sets out the Active &amp; Sustainable Travel Strategic Action to ensure road safety remains a key focus of active &amp; sustainable travel in Scotland.</li> <li>- Respected: Having the opportunity, along with carers, to be heard and involved in decisions which affect them. RSF2030 has engaged with children and young people in developing this strategy.</li> <li>- Responsible: Having opportunities and encouragement to play active and responsible roles in their schools and communities and, where necessary, having appropriate guidance and supervision and being involved in decisions that affect them. RSF2030 recognises value of Community Speedwatch initiatives that invite active members of local communities – sometimes school children, with police support, to monitor speeds of vehicles using hand-held equipment. Vehicles exceeding the speed limit are then referred to the Police for further action with the aim of educating drivers and</li> </ul>

	<p>encouraging them to reduce their speeds. RSF also acknowledges the value of road safety education in school setting through the Junior Road Safety Officer (JRSO) programme <sup>3</sup> putting children in control of highlighting road safety issues within their own school.</p> <p>- Included: RSF2030 delivery is predicated on collaboration working and inclusion of all of all road users, including residents, local communities, freight and logistics vehicles, agricultural transport and children.</p>
<b>How will the policy/measure give better or further effect to the implementation of the UNCRC in Scotland?</b>	<p>Even if the 2030 target of 60% reduction in the number of children age 16 and under is above the 50% UN target for the general population, as with all other applicable statutory duties and requirements, RSF2030 high-level nature, combined with the absence of implementation or delivery mechanisms, largely precludes the identification at this stage of specific or differential impacts on enhancing the implementation of the UNCRC.</p>
<b>What evidence have you used to inform your assessment? What does it tell you?</b>	<p>Reported Road Casualties Scotland 2019 <sup>4</sup> provides the following latest official statistics relevant to this CRWIA:</p> <p>Children killed or seriously injured: Figure 5 shows the year-to-year fluctuations in the numbers of children killed or seriously injured (for the years for which figures are readily available) are generally within the expected ranges. The exceptions are around 1994, when health boards' policies changed, with the result that more child casualties were admitted to hospitals for overnight observation. This changed the classification of many injuries from slight to serious.</p> <p><b>Figure 5</b></p> <p>Reported child (0-15) casualties: killed or seriously injured showing likely range of values (see text) around 5-year moving average</p> <p>Due to changes in the way casualty severities are recorded, serious figures in 2019 are not comparable with previous years.</p> <p>Age &amp; Gender: Car driver accident rates per head of population vary markedly by age and sex. In 2019, the overall rate was 1.6 accidents per thousand population aged 17+. The peak occurs for men in the 17-25 age group, with a rate of 2.5 per thousand population in 2019. This rate is almost one and a half times those of women of the same age (1.9 per thousand in 2019).</p>

<sup>3</sup> <https://www.jrso.com/index.php/?a=whatisjrso/>

<sup>4</sup> <https://www.transport.gov.scot/media/48481/reported-road-casualties-scotland-2019-publication-pdf-version.pdf>



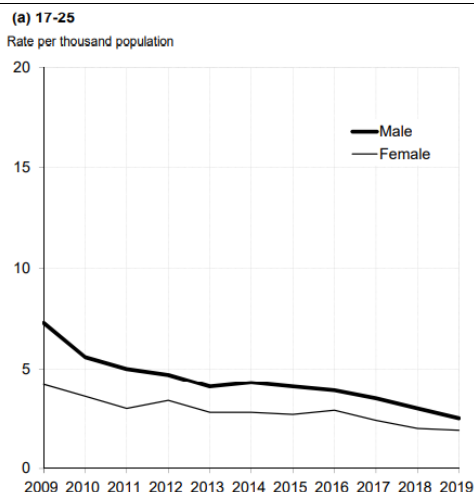
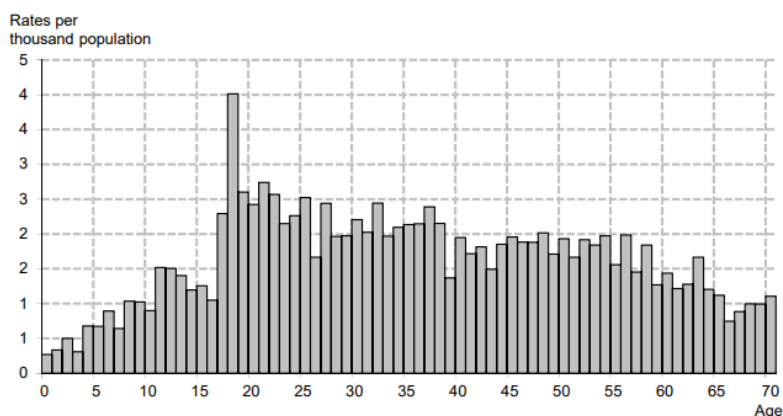


Table 31

POPULATION ESTIMATES

Reported casualty rates per thousand population, by age and sex  
Year: 2019

Males

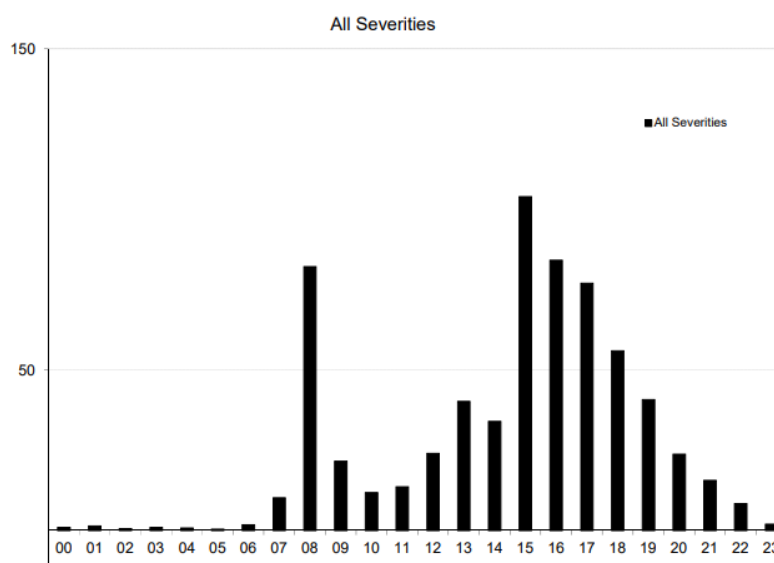


Child (0-15) casualties: There were 763 child casualties in 2019, representing 10% of the total number of casualties of all ages. Of the child casualties, 198 were seriously injured, and two died (see Table 24). There was one less child killed in 2019 than in 2018. The total number of child casualties increased by 1% on 2018. Since 2009, the number of children killed has fallen by three. (see Table A and Table 25). In terms of the averages for the period 2015 to 2019, on weekdays, the peak time for child casualties was from 3pm to 5pm, with 29% of all weekday casualties in those two hours. A further 27% occurred in the three hours between 5pm and 8pm. There was another peak in the morning, between 8am and 9am. There was no real clear peak at weekends: the numbers of casualties were very broadly the same each hour from 12 noon to 7pm (see Table 27).

Table 27

CHILD/ADULT CASUALTIES

Reported child casualties by time of day  
Years: 2015 - 2019 average



August was the peak month for child casualties, with 22% more than in an average month. February had 7% and September 14% more than an average month. (2015- 2019 annual averages standardised to 30 days). (see Table 29). Using the averages for 2015 to 2019, Thursday was the peak day of the week for child casualties, with 17% more than an average day. Sunday, on the other hand, had 24% less than an average day. (see Table 30).

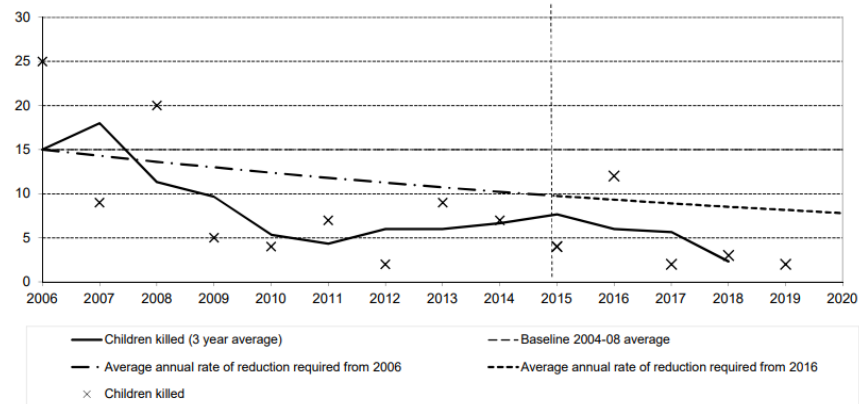
Child (0-15) casualties by mode of transport: In 2019, there were 333 child pedestrian casualties. They accounted for 27% of all pedestrian casualties of all ages (333 out of 1,250). Of the child pedestrian casualties, 123 were seriously injured and 2 died. (see Table 24). There were 69 child pedal cycle casualties in 2019 (12% of the total of 572 pedal cycle casualties of all ages). The child pedal cycle casualties included 26 who were seriously injured, none died. (see Table 24). In 2019, there were 304 child casualties in cars, 7% of the total number of car user casualties of all ages (304 out of 4,581). Of the child casualties in cars, 45 were seriously injured (none died). (see Tables 23 and 25).

Child (0-15) casualty rates (per head of population): Children's casualty rates (per head of population) increase with age: using the averages for the years 2015-2019 taken together, for children aged 0-4 the rate was 0.47 per thousand population, whereas it was 1.00 per thousand for those aged 5-11 and for the 12-15 age group it was 1.50 per thousand. The pedestrian casualty rate for younger children (0-4 years) was 47% of that for 5-11 and 31% of the 12-15 year old rate. (see Table 32). The pedestrian casualty rate for boys in the 0-4 age group was more than twice that for girls. The difference between the sexes was even more pronounced in driver or rider casualty rates. (see Table 34) The overall child pedestrian casualty rate at 0.44 per thousand child population was almost double the corresponding rate for adult pedestrian casualties. (see Table 32).

Children killed in relation to 2020 targets: The number of child fatalities is relatively small and the average of 3 over the last three years meets the 50 per cent reduction target set for 2020. Table 1b shows the average number of

child fatalities for 2017-2019 for each mode (apart from 'other') is below the 2004-2008 baseline.

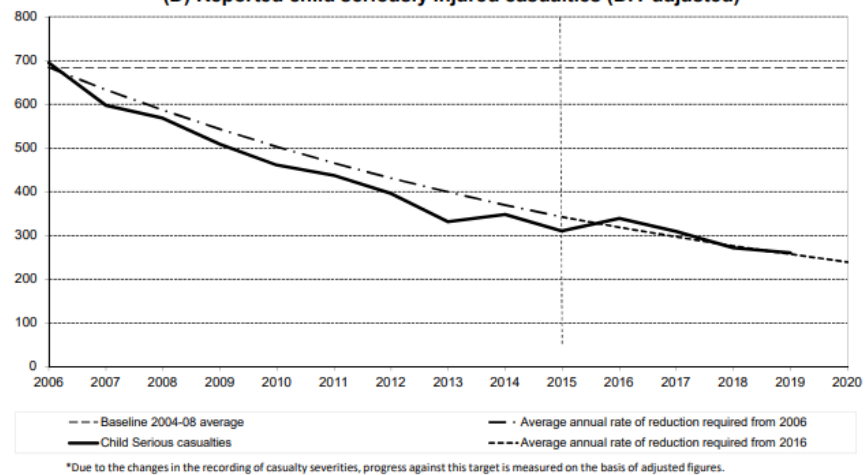
(C) Reported children killed



Child pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of 2 per year in 2017-2019. Child pedal cycle fatalities have fallen from an average of 2 per year in the baseline period to an average of zero in the last three years. The number of child fatalities as passengers in cars has fallen as well from an average of 6 per year in the baseline period to zero per year in the 2017-2019 period.

Children seriously injured (adjusted) in relation to 2020 targets: As shown in Table 1a below, a reduction of 24.9 per cent compared to the 2015 milestone of 342 was required in 2019 to remain on the trajectory for this target. The 2019 figure of 260 is 24 per cent below the trajectory.

(D) Reported child seriously injured casualties (DfT adjusted)



Reported casualty rates per thousand population by mode of transport, age group and severity Years: 2015-2019 average

Table 32

POPULATION ESTIMATES

Reported casualty rates per thousand population by mode of transport, age group and severity  
Years: 2015-2019 average

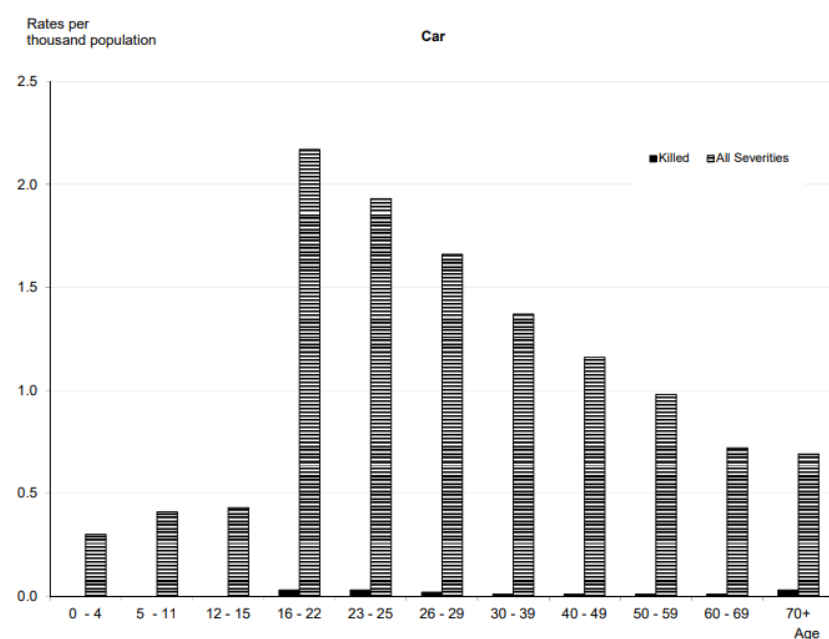
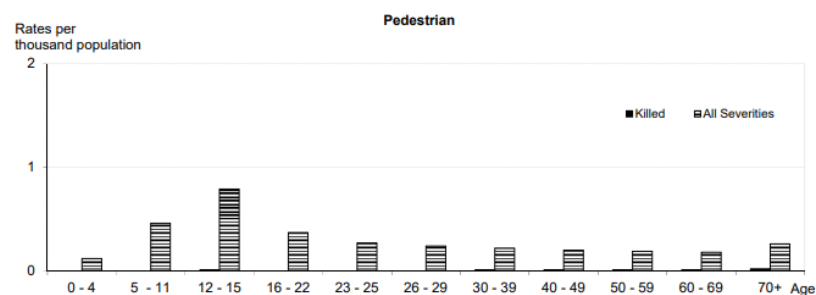
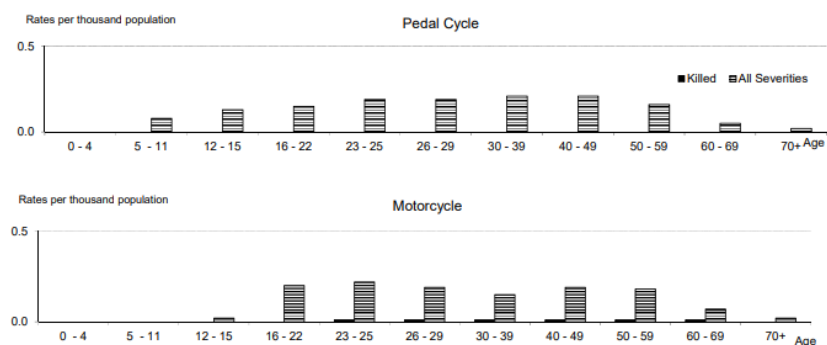


Table 32

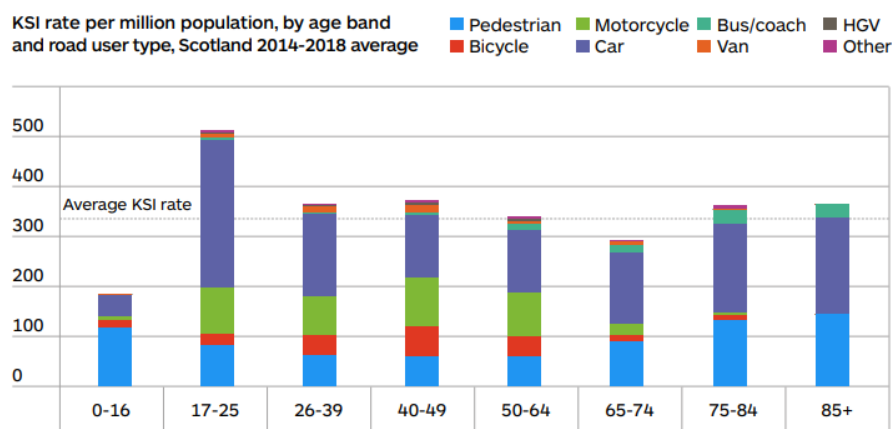
POPULATION ESTIMATES

Reported casualty rates per thousand population by mode of transport, age group and severity  
Years: 2014-2018 average



An in-depth analysis of the road casualties data extracted from Reported Road Casualties Scotland 2018 and DfT stats, and presented in RSF2030 public consultation document indicate that in 2018, young drivers (aged 17-25) accounted for 12% of Scotland's licence holders, but accounted for 17% of drivers involved in fatal and serious collisions. Collisions are one of the

biggest killers of young people: in 2018, they accounted for 6% of all 17-25 year-old deaths. The Graph below shows this age group has a much higher Killed and Seriously Injured rate per million people, compared to the average rate of the overall population, 503 v 335 respectively.



Graph 1: 2014-18 average casualty rate in killed and seriously injured per million population

For children, road traffic injuries are a major cause of preventable death during childhood and adolescence, and on average six children (under 16 years) died annually on Scotland's roads between 2011 and 2013 (Royal College of Paediatrics and Child Health). According to Glasgow Centre for Population Health Scotland, child pedestrian from more deprived areas in Scotland are three times more likely to be injured on the roads than those from less deprived areas.

In [Inequalities in Mobility and Access in the UK Transport System](#) published in March 2019 the authors found that disadvantaged road users are at higher risk of injury and death. An exploration of the root causes of the high risks of traffic injury in deprived areas in England found a strong relationship between deprivation and pedestrian casualties among all age groups. In particular, children (11–15 years) and young people from disadvantaged areas were found to be involved in traffic injuries, for whom the risk was highest on main roads and on residential roads near shops and leisure services (Christie et al., 2010). People living in disadvantaged areas tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking. As such, they have higher levels of exposure to road traffic risk, which is exacerbated by their reliance on walking, and the lack of safe spaces for children and young people. In addition, high levels of hazardous and illegal driving behaviour posed a risk to people living in disadvantaged areas (Lowe et al., 2011). Children's exposure to higher risks of traffic injury is mainly related to few safe, secure, and well-maintained public spaces and costly leisure venues (Christie et al., 2007).

**Have you consulted with relevant stakeholders?**

Transport Scotland officials engaged relevant stakeholders including Young Scot through a Stakeholder Working Group that met on 28 November 2019, 23 January 2020, 23 November and 7 December and workshops, including Age (8 May 2019) and Vulnerable Road Users (10 April 2019), to support the development of the emerging strategy. Key proposals related to children and young people included:

- Strategic aims
  - By 2030 pedestrian casualties will have reduced by 50% on urban roads by ensuring young and old people are protected and less distracted
  - By 2030 reduce elderly and young casualties by 20%

	<ul style="list-style-type: none"> <li>○ By 2025 ensure all school aged children receive road safety education including alertness training as part of CfE</li> <li>○ Reduce the number of child pedestrian casualties by 40% through a programme of road safety education, training and engineering measures</li> <li>○ Child Road Users <ul style="list-style-type: none"> <li>▪ By 2030 we aim to reduce 75% the number of child pedestrian injuries on our road network.</li> <li>▪ It is everyone's responsibility to ensure a safe environment for child road users. By 2030 aim to reduce all child casualties by 50%</li> </ul> </li> <li>○ Young Road Users <ul style="list-style-type: none"> <li>▪ We want young people to contribute to society so reduce no of 17-25 KSI by X% on our roads contributing to the injuries of others</li> <li>▪ We want 17-25 to know you have a responsibility there are consequences and empower to deliver positive change for a X% by 2030</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• Future risks <ul style="list-style-type: none"> <li>○ Young Road Users: <ul style="list-style-type: none"> <li>▪ Engage too much with technology which are a distraction</li> <li>▪ GDL</li> <li>▪ Young drivers learn enough to pass test not why they need to know it</li> <li>▪ Understanding changing society (young drivers drinking less)</li> <li>▪ Intensive driving lessons</li> <li>▪ What are drivers being taught at the driving test?</li> <li>▪ Are young people traveling less due to social media as don't have to driver to meet up just WhatsApp etc.</li> <li>▪ Young drivers may not have capital for high spec cars with safety feature</li> <li>▪ Young are very aware of climate change, smoking, 5 a day etc. How has these messages worked and what can we learn</li> </ul> </li> <li>○ Child Road users: <ul style="list-style-type: none"> <li>▪ Kids are no longer taught safe crossing etc. No road sense</li> <li>▪ Protected too much from risks but not getting educated, exposure to roads therefore don't know what to do</li> <li>▪ Parents are responsible for teaching/exposing kids to road safety, may not get in schools</li> <li>▪ Changing risk due to more younger people walking/cycling</li> <li>▪ Early education for cycling</li> </ul> </li> </ul> </li> <li>• Mitigations actions to contribute to our aim of reducing road casualties <ul style="list-style-type: none"> <li>○ Child Road Users <ul style="list-style-type: none"> <li>▪ Education for parents (as children learn from them)</li> <li>▪ Increase/resume for child education is ensured</li> <li>▪ E-learning modules for RS education</li> <li>▪ Developing a safer culture</li> </ul> </li> <li>○ Young Road Users <ul style="list-style-type: none"> <li>▪ GDL</li> <li>▪ Intensive driving lessons</li> </ul> </li> </ul> </li> </ul>
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<p><b>Have you involved children and young people in the development of the policy/measure?</b></p>	<p>Yes, engagement with children and young people in the development of the strategy was conducted through Young Scot.</p>

<sup>5</sup> [https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user\\_uploads/425982\\_sct1219677072-001\\_sg-consultation-on-road-safety\\_final\\_web--1-.pdf](https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user_uploads/425982_sct1219677072-001_sg-consultation-on-road-safety_final_web--1-.pdf)

**Stage 3 – Child Rights and Wellbeing Impact Assessment (CRWIA) (Summary Reporting)**

<b>CRWIA title: Scotland's Road Safety Framework to 2030 (RSF2030)</b> <b>Publication date: 25 February 2021</b>	
<b>Summary of policy aims and desired outcomes</b>	<p>Scotland's Road Safety Framework to 2030 (RSF2030)</p> <p>RSF2030 sets out a compelling long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. RSF2030 also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030 and the number of children aged 16 and lower being killed or seriously injured on our roads will be reduced by 60% by 2030.</p> <p>The draft RSF2030 comprises:</p> <ul style="list-style-type: none"> <li>i. A vision for Scotland to have the best road safety performance in the world by 2030.</li> <li>ii. Five strategic outcomes which describe the road safety environment it aims to deliver; these outcomes align with the five pillars of the Safe System: Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-crash Response.</li> <li>iii. Twelve challenges which make an impact now, or in the near future, on road safety generally and, more particularly, on the new Framework. They have been encapsulated in twelve themes which not only map easily onto the Safe System, but also align with Scottish Government's policies, plans and strategies.</li> <li>iv. Twelve Strategic Actions which are meant to be overarching, and are not allocated to any nominated road safety partners. They must be seen instead as the collective responsibility of all stakeholders and road safety partners. Their delivery will be monitored through the three-tier structure of the Framework governance. They will have to be translated and expanded through the development of both national and local delivery plans which will sit outwith the Framework.</li> <li>v. A comprehensive performance management system composed of interim targets to 2030, intermediate outcome targets and key performance indicators (KPI).</li> <li>vi. A new third tier in its governance structure - Local Partnership Forums to improve communications and knowledge sharing between national and local level.</li> </ul> <p>The vision, strategic outcomes and the performance management system are at the heart of the Framework and will be the basis for decisions and the evaluation of the success of road safety policies and delivery going forward.</p>
<b>Executive summary</b>	<p>RSF2030 sets out a compelling long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. RSF2030 also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030 and the number of children aged 16 and lower being killed or seriously injured on our roads will be reduced by 60% by 2030.</p> <p>The desired outcomes of the strategy are aligned with the five pillars of the Safe System: Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-crash Response. They ensure that future road safety policies/initiatives designed through this framework are likely to have positive impacts on the rights and wellbeing of children and young people because these are not only road users but sometimes vulnerable road users, for example when cycling or being subject to a child car seats or restraints.</p>

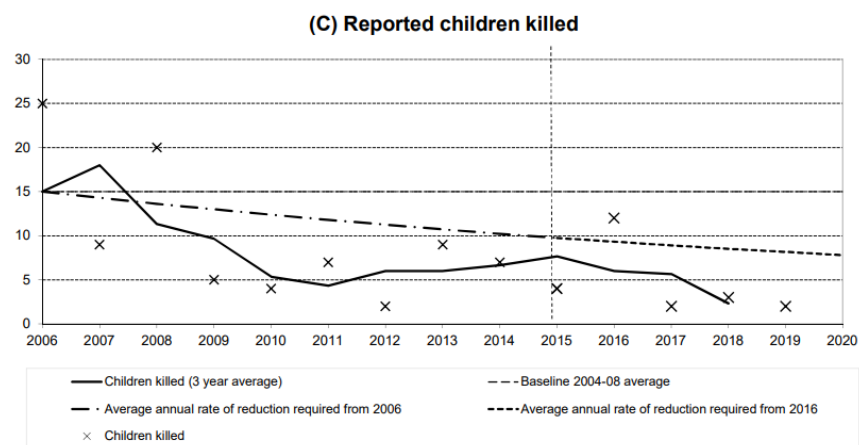
	<p>Children and young people up to the age of 18 are road users when they for example walk, cycle or wheel to school, when they play outside their homes, when they are vehicle occupants to go shopping or when they start driving to become independent. RSF2030 is there to ensure they are protected from the danger of the roads and other road users.</p> <p>The implementation of this CRWIA and other statutory equalities duties has directly informed the development of RSF2030.</p> <p>The draft RSF2030 was published for public consultation <sup>6</sup> between 8 September and 1 December 2020, with an analysis of consultation responses then published alongside the final RSF2030.</p> <p>Even if the RSF2030 target of 60% reduction in the number of children age 16 and under by 2030 is above the 50% UN target for the general population, as with all other applicable statutory duties and requirements, RSF2030 high-level nature, combined with the absence of implementation or delivery mechanisms, largely precludes the identification at this stage of specific or differential impacts on enhancing the implementation of the UNCRC and helping public bodies to safeguard, support and promote children's wellbeing. Nevertheless, RSF2030 establishes a strategic framework through which future interventions,, to be listed in annual or every two year Delivery Plans will be designed which contribute to the wellbeing of children and young people and give better effect to child rights in accordance with the UNCRC. By engaging with young people in its development and including specific 2030 targets for children age 16 and under as well as intermediate outcome target for young people age 17 to 25, it is clear that the RSF2030 would therefore, in overall terms, support the implementation of the UNCRC articles 3, 6, 12, 23, 24, 28 and 31 in Scotland.</p>
<b>Background</b>	<p>Scotland's Road Safety Framework ends in 2020 and Transport Scotland has developed a world-leading framework to 2030 in partnership with the road safety community and our key stakeholders which went to public consultation between 8 September and 1 December 2020.</p> <p>In accordance with the United Nations Convention on the Rights of the Child (UNCRC), Section 1 of the Children and Young People (Scotland) Act 2014 requires the Scottish Ministers to consider whether existing and emerging legislation, policy and guidance have a direct or indirect impact on children and young people and to assess what further action is required to ensure compliance with the UNCRC. Transport Scotland is also listed in Schedule 4 of the Children and Young People (Scotland) Act 2014 as a "corporate parent" and therefore must discharge specific duties in relation to children and young people who are looked after by local authorities.</p> <p>The development of RSF2030 has been underpinned by an equalities impact assessment process covering a suite of statutory 'equalities' duties regarding a broad range of equalities considerations, including the Fairer Scotland Duty.</p> <p>The Fairer Scotland duty places a legal responsibility on particular public bodies in Scotland, including Transport Scotland, to actively consider how they can reduce inequalities of outcome caused by socioeconomic disadvantage.</p>

<sup>6</sup> [https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user\\_uploads/425982\\_sct1219677072-001\\_sg-consultation-on-road-safety\\_final\\_web--1-.pdf](https://consult.gov.scot/transport-scotland/road-safety-framework-to-2030/user_uploads/425982_sct1219677072-001_sg-consultation-on-road-safety_final_web--1-.pdf)

	<p>Owing to the presence of strong linkages between different types of inequalities (in terms of both inequalities of opportunity and of outcomes) experienced across Scotland, a co-ordinated approach has been adopted to discharge the following statutory duties throughout the preparation of RSF2030 in addition to the UNCRC:</p> <ul style="list-style-type: none"><li>• Public Sector Equalities Duty – Section 149 of the Equality Act 2010;</li><li>• Fairer Scotland Duty – Section 1 of the Equality Act 2010; and</li><li>• Island Communities Impact Assessment – Sections 7, 8 and 13 of the Islands (Scotland) Act 2018.</li></ul> <p>This integrated approach enabled the carrying out of each duty to influence the content of RSF2030 whilst avoiding unintended conflicts or gaps that could arise from considering each duty in isolation.</p>																																																																																										
<p>Scope of the CRWIA, identifying the children and young people affected by the policy, and summarising the evidence base</p>	<p>Children and young people up to the age of 18 are road users when they for example walk or cycle to school, when they play outside their homes, when they are vehicle occupants (or being subject to a child car seats or restraints) to go shopping or when they start driving to become independent.</p> <p>As RSF2030 providing the framework to ensure children and young people are protected from the danger of the roads and other road users, it is anticipated that RSF2030 will directly and beneficially affect any child or young person in Scotland who is a road user and as such uses, is dependent on or is impacted by the roads system.</p> <p>In addition children and young people will be affected by being grouped by types of road users (e.g. pedestrians, cyclists) or by age (e.g. children under the age of 16 in relation to specific 2030 Targets, young people age 17-25 in relation to specific Intermediate Outcome Targets and road safety challenge)</p> <p>An in-depth analysis of the road casualties data extracted from Reported Road Casualties Scotland 2018 and Department for Transport (DfT) stats, and presented in RSF2030 public consultation document indicate that in 2018, young drivers (aged 17-25) accounted for 12% of Scotland's licence holders, but accounted for 17% of drivers involved in fatal and serious collisions. Collisions are one of the biggest killers of young people: in 2018, they accounted for 6% of all 17-25 year-old deaths. The Graph below shows this age group has a much higher Killed and Seriously Injured rate per million people, compared to the average rate of the overall population, 503 v 335 respectively.</p> <div><p>KSI rate per million population, by age band and road user type, Scotland 2014-2018 average</p><table><thead><tr><th>Age Band</th><th>Pedestrian</th><th>Bicycle</th><th>Motorcycle</th><th>Car</th><th>Bus/coach</th><th>Van</th><th>HGV</th><th>Other</th><th>Total KSI Rate</th></tr></thead><tbody><tr><td>0-16</td><td>100</td><td>10</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>110</td></tr><tr><td>17-25</td><td>150</td><td>20</td><td>10</td><td>300</td><td>0</td><td>0</td><td>0</td><td>0</td><td>503</td></tr><tr><td>26-39</td><td>100</td><td>20</td><td>10</td><td>200</td><td>0</td><td>0</td><td>0</td><td>0</td><td>330</td></tr><tr><td>40-49</td><td>100</td><td>20</td><td>10</td><td>200</td><td>0</td><td>0</td><td>0</td><td>0</td><td>330</td></tr><tr><td>50-64</td><td>100</td><td>20</td><td>10</td><td>150</td><td>0</td><td>0</td><td>0</td><td>0</td><td>280</td></tr><tr><td>65-74</td><td>100</td><td>20</td><td>10</td><td>100</td><td>0</td><td>0</td><td>0</td><td>0</td><td>230</td></tr><tr><td>75-84</td><td>100</td><td>20</td><td>10</td><td>150</td><td>0</td><td>0</td><td>0</td><td>0</td><td>280</td></tr><tr><td>85+</td><td>100</td><td>20</td><td>10</td><td>200</td><td>0</td><td>0</td><td>0</td><td>0</td><td>330</td></tr></tbody></table></div> <p>Graph 1: 2014-18 average casualty rate in killed and seriously injured per million population</p>	Age Band	Pedestrian	Bicycle	Motorcycle	Car	Bus/coach	Van	HGV	Other	Total KSI Rate	0-16	100	10	0	0	0	0	0	0	110	17-25	150	20	10	300	0	0	0	0	503	26-39	100	20	10	200	0	0	0	0	330	40-49	100	20	10	200	0	0	0	0	330	50-64	100	20	10	150	0	0	0	0	280	65-74	100	20	10	100	0	0	0	0	230	75-84	100	20	10	150	0	0	0	0	280	85+	100	20	10	200	0	0	0	0	330
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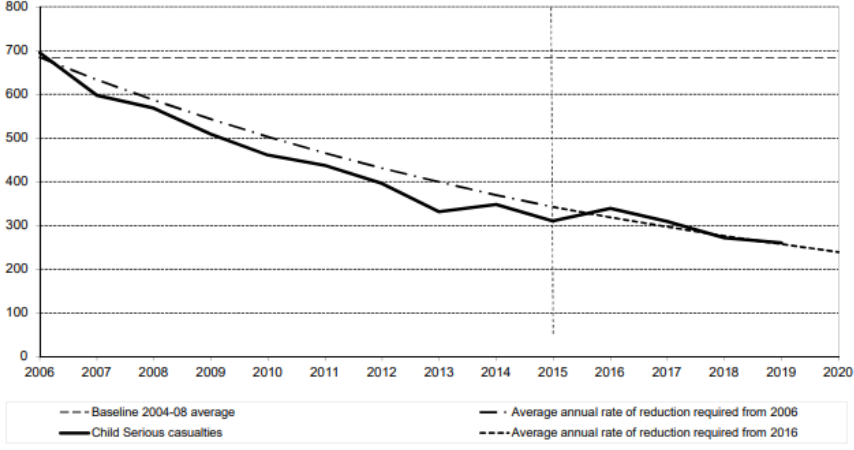
For children, road traffic injuries are a major cause of preventable death during childhood and adolescence, and on average six children (under 16 years) died annually on Scotland's roads between 2011 and 2013 (Royal College of Paediatrics and Child Health). According to Glasgow Centre for Population Health Scotland, child pedestrian from more deprived areas in Scotland are three times more likely to be injured on the roads than those from less deprived areas.

Reported Road Casualties Scotland 2019 provides evidence in relation to children killed 2020 targets: The number of child fatalities is relatively small and the average of 3 over the last three years meets the 50 per cent reduction target set for 2020. The Table below shows the average number of child fatalities for 2017-2019 for each mode (apart from 'other') is below the 2004-2008 baseline.



Child pedestrian fatalities have fallen from an average of 6 per year in 2004-2008 to an average of 2 per year in 2017-2019. Child pedal cycle fatalities have fallen from an average of 2 per year in the baseline period to an average of zero in the last three years. The number of child fatalities as passengers in cars has fallen as well from an average of 6 per year in the baseline period to zero per year in the 2017-2019 period.

Children seriously injured (adjusted) in relation to 2020 targets: As shown in the table below, a reduction of 24.9 per cent compared to the 2015 milestone of 342 was required in 2019 to remain on the trajectory for this target. The 2019 figure of 260 is 24 per cent below the trajectory.

	<p><b>(D) Reported child seriously injured casualties (DfT adjusted)</b></p>  <p>--- Baseline 2004-08 average — Child Serious casualties ... Average annual rate of reduction required from 2006 ... Average annual rate of reduction required from 2016</p> <p><small>*Due to the changes in the recording of casualty severities, progress against this target is measured on the basis of adjusted figures.</small></p> <p>This CRWIA has not identified evidence gaps.</p>
<p><b>Children and young people's views and experiences</b></p>	<p>Transport Scotland officials engaged relevant stakeholders including Young Scot through a Stakeholder Working Group and workshops, including Age and Vulnerable Road Users, to support the development of the emerging strategy. Key proposals related to children and young people included:</p> <ul style="list-style-type: none"> <li>• Strategic aims <ul style="list-style-type: none"> <li>○ By 2030 pedestrian casualties will have reduced by 50% on urban roads by ensuring young and old people are protected and less distracted</li> <li>○ By 2030 reduce elderly and young casualties by 20%</li> <li>○ By 2025 ensure all school aged children receive road safety education including alertness training as part of CfE</li> <li>○ Reduce the number of child pedestrian casualties by 40% through a programme of road safety education, training and engineering measures</li> <li>○ Child Road Users <ul style="list-style-type: none"> <li>▪ By 2030 we aim to reduce 75% the number of child pedestrian injuries on our road network.</li> <li>▪ It is everyone's responsibility to ensure a safe environment for child road users. By 2030 aim to reduce all child casualties by 50%</li> </ul> </li> <li>○ Young Road Users <ul style="list-style-type: none"> <li>▪ We want young people to contribute to society so reduce no of 17-25 KSI by X% on our roads contributing to the injuries of others</li> <li>▪ We want 17-25 to know you have a responsibility there are consequences and empower to deliver positive change for a X% by 2030</li> </ul> </li> </ul> </li> <li>• Future risks <ul style="list-style-type: none"> <li>○ Young Road Users: <ul style="list-style-type: none"> <li>▪ Engage too much with technology which are a distraction</li> <li>▪ GDL</li> <li>▪ Young drivers learn enough to pass test not why they need to know it</li> <li>▪ Understanding changing society (young drivers drinking less)</li> <li>▪ Intensive driving lessons</li> </ul> </li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>▪ What are drivers being taught at the driving test?</li> <li>▪ Are young people traveling less due to social media as don't have to driver to meet up just WhatsApp etc.</li> <li>▪ Young drivers may not have capital for high spec cars with safety feature</li> <li>▪ Young are very aware of climate change, smoking, 5 a day etc. How has these messages worked and what can we learn</li> <li>○ Child Road users: <ul style="list-style-type: none"> <li>▪ Kids are no longer taught safe crossing etc. No road sense</li> <li>▪ Protected too much from risks but not getting educated, exposure to roads therefore don't know what to do</li> <li>▪ Parents are responsible for teaching/exposing kids to road safety, may not get in schools</li> <li>▪ Changing risk due to more younger people walking/cycling</li> <li>▪ Early education for cycling</li> </ul> </li> <li>• Mitigations actions to contribute to our aim of reducing road casualties <ul style="list-style-type: none"> <li>○ Child Road Users <ul style="list-style-type: none"> <li>▪ Education for parents (as children learn from them)</li> <li>▪ Increase/resume for child education is ensured</li> <li>▪ E-learning modules for RS education</li> <li>▪ Developing a safer culture</li> </ul> </li> <li>○ Young Road Users <ul style="list-style-type: none"> <li>▪ GDL</li> <li>▪ Intensive driving lessons</li> <li>▪ Early education for cycling</li> <li>▪ Education and for parents of young people</li> <li>▪ Provide incentives for organisation to promote education</li> <li>▪ Gold award for schools/colleges /university for road safety/business</li> <li>▪ Young professional groups having more training in their organisations means less potential casualties in this age range</li> <li>▪ We want young people to live forever – to be the next the FM etc</li> <li>▪ Don't be a statistics/don't be a number be a..... what's your ambition</li> <li>▪ Help develop new method of driving test/instruction</li> <li>▪ 3rd part to driving test – social responsibility element for behaviours of driving</li> </ul> </li> </ul> </li> </ul> <p>The draft RSF2030 was published for public consultation <sup>7</sup> between 8 September and 1 December 2020. A number of respondents noted that there needs to be a specific focus on education. While some respondents noted there are advantages to education on road behaviour from an early age, some noted that children do not have the cognitive skills necessary to protect themselves on the road. In answering the question "What are your views on the proposed 2030 Interim Targets" there was widespread support for the proposed interim targets and Some respondents took the opportunity to outline additional targets they would like to see such as:</p>
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	<ul style="list-style-type: none"> <li>• 90-95% reduction in pedestrian child deaths.</li> <li>• National child casualty targets adjusted to KSI as opposed to having a separate child fatality target.</li> <li>• Reduction in child deaths by 90-95%.</li> </ul> <p>In response to the question "In your opinion what aspects of road safety work well at the moment" a small number of respondents highlighted the use of cycle training such as Bikeability for schoolchildren. And in the response to "In your opinion what aspects of road safety do not work well in general and as a result of Covid-19", issues relating to children and school safety including lack of lollipop people, car congestion, and problems relating to the provision of road safety education were highlighted.</p>
<b>Key Findings, including an assessment of the impact on children's rights, and how the measure will contribute to children's wellbeing</b>	<p>RSF2030 five strategic outcomes describing the road safety environment it aims to deliver will affect children and young people; these outcomes align with the five pillars of the Safe System: Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-crash Response. In addition RSF2030 identified two challenges mostly relevant to children and young people that have been titled lifelong road use learning and Young drivers (17-25) that sit under headline Road Users challenge: unsafe road use by certain types of road users and its effect on road casualties. These challenges will be addressed through the Strategic Action of Education - we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users – and the Strategic Action of Change in Attitudes &amp; Behaviour - 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 – respectively</p> <p>In relation to Articles 3, 6, 23, 24 and 31 of the UNCRC, RSF2030 includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030 and the number of children aged 16 and lower being killed or seriously injured on our roads will be reduced by 60% by 2030. These targets are aligned with the UN resolution A/74/L.86 <sup>8</sup>"Improving global road safety" adopted on 30 August 2020 which urges Member States to implement road safety policies for the protection of the most vulnerable among road users, in particular children, youth, older persons and persons with disabilities.</p> <p>The delivery of these targets will be monitored through a comprehensive performance management system composed of interim targets to 2030, intermediate outcome targets and key performance indicators, some of which are specific to children and young people age 17-25. Others are transport mode specific such as on pedestrians or cyclists which will indirectly positively impact children's rights.</p> <p>In relation to article 12, at this stage it is considered that involvement of young people in policy development and components of RSF2030 focused on the following relevant Strategic Actions demonstrates that child rights have been appropriately taken account of:</p> <ul style="list-style-type: none"> <li>- Change in Attitudes &amp; Behaviour: 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,</li> <li>- Speed: we will deliver a range of speed management initiatives to support the Safe System</li> </ul>

<sup>8</sup> <https://www.un.org/pga/74/wp-content/uploads/sites/99/2020/08/Draft-Resolution-Road-Safety.pdf>

	<p>- Active &amp; Sustainable Travel: we will ensure road safety remains a key focus of active &amp; sustainable travel in Scotland</p> <p>- Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System</p> <p>- Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response</p> <p>In relation to article 28, at this stage it is considered that involvement of young people in policy development and components of RSF2030 focused on the following relevant Strategic Action demonstrates that child rights have been appropriately taken account of:</p> <p>- Education: we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users. Given the importance of early years, it is vital that learning starts at an early age. We will ensure Curriculum for Excellence (CfE) allows appropriate time for road safety education.</p> <p>With respect to child rights, RSF2030 complies therefore with UNCRC requirements and is likely to contribute positively to the implementation of the following UNCRC articles:</p> <ul style="list-style-type: none"> <li>• Article 3: The best interests of the child must be a top priority in all decisions and actions that affect children</li> <li>• Article 6: Every child has a right to life and to develop to their full potential</li> <li>• Article 12: Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child's day-to-day home life.</li> <li>• Article 23: A child with a disability has the right to live a full and decent life with dignity and, as far as possible, independence and to play an active part in the community. Governments must do all they can to support disabled children and their families.</li> <li>• Article 24: Every child has the right to the best possible health. Governments must provide good quality health care, clean water, nutritious food, and a clean environment and education on health and well-being so that children can stay healthy. Richer countries must help poorer countries achieve this.</li> <li>• Article 28: Every child has the right to an education. Primary education must be free and different forms of secondary education must be available to every child. Discipline in schools must respect children's dignity and their rights. Richer countries must help poorer countries achieve this.</li> <li>• Article 31: Every child has the right to relax, play and take part in a wide range of cultural and artistic activities.</li> </ul> <p>RSF2030 will support public bodies in Scotland to meet their duties to safeguard, support and promote the wellbeing of children in their area, particularly the following non-hierarchical and interconnected indicators:</p> <p>- Safe: Protected from abuse, neglect and harm by others at home, at school and in the community. RSF2030 aims at reducing killed and seriously injured for children age 16 and under by 60% by 2030.</p> <p>- Healthy: Having the highest attainable standards of physical and mental health, access to suitable healthcare, and support in learning to make healthy and safe choices. RSF2030 sets out the following relevant Outcomes: 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</p>
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	<p>vulnerable. And Post-Crash Response that 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</p> <ul style="list-style-type: none"> <li>- Achieving: Being supported and guided in their learning and in the development of their skills, confidence and self-esteem at home, at school and in the community. RSF2030 will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users. Given the importance of early years, it is vital that learning starts at an early age. We will ensure CfE allows appropriate time for road safety education.</li> <li>- Active: Having opportunities to take part in activities such as play, recreation and sport which contribute to healthy growth and development, both at home and in the community. RSF2030 sets out the Active &amp; Sustainable Travel Strategic Action to ensure road safety remains a key focus of active &amp; sustainable travel in Scotland.</li> <li>- Respected: Having the opportunity, along with carers, to be heard and involved in decisions which affect them. RSF2030 has engaged with children and young people in developing this strategy.</li> <li>- Responsible: Having opportunities and encouragement to play active and responsible roles in their schools and communities and, where necessary, having appropriate guidance and supervision and being involved in decisions that affect them. RSF2030 recognises value of Community Speedwatch initiatives that invite active members of local communities – sometimes school children, with police support, to monitor speeds of vehicles using hand-held equipment. Vehicles exceeding the speed limit are then referred to the Police for further action with the aim of educating drivers and encouraging them to reduce their speeds. RSF also acknowledges the value of road safety education in school setting through the Junior Road Safety Officer (JRSO) programme<sup>9</sup> putting children in control of highlighting road safety issues within their own school.</li> </ul> <p>Even if the RSF2030 target of 60% reduction in the number of children age 16 and under by 2030 is above the 50% UN target for the general population, as with all other applicable statutory duties and requirements, RSF2030 high-level nature, combined with the absence of implementation or delivery mechanisms, largely precludes the identification at this stage of specific or differential impacts on enhancing the implementation of the UNCRC and helping public bodies to safeguard, support and promote children's wellbeing. Nevertheless, RSF2030 establishes a strategic framework through which future interventions, to be listed in annual or every two year Delivery Plans will be designed which contribute to the wellbeing of children and young people and give better effect to child rights in accordance with the UNCRC.</p>
<b>Monitoring and review</b>	<p>RSF2030 includes a strong focus on monitoring progress in reducing casualty number – including children age 16 and under, and casualty rate for specific modes (pedestrians and cyclist) used predominantly by children and age groups, including young people age 17 to 25, as well as achieving RSF2030 outcomes, many of which relate directly or indirectly to children and young people. In this regard, RSF2030 commits the Scottish Ministers, through Transport Scotland, to evaluate the delivery of framework through an annual report which will track performance against 2030 Targets, Intermediate Outcome Targets and KPIs.</p> <p>This document is an initial assessment of the impact of Scotland's Road Safety Framework to 2030 (RSF2030) and Transport Scotland will continue to review and update this document where required during the</p>

<sup>9</sup> <https://www.jrso.com/index.php/?a=whatisjrso/>

	implementation/annual reporting process. Any future iterations will reflect an increased understanding of these impacts as the amount of data and research available continues to grow. All plans, which sit under this framework and contribute towards its implementation will be assessed for their impact upon children's rights and wellbeing.
<b>CRWIA Declaration</b>	
<b>Authorisation</b>	
<b>Policy lead</b> Bertrand Deiss, Head of Road Safety Policy, Transport Scotland	<b>Date: 29 January 2021</b>
<b>Deputy Director or equivalent</b> Hugh Gillies, Director of Roads, Transport Scotland  	<b>Date 24 February 2021</b>