


Title of Strategy:	Scotland's Road Safety Framework to 2030 (RSF2030)
Minister:	Cabinet Secretary for Transport, Infrastructure and Connectivity
Step One – Develop a clear understanding of your objectives:	<p>This document captures and summarises how an Island Communities Impact Assessment has been undertaken throughout the preparation of Scotland's Road Safety Framework to 2030 (RSF2030) in accordance with the Islands (Scotland) Act 2018.</p> <p>RSF2030 has been prepared by Transport Scotland to set 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>Officials have developed this world-leading framework in partnership with the road safety community and our key stakeholders. Between December 2018 and June 2019, Transport Scotland held a series of workshops with road safety partners, covering speed, vulnerable road users, age and driving for work. These workshops, attended by around 100 unique organizations' such as Age UK and 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 SCOTS and CoSLA to assist in the drafting. The draft RSF2030 was published for public consultation between 8 September and 1 December 2020. An independent consultant was commissioned to analyse and report on the consultation responses. Transport Scotland subsequently took account of the consultation report findings in redrafting RSF2030. Assessing for equalities impacts has been an iterative process.</p> <p>The finalised RSF2030 comprises:</p> <ul style="list-style-type: none"> i. A vision for Scotland to have the best road safety performance in the world by 2030. 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. 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. 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. v. A comprehensive performance management system composed of interim targets to 2030, intermediate outcome targets and key performance indicators (KPI).

	<p>vi. A new third tier in its governance structure - Local Partnership Forums to improve communications and knowledge sharing between national and local level,</p> <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 demonstrates how road safety can contribute to cross-cutting national priorities from the National Transport Strategy 2 vision for Scotland's transport system which relates directly to creating an inclusive and accessible transport system contributing to a more equitable society, the National Performance Framework (We live in communities that are inclusive, empowered, resilient and safe), National Planning Framework (A successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places), 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). 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 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.</p>																																																																								
Step Two – gather your data and identify your stakeholders:	<p>RSF2030 is a strategy for the whole road system, including road users and their vehicles (walking, bicycles, motorbikes, cars, buses, etc). Island communities exhibit a level of road safety performance similar to that of Scotland as a whole both in terms of road traffic casualties % change over 2015-2019 compared to 2004-2008 average and in casualty rate per 1,000 population. The total number of casualties is also very small. Table 37 of Reported Road Casualties Scotland 2019 provides the following evidence:</p> <table><tr><th></th><th colspan="3">2004-08 average</th><th colspan="3">Number in 2019</th><th>2015-19 change on 2004-08 average</th></tr><tr><th></th><th>Killed</th><th>Serious</th><th>All severities</th><th>Killed</th><th>Serious</th><th>All severities</th><th>All severities</th></tr><tr><td>Orkney</td><td>1</td><td>7</td><td>47</td><td>2</td><td>6</td><td>27</td><td>-43%</td></tr><tr><td>Shetland</td><td>2</td><td>8</td><td>51</td><td>1</td><td>6</td><td>27</td><td>-47%</td></tr><tr><td>Eilean Siar</td><td>2</td><td>14</td><td>71</td><td>2</td><td>13</td><td>32</td><td>-55%</td></tr><tr><td>Highland</td><td>28</td><td>160</td><td>942</td><td>21</td><td>140</td><td>501</td><td>-47%</td></tr><tr><td>North Ayrshire</td><td>6</td><td>64</td><td>387</td><td>2</td><td>53</td><td>167</td><td>-57%</td></tr><tr><td>Argyle and Bute</td><td>12</td><td>87</td><td>427</td><td>9</td><td>88</td><td>211</td><td>-51%</td></tr><tr><td>Scotland</td><td>292</td><td>2605</td><td>17097</td><td>165</td><td>2016</td><td>7638</td><td>-55%</td></tr></table> <p>The fact that Vision Zero of no death or seriously injured is almost already achieved indicates that the impact of RSF2030 on the island communities will likely be negligible.</p>		2004-08 average			Number in 2019			2015-19 change on 2004-08 average		Killed	Serious	All severities	Killed	Serious	All severities	All severities	Orkney	1	7	47	2	6	27	-43%	Shetland	2	8	51	1	6	27	-47%	Eilean Siar	2	14	71	2	13	32	-55%	Highland	28	160	942	21	140	501	-47%	North Ayrshire	6	64	387	2	53	167	-57%	Argyle and Bute	12	87	427	9	88	211	-51%	Scotland	292	2605	17097	165	2016	7638	-55%
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	<p>Findings gathered during the development of the National Transport Strategy 2 in 2018-19 show that Island communities face longer commuting distances compared to the rest of the UK.</p> <p>However from a statistical point of view this does not translate into a higher casualty rate than Scotland as a whole for Islands-only Councils. Table 37 of Reported Road Casualties Scotland 2019 provides the following evidence:</p> <table><tr><td></td><td colspan="3">2019 rates per 100,000 population</td></tr><tr><td></td><td>Killed</td><td>Serious</td><td>All severities</td></tr><tr><td>Orkney</td><td>0.09</td><td>0.27</td><td>1.21</td></tr><tr><td>Shetland</td><td>0.04</td><td>0.26</td><td>1.18</td></tr><tr><td>Eilean Siar</td><td>0.07</td><td>0.49</td><td>1.20</td></tr><tr><td>Highland</td><td>0.09</td><td>0.59</td><td>2.12</td></tr><tr><td>North Ayrshire</td><td>0.01</td><td>0.39</td><td>1.24</td></tr><tr><td>Argyle and Bute</td><td>0.10</td><td>1.02</td><td>2.46</td></tr><tr><td>Scotland</td><td>0.03</td><td>0.37</td><td>1.40</td></tr></table>		2019 rates per 100,000 population				Killed	Serious	All severities	Orkney	0.09	0.27	1.21	Shetland	0.04	0.26	1.18	Eilean Siar	0.07	0.49	1.20	Highland	0.09	0.59	2.12	North Ayrshire	0.01	0.39	1.24	Argyle and Bute	0.10	1.02	2.46	Scotland	0.03	0.37	1.40
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Step Three - Consultation:	<p>RSF2030 public consultation exercise identified the following concerns relevant to island communities:</p> <ul style="list-style-type: none">• Consideration should be given to a star rating system for the safety of Scotland's roads, iRap or similar, and an additional KPI included such as "Percentage of "A-class" roads with star rating of 3 or above.• "Post-Crash Response" is a particular concern in rural areas or islands where there are generally limited ambulance numbers and often significant distances to travel when attending accidents.• Sharing of information and best practice is beneficial for smaller local authorities who have limited dedicated staff resource, therefore saving money and time to achieve better road safety performance.																																				
Step Four – Assessment:	<p>Section 7 of the Islands (Scotland) Act 2018 sets out a specific duty for relevant public bodies, including Transport Scotland, to “<i>have regard to island communities</i>” in carrying out their functions.</p> <p>Our assessment to the related duty in Section 8 of the Act, which requires relevant public bodies to undertake an island communities impact assessment “<i>in relation to a policy, strategy, or service which, in the authority’s opinion, is likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in the area in which the authority exercises its functions</i>”, has not identified any unique impacts on island communities nor any potential barriers or wider impacts?</p> <p>We have therefore determined that a full ICiA is not required for RSF2030 and we can therefore proceed to Step Six.</p>																																				
Step Six – making adjustments to your work:	<p>In response to the above-mentioned concerns the finalized RSF2030 has been amended as follows:</p> <p>In relation to monitoring the delivery of the Safe road and roadside outcome and taking into account that most of the island roads may have not encountered any Killed and Seriously Injured casualties, therefore a casualty rate cannot be calculated, the “infrastructure” KPI has been reworded as follows to: Percentage of distance driven over roads with a casualty rate below an</p>																																				

	<p>appropriate threshold or over roads with a risk rating above an appropriate threshold (this KPI will still need further work to be done with stakeholders to take account of the particularities of the Island Councils).</p> <p>In relation to monitoring the delivery of the Post-crash Response outcome, the “post-crash” KPI of “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” is using data collected by the Scottish Fire and Rescue Service Incident Recording System. It is disaggregating time in six classifications, including “remote rural” and remote small towns” which are where island communities will be referred to. In addition there is no time target associated with this KPI which would have dis-benefitted island communities otherwise.</p> <p>Regarding third concern raised, a new third tier has been introduced to RSF2030 governance structure. The sole aim of the Local Partnership Forums (LPFs) is to improve communications and knowledge sharing between national and local level. LPFs Secretariat function is undertaken by Transport Scotland and this will benefit road safety groups/partnerships/forums (e.g. Highland and Islands Road Safety Officers Group) that represent local island communities.</p> <p>RSF2030 identified the ageing population as a challenge due to age-related frailty as one of the main reasons why older road users are more likely to suffer death or serious injury in a collision. The island communities will likely age as well, bringing the issue of formal fitness to drive evaluation at the forefront. This evaluation is being delivered by the Scottish Driving Assessment Service based within the SMART Centre, Astley Ainslie Hospital, Edinburgh. The Service has the remit to advise patients and their doctors of individual medical fitness to drive. They receive referrals from GPs and Consultants throughout Scotland, and from the medical advisors at DVLA as part of their medical enquires in relation to licence holding. Islands patients have to travel to Edinburgh. As RSF2030 does not go into such detail in terms of future initiatives, this will be for subsequent Delivery Plans to address this issue when it arises by for example providing a mobile service or a fixed one closer to the island communities.</p> <p>Taken as a whole, the final RSF2030 provides a positive framework to, within the context of the road safety system, enhance the prosperity and health of Scotland's island communities. However, the strategic nature of the RSF2030 and its universal focus limits the identification of specific impacts on island communities at this stage. Subsequent RSF2030 delivery plans either national or local will translate RSF2030 strategic actions into detailed actions to deliver the vision and outcomes of RSF2030</p>
Step Seven: Publishing your ICIA:	The ICIA will be published at the same time as the finalised RSF2030 on Transport Scotland website.
ICIA completed by	<p>Position: Bertrand Deiss, Head of Road Safety Policy, Transport Scotland</p> <p>Signature: </p> <p>Date completed: 29 January 2021</p>
ICIA approved by	Position: Hugh Gillies, Director of Roads, Transport Scotland

Hugh Cillies

Signature:
Date completed: 24 February 2021