

Title of Strategy	Scotland's Road Safety Framework to 2030 (RSF2030)
<p>Summary of aims and expected outcomes of strategy, proposal, programme or policy</p>	<p>This summary template captures and summarises how equalities assessment, in relation to the Fairer Scotland Duty, has influenced the final RSF2030.</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 organisations such as Age UK or 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 draft 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 out-with the Framework.

	<p>v. A comprehensive performance management system composed of interim targets to 2030, intermediate outcome targets and key performance indicators (KPI).</p> <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>
Summary of evidence	<p>Most deprived areas are more prone to road casualties (Faculty of Public Health). 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,¹ 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 2009/13 the pedestrian casualty rate for adults was 2.4 times higher in the most deprived quintile compared with the least deprived, and 3.2 times higher for children. The table below provides the latest data from the MAST analysis platform on road safety which indicates the overall casualty rate in the more deprived 10% SIMD compared to the least deprived 10% SIMD has reduced to 1.6.</p>

¹ [Pedestrian_and_cyclist_casualties_analysis_FINAL.pdf \(gcph.co.uk\)](#)

SIMD quintile	All casualties (annual average for 2006-2010)	Casualty rate compared to the least 10% (each quintile represent same number of population per quintile)	All casualties (annual average for 2015-2019)	Casualty rate compared to the least 10% (each quintile represent same number of population per quintile)	% Casualty number reduction in 2015-2019 compared to 2006-2010
More deprived 10%	1651	1.4 higher than the least 10%	1125	1.6	-31%
More deprived 20%	1468	1.3 higher than the least 10%	914	1.3	-37%
Least deprived 10%	1134	N/A	680	N/A	-40%

In *Inequalities in Mobility and Access in the UK Transport System*² published in March 2019 the authors found that disadvantaged road users are at higher risk of injury and death. There is a significant causal relationship between increased motorised transport and increased road casualties and deaths: people from deprived neighbourhoods are more likely to be injured or killed as road users (Ward et al., 2007). People in the highest socio-economic groups (SEGs 1 & 2) were found to be substantially less at risk of death as car occupants than people in the lower groups (SEGs 4 & 5). 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). Despite the fact that rates of death from injury among children have fallen in England and Wales over the past 20 years, serious inequalities in injury and death rates remain, particularly for pedestrians and cyclists (Edwards et al., 2006). 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 having access to few safe, secure, and well-maintained public spaces and costliness of leisure venues (Christie et al., 2007).

*Sustrans: Cycling for everyone: a guide for inclusive cycling in cities and towns*³ published in 2020 found that the main reason most people do not cycle in the UK is because they think it is dangerous. Bike Life, the largest assessment of cycling in cities and towns found only 38% of residents feel that their city is a good place to cycle. Almost three quarters of urban residents (74%) think safety for cycling needs to be improved. Risk is not

² Future of mobility: inequalities in mobility and access in the UK Transport System (publishing.service.gov.uk)

³ https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf

shared equally. The chance of being in a collision is often worse for certain people:

- People living in disadvantaged areas are more likely to live in proximity to high volumes of fast-moving traffic and have higher levels of on street parking. This increases road traffic risk.

In their *Seat Belts: The Forgotten Road Safety Priority*⁴ report published in April 2019 the Parliamentary Advisory Council for Transport Safety (PACTS) found the following which can be replicated in Scotland: seat belt non-wearing is more prevalent amongst some socio-demographic groups and in certain conditions. Stats19 data shows that seat belt non-wearing is more prevalent amongst men and young people, namely those aged 16-35. Seat belt non-wearing is also more common amongst those who live in the UK's most deprived areas, those that travel in the passenger seats, and those that drive older cars. The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small areas in England. On this scale, people are divided into 10 equal groups (deciles). These range from the most to the least deprived 10% of areas. As can be observed in Figure 9, in the years 2013 to 2017, both the percentage of unbelted KSIs as a proportion of each decile and the total number of unbelted KSIs tended to be higher at higher levels of deprivation and lower at lower levels with a factor of about two across the range of ten levels. In particular, both proportions and numbers were highest amongst those whose home post codes were registered to be in the most deprived ten percent of areas. The least deprived ten percent of areas had the second lowest percentage of unbelted KSIs as a proportion of that decile and the fewest total number of unbelted KSIs out of all of the IMD groups.

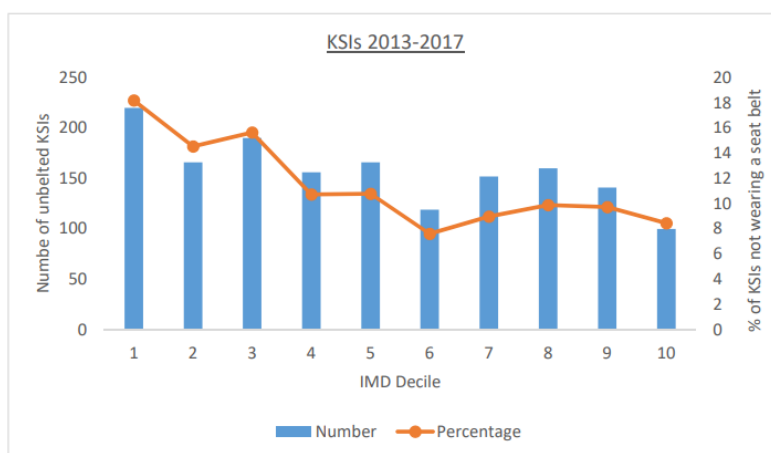


Figure 9: KSIs 2013-2017 IMD decile

In interpreting these results, it is important to recognise the limitations of IMD analyses. IMD is a measure of relative deprivation based on quantifying income, employment, education, health, crime, housing and environment. It does not provide any detail about the lifestyle or personality of individuals. Whilst this data shows, for example, that the total rate and number of unbelted KSIs was highest amongst those whose home post codes were registered to be in the ten percent most deprived areas, it does not necessarily provide any indication as to any individual's level of deprivation.

⁴ Final-Full-Web-Version-16.05.2019.pdf (pacts.org.uk)

Summary of assessment findings	<p>RSF2030 has identified speed management as a challenge, defined as road users not travelling at appropriate speeds, in its effect on road casualties. 82% of all pedestrian serious casualties occur on 30 mph roads (mostly urban and sub-urban roads). The RAC Report on Motoring 2019 found non-compliance with 20 mph was up from 39% to 44%. The three-year study by the Department for Transport into the effectiveness of sign-only 20 mph limits found that lack of enforcement and lack of concern about the consequences of speeding were the primary reasons given for non-compliance. RSF2030 has set out speed as one of the 5 Outcomes to deliver its vision; Road users understand and travel at appropriate speeds to the conditions and within the speed limits. To address the challenge of speed RSF2030 has identified the following Strategic Action in relation to speed: we will deliver a range of speed management initiatives to support the Safe System. Education, for example social marketing campaigns or (potential) speed awareness, as part of wider Road Traffic Diversionary Courses, will be key to ensuring road users understand why speed limits are set in any particular area, and the need to comply with them. Driving/riding to the conditions, particularly in bad weather and on congested roads, is an important skill to gain. Engineering: consideration should be given to undertaking a National Speed Management Review that would look at what appropriate speeds mean in a Scottish context. Enforcement of speed through traditional use of road policing, and fixed and mobile safety cameras will also form part of this strategic action. Continuing to embrace new technology and opportunities, such as processing dashcam footage will also be key to achieving success. RSF2030 clearly states that Transport Scotland published the Good Practice Guide on implementing 20 mph speed limits to promote the introduction of 20 mph and are supportive of these limits in the right environment (Encouragement).</p> <p>The delivery of this Strategic Action will be monitored through the tracking of the Intermediate Outcome Target of percentage of motorists driving/riding within the posted speed limit also through tracking the difference in this percentage in different SIMD quintiles. We can ensure all of the above efforts in Education, Engineering, Enforcement and Encouragement will make areas of deprivation safer, if these efforts are delivered across Scotland and including these areas of deprivation.</p> <p>In addition RSF2030 acknowledged Active & Sustainable Travel as another challenge; we know the perception of urban and rural roads as unsafe is a barrier against everyday journeys cycling (including on e-bikes), walking or using micromobility devices - such as e-scooters, hoverboards or segways. That is why measures which encourage these mobility choices need to take safety considerations into account systematically, as does RSF2030. To address this challenge RSF2030 has identified the following Strategic Action in relation to Active & Sustainable Travel: we will ensure road safety remains a key focus of active & sustainable travel in Scotland. The current push towards more active and sustainable travel needs to consider road safety issues and outcomes from the initial concept/ design phase. In addition, active travel initiatives will have to support tackling the so-called 'safety in numbers' effect. Active & sustainable travel contributes to better place-making which, in turn, contributes to safer places, including from a road safety perspective.</p> <p>RSF2030 introduced a new Strategic Action around Inequality: we will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation. It is supported by the following</p>

	<p>Intermediate Outcome Targets: the casualty rate for the most deprived 10% SIMD areas is reduced to equal the least deprived 10% SIMD areas. The delivery of this Strategic Action will be monitored through the tracking of this Intermediate Outcome Target in addition to the Interim target to 2030 of 60% reduction in children (aged <16) killed or seriously injured. This will make areas of deprivation safer once a more cohesive and comprehensive national network of safe well-designed walking and cycling routes, including in areas of deprivation is delivered through the delivery of the Active Travel Framework.</p> <p>We will continue to work closely with the road safety charity BRAKE in linking in to their planned work on a national conversation on road safety.</p> <p>Finally RSF2030 has set out 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 - as one of the 5 Outcomes to deliver its vision. This will be delivered through a Strategic Action in relation to Change in Attitudes & 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. Implementing a national conversation on road safety will encourage greater personal responsibility and a change in perception which, ultimately, should lead to a transformation of the road safety culture. The over-riding priority is to highlight the impact of road casualties on communities and the costs to everyday people and their families; while also important to the economy, the emphasis should not simply be about the inconvenience of road closures and delays. Potential activity could include celebrity/ online-influencer input; a road safety week with planned events; an online knowledge portal; social media campaigns; and competitions for children and their parents/carers. The delivery of this Strategic Action will be monitored through the tracking of the following KPIs: Percentage of motorists driving within the speed limit, percentage of drivers not distracted by a handheld mobile phone, percentage of vehicle occupants wearing a seatbelt or child restraint system correctly and percentage of drivers/riders driving within the legal limit for alcohol or specified drugs. The delivery of this Strategic Action will make areas of deprivation safer if supporting data is collected in these areas as well.</p> <p>Given the above we have sign-posted the Active Travel Framework ⁵ throughout RSF2030 and replicate the Active Travel Framework outcome indicator around Perceptions of Safety of Walking and Cycling, as part of RSF2030 performance management. We have also introduced a new dedicated Strategic Action around Inequality: we will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation. It is supported by the following Intermediate Outcome Targets: the casualty rate for the most deprived 10% SIMD areas is reduced to equal the least deprived 10% SIMD areas.</p>
Sign-off	Hugh Gillies

⁵ Active Travel Framework (transport.gov.scot)

A handwritten signature in black ink that reads "Hugh Cullies". The signature is written in a cursive style with a large 'H' and a long, sweeping underline.

24 February 2021

Director of Roads, Transport Scotland