

EQUALITY IMPACT ASSESSMENT RESULTS

Title of policy	Scotland's Road Safety Framework to 2030 (RSF2030)
Summary of aims and desired outcomes of policy	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.
Directorate: Division: Team	Transport Scotland: Roads Directorate: Road Safety Policy

Executive summary of RSF2030

The RSF2030 comprises:

- 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).

vi. A new third tier in its governance structure - Local Partnership Forums to improve communications and knowledge sharing between national and local level.

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.

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.

Background

Scotland's Road Safety Framework ended 31 December 2020 and Transport Scotland has developed a world-leading framework to 2030 in partnership with the road safety community and our key stakeholders.

Transport Scotland officials engaged relevant stakeholders through discussions and workshops to support both the development of RSF2030 and the implementation of applicable statutory equalities duties, including the public sector equality duty, from the outset.

Transport Scotland organised four workshops, ensuring that there was a broad range of stakeholders attending them (100 individual organisations in total) to give consideration to the wide range of matters covered by each workshop topic, namely speed (held on the 7 December 2018), Vulnerable Road Users (10 April 2019), Age (8 May 2019) and Occupational Road Risk (5 June 2019). A Stakeholder working group, to agree the steps taken so far and assist in developing the public consultation document and next steps, convened four times on 28 November 2019, 23 January 2020, 23 November 2020 and 7 December 2020. It comprised a wide range of road users and road safety partners such as pedestrians (Living Street), cyclists (Cycling Scotland and Cycling UK), young people (Young Scot), older people (Age Scotland), horse riders (British Horse Society), motorcyclists (MAG), drivers (IAM RoadSmart), Police Scotland, Scottish Safety Camera Programme, RoSPA, Road Safety Scotland, CoSLA, etc.

This exercise identified a variety of perceived inequalities and potential impacts of the strategy on persons relating to protected characteristics.

The draft RSF2030 went into public consultation between 8 September and 1 December 2020.

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:

- Public Sector Equalities Duty (PSED)– Section 149 of the Equality Act 2010;
- Fairer Scotland Duty – Section 1 of the Equality Act 2010; and
- Island Communities Impact Assessment – Sections 7, 8 and 13 of the Islands (Scotland) Act 2018.
- Child Rights and Wellbeing Impact Assessment - Section 1 of the Children and Young People (Scotland) Act 2014 and the United Nations Convention on the Rights of the Child (UNCRC).

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.

The scope of the EQIA

Road safety affects all road users across the range of protected characteristics for example:

- Age: for example young children cycling to school or older drivers
- Disability: for example wheelchair users crossing the roads or visually-impaired pedestrians sharing pavement with e-scooter users
- Sex: for example women and men who ride motorcycles
- Gender reassignment: N/A
- Sexual orientation: N/A
- Race and religion or belief: RSF2030 has used the socio-economic disadvantage of area of deprivation as a proxy to this protected characteristic
- Pregnancy and maternity: for example pregnant women car drivers

Reflecting the high level and strategic purpose of the document, all components of the RSF2030 have been designed to apply universally rather than to target specific demographic groups, although RSF2030 recognises that some age groups face different road safety issues. Road safety improvements to roads system and the resulting reductions in road casualties, climate sustainability, inclusive growth, and health and well-being can be expected to impact all people in Scotland.

Key Findings

Taken as a whole, the final RSF2030 provides a positive framework to, within the context of the road safety system, eliminate discrimination, harassment, victimisation, advance equality of opportunity and foster good relations between people with or within individual protected characteristics.

However, the strategic nature of RSF2030 and its universal focus precludes at this stage the identification of specific impacts on persons with individual protected characteristics, even if some targets to 2030 have been set in relation to the age characteristic, i.e. 60% reduction in the number of children age 16 killed or seriously injured and the intermediate outcome targets of : 70% reduction in road users aged between 17 to 25 killed or seriously injured and 20% reduction in road users aged 70 and over killed or seriously injured.

Recommendations and Conclusions

As detailed below, key inequalities of relevance to road safety and as identified through the implementation of the PSED have been addressed in the development of RSF2030 by framing the document around relevant strategic outcomes, strategic actions and key challenges, particularly around tackling lower health expectancy due to socio-economic disadvantage of areas of deprivation, considered as a proxy for race/ethnicity inequality. In instigating the solutions to the inequalities challenges final RSF2030 followed Motability Access' recommendation that EqIAs MUST be carried out on the subsequent RSF2030 Delivery Plans that will set out specific solutions/initiatives to ensure that inclusion is always at the heart of any and all actions and policies. RSF2030 will add wheeling whenever walking and cycling are mentioned and ensure that any and all marketing campaigns be informed via a number of mediums, including 'Easy Read', BSL and other methods of inclusive communication to ensure inclusion at all times.

The dedicated Strategic Action on Education - we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users - will be amended to ensure road users realise that some people are disabled and as such may require a little more consideration by them.

In response to the issue disabled people may face as far as their fitness to drive is concerned, RSF2030 future delivery plans will ensure that 'driver

assessment centres' are available and close to their patients to ensure that disabled and older people have the skills and confidence to drive safely in today's busy roads whether that be country, urban or motorway driving. The Scottish Driving Assessment Service based within the SMART Centre, Astley Ainslie Hospital, Edinburgh has the remit to advise patients and their doctors of individual medical fitness to drive and is only one centre in Scotland. As the population is ageing, more driver assessment centres are likely to be needed throughout the country. As RSF2030 does not go into such detail in terms of future initiatives, this will be for subsequent Delivery Plans to address this issue by for example by providing a mobile service.

RSF2030 includes a strong focus on monitoring progress in tackling identified Key Challenges and achieving the proposed RSF2030 outcomes and targets to 2030. In this regard, the document commits Scottish Ministers, through Transport Scotland, to evaluate the delivery of RSF2030 annually and to publish this report. This will include assessment against the targets to 2030 set in relation to the age characteristic, i.e. 60% reduction in the number of children age 16 killed or seriously injured and the intermediate outcome targets of : 70% reduction in road users aged between 17 to 25 killed or seriously injured and 20% reduction in road users aged 70 and over killed or seriously injured.

RSF2030 also confirms that the Scottish Government will continue to ensure equality of opportunity and outcome and minimising environment effects are at the forefront of decision making for road safety, with all decisions taken in accordance with statutory equalities requirements and strategic environmental assessment duties.

Declaration

I am satisfied with the equality impact assessment that has been undertaken for Scotland Road Safety Framework to 2030 and give my authorisation for the results of this assessment to be published on the Transport Scotland's website.

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