

Scottish Women's Convention response to:

The Scottish Government

"Scotland's Road Safety Framework to 2030- Draft Public Consultation"

November 2020

Introduction

The Road Safety Framework to 2030 sets out a long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. The journey to achieving this vision will also include ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030. Views are being sought to inform proposals for achieving the targets which will be crucial to Scotland having the best road safety performance in the world.

The Scottish Women's Convention (SWC)

The Scottish Women's Convention (SWC) is funded to engage with women throughout Scotland in order that their views might influence public policy. The SWC uses the views of women to respond to a variety of Parliamentary, Governmental and organisational consultation papers at both a Scottish and UK level.

The Scottish Women's Convention engages with women using numerous communication channels including Roadshow events, Thematic Conferences and regional contact groups. This submission provides the views of women and reflects their opinions and experiences in a number of key areas relevant to women's equality.

The SWC is currently engaging with women through digital roadshows, online surveys, asking women to comment by email and by telephoning those who want to talk. We are also using our wide network to ask women to collate views in their local communities and forward these to us on a regular basis. We are continuing to review innovative ways of engaging with women throughout Scotland using whichever medium is appropriate to them.

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

Women in consultation with the SWC tend to agree that strategies which seek to encompass all aspects of the transport system for road safety, including health and employment outcomes, must work together to ensure a collaborative approach. This should be taken forward and implemented in a way that builds on other Scottish Government commitments, such as the Housing to 2040 Strategy and the implementation of 20 Minute Neighbourhoods, to underline how to tackle road safety challenges within local communities. This should also align with discouraging use of unnecessary travel by using the Road Safety Vision as a component of other transport initiatives, including working to reduce the cost of public transport.

As set out here, the draft Vision is particularly welcome for its emphasis on:

- Both intermediate and long-term measurements and data collection to gauge impact of implementation.
- Strong partnership working combined with a commitment to further collaboration at a more localised level.
- The crucial need to prioritise safety and align it with other pressing policy objectives, such as combatting the climate crisis and reducing health inequalities.
- Incremental targets to ensure consistent analysis of progress is taking place to identify where amendments or adaptations have to be made overall.

Are the outcomes of Safe Road Use, Safe Speeds, Safe Vehicles, Safe Roads & Roadsides and Post-Crash Response to deliver the vision the right ones?

Ensuring a message which has maximum emphasis on safety is seen as a priority to take forward a strategy that can increase road safety for communities. It is of particular importance to highlight the impact of speeding, drink driving and safe road usage in order to illustrate outcomes as both interim targets and long-term goals.

The ways in which women utilise transport is dependent to a large extent on the geographical make up of where they stay. Bearing this in mind, transport must be flexible at a local level with public consultation key to ensuring women's needs are accounted for. In order for these outcomes to work effectively we would include:

- Committing to strong consultation with women in communities who can provide rigorous first-hand knowledge of challenges and potential solutions to achieve outcomes.
- Adapting public messaging across different parts of Scotland, including more ruralised areas where private transport is much more heavily relied upon.
- Allowance of rigorous Equality Impact Assessments at all stages to ensure reduction of inequalities as a priority.

- Involvement of local communities when designing public spaces to encourage use of walkways and green spaces.
- Working with public transport providers to encourage awareness raising of the stated outcomes to their staff and other stakeholders.
- Initiatives to ensure private transport users can access equipment that allows vehicle safety to be of a high standard.
- Accounting for women's safety in terms of public transport, particularly around unsociable hours, when designing policies in line with the above outcomes.
- Ensuring that the design of safety methods including pedestrian restrictions on roads accounts for those with disabilities, such as restricted mobility and other impairments.
- Additional funding to ensure post-crash responses utilise localised knowledge, particularly in rural areas, to minimise time spent travelling to road accidents for emergency services.
- Ensure that transport planning incorporates other goals to reduce inequality, including health and sustainable employment outcomes.
- Accounting for the ways in which women use both private and public transport at a national and local level to understand inequalities within the transport system.

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

Prioritisation of approaches and external factors that influence safety should be fundamental to the success of the Framework. The SWC has heard from women in both rural and urban localities regarding their real lived experiences around transport and road safety. A significant factor that comes up time and time again is the impact of this on women and their families. Prioritisation of key areas in order to focus on preventing casualties for both pedestrians and transport users is therefore crucial. Going forward, this should build on the priority areas of lived experience, accessibility and vulnerable road users in order to not only achieve outcomes but ensure equality is embedded within the Framework.

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

The current challenges as laid out align with many of the issues women have raised with the SWC in line with prioritising road safety. It is of particular use that these correspond with many of the Scottish Government's policy commitments in other areas. Going forward, this should be highlighted to illustrate how the Framework can work to achieve the outcomes of these policies across Government.

Implementation of these at a practical level should also include rigorous equality assessments and consultation with women as caregivers, educators, and leaders within their own communities. Not only will this allow challenges to be met efficiently at both a local and regional level, it can also ensure that the unique obstacles within certain localities are accounted for. Women can then use this

influence to take these solutions forward. In order for this to be of the utmost success, solutions should also include:

- Ensuring any public investment in transport is subject to consultation at both a local and national level.
- Making active use of investment around the key challenges to open up further pathways for women's employment, including creation of apprenticeships in engineering and green jobs creation.
- Ensuring clear and sustainable data gathering that can readily measure how targeting these particular twelve challenges are working in practice.
- Working with the UK Government in reserved areas where this might help to achieve Scotland's targets. For instance, ensuring vehicle standards are legislated for at a UK level which meets Scotland's needs.
- Actively committing to national awareness raising of the challenges to educate the wider public as to how to play a role within the Framework.
- Working with all industrial sectors and trade unions to encourage wider knowledge of health and safety at work, including travelling to and from work.
- Work to increase public perception around road fatalities and casualties by a targeted education drive which incorporates all forms of media, including TV and digital formats.
- Ensure local authorities are allocated sufficient resources to tackle road infrastructure issues in future, including offsetting cuts made over the past number of years which may have led to a decrease in investment for road upkeep.

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

The commitment to continually monitor the strategic actions for their effectiveness and recognition of the need for flexibility is to be welcomed. This is particularly crucial given the differing geographical make up of Scotland's road networks and infrastructure across the country. In line with these actions, ensuring information is available and accessible to women is crucial to the delivery of the stated outcomes. Not only does this cover ways in which information is disseminated both physically and digitally, but also allows women to be aware of consultations within their own communities surrounding the creation and design of policies that will affect them. Other issues of note include:

- Highlighting the impact of road casualties on women and their communities.
- A strident commitment to evidence-led analysis and data collection to measure both short- and long-term success of the strategic actions.

Do you think that the proposed Governance Structure is appropriate?

As reiterated above, having Governance that can apply at a local as well as national level is crucial. This is of particular importance in bringing together collaboration between key stakeholders, including the NHS and other Emergency Services. This structure at national, regional and local levels should ensure sufficient gender balance including a commitment to account for the real lived experiences of women in both rural and urban settings.

Conclusion

The SWC is grateful for the opportunity to respond to the Scottish Government's, "Scotland's Road Safety Framework to 2030 - Draft Public Consultation", regarding women's real lived experiences of road safety and transport access. As an organisation, we will continue to work with women from across Scotland to gather voices and experiences relating to this area and the effect of such policies on equality at both a reserved and devolved level.

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