

Child Rights and Wellbeing Impact Assessment (CRWIA) for the A85 Trunk Road (Methven) (Temporary 20mph and 40mph Speed Restriction) Order 2025

Disclaimer

This document is a point in time assessment of the likely effects of the above-named proposal on the rights and wellbeing of children and young people. This impact assessment should be read in conjunction with other impact assessments prepared for this proposal.

Scottish Government acknowledge the importance of monitoring and evaluating the impact of strategic decisions and legislation on children's rights and wellbeing. Any information gathered during implementation of the legislation or strategic decision to which the impact assessment relates, will be used to inform future determinations of impact. Any new strategic decision or new legislation (including amending legislation) would be subject to a new CRWIA in line with the legislative requirements.

Child Rights and Wellbeing Impact Assessment Template

1. Brief Summary.

Type of proposal

Scottish Statutory Instrument

Name the proposal, and describe its overall aims and intended purpose.

The name of the proposed SSI is the A85 Trunk Road (Methven) (Temporary 20mph and 40mph Speed Restriction) Order 2025 which starts on 14 July 2025 and will be in place for 18 months.

This SSI will have the effect of reducing the existing speed limit from 30mph to 20mph on the main road through Methven for a distance of 1.037 kilometres. For 18 months beginning on 1 August 2025 and ending on 30 January 2027. The exact road description is given in the order. The new 40mph speed limit on approach to Methven from the west is intended to help drivers slow down gradually from 60mph to 20mph as they enter Methven and further support the 20mph speed limit.

The overall aim of this SSI is to reduce speeds on the section of the identified lengths of trunk road in Methven in the interests of road safety and align with the national implementation of 20mph speed limits.

The aim for the national implementation of 20mph speed limits is to expand these across Scotland and ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by the end of 2025. It seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.

The high level strategy is being implemented through a number of SSIs, the specific impacts of which will be assessed through the individual CRWIAs.

Start date of proposal's development: 01 May 2024

Start date of CRWIA process: 17 March 2025.

2. With reference given to the requirements of the UNCRC (Incorporation) (Scotland) Act 2024, which aspects of the proposal are relevant to children's rights?

The speed limit put in place by this order has the potential to have an impact with regards to the following articles from the UNCRC (Incorporation) (Scotland) Act 2024..

- Article 2 Non-discrimination
- Article 6 Life, survival and development
- Article 23 Children with a disability
- Article 24 Health and health services

- Article 28 Right to education
- Article 31 Leisure, play and culture.

Article 6 – will be positively impacted due to improved road safety by reducing the speed limit of vehicles on the affected section of the road.

Articles 23, 24, 28, 31 – Improved safety to access facilities used by children and young people.

Article 2 – whilst it was not initially anticipated that there would be any impact on Article 2, our analysis of the evidence set out at question 3 showed that the proposal may have a positive impact on non-discrimination. Further detail on this is set out at question 8.

3. Please provide a summary of the evidence gathered which will be used to inform your decision-making and the content of the proposal.

From:

- existing research/reports/policy expertise
- consultation/feedback from stakeholders
- consultation/feedback directly from children and young people

Existing research/reports/policy expertise

Evidence from the following reports has been used in making the decision to reduce the speed limit to 20 mph.

- R E Cookson, D C Richards and R W Cuerden (2011), The characteristics of pedestrian road traffic accidents and the resulting injuries, TRL, Transport Research Laboratory, <https://trl.co.uk/uploads/trl/documents/INS009.pdf>
- Transport Scotland (2024), Key Reported Road Casualties Scotland 2023, <https://www.transport.gov.scot/media/vgebxuz3/key-reported-road-casualties-scotland-2023.pdf>
- Glasgow centre for population Health Scotland (2015), Trends in pedestrian and cyclist road casualties in Scotland, https://www.gcph.co.uk/assets/000/000/329/Pedestrian_and_cyclist_casualties_analysis_FINAL_original.pdf?1700036402
- Transport Scotland (2021), Scotland's Road Safety Framework to 2030, <https://www.transport.gov.scot/media/49893/scotlands-road-safety-framework-to-2030.pdf>
- Olowosegun, A.; Fountas, G.; Davis, A. Assessing the Impact of 20 mph Speed Limits on Vehicle Speeds in Rural Areas: The Case of the Scottish Borders. *Safety* **2023**, *9*, 66. <https://doi.org/10.3390/safety9030066>

- Unicef (2022), Technical Guidance for Child and adolescent Road Safety https://www.unicef.org/media/130721/file/UNICEF_Child_and_Adolescent_Road_Safety_Technical_Guidance_2022.pdf
- [The Road Assessment Criteria | Transport Scotland](#)

Qualitative data from Scottish Borders Council trial

Scottish Borders Council (SBC) conducted public attitudinal surveys across the Local Authority Area about the 20mph speed limit trial. While not part of the wider national strategy this was the first area to apply these 20mph speed limit on a temporary basis, monitor and then bring them into force permanently. While specific areas will also gather evidence both for the temporary and potentially permanent future speed limit changes the experience in the Borders provides useful insights and learnings in the planning and development of future orders. The SBC public attitudinal surveys were conducted as an online consultation on a self-selecting basis. It should be noted that there were strong feelings about the introduction of 20mph limits in the Borders. Feedback from their consultation can be found at <https://scottishborders.moderngov.co.uk/ecCatDisplay.aspx?sch=doc&cat=13358>

and specific settlements can be selected including those settlements which are on the trunk road. There was a mixture of positive and negative responses, however those negative responses did not focus on children's rights impacts and were more surrounding concerns that drivers were not adhering to the slower speed, that it was causing frustration with some drivers tailgating or overtaking at dangerous points. Some respondents felt it was causing congestion and argued that that it made it less safe for children due to the behaviour of drivers as a result of being asked to drive more slowly. Below are some positive responses regarding children.

"I welcome 20mph speed limit and gives me slightly more peace of mind when my children are walking but do feel it needs reinforced."

"I think the roads are safer for children and elderly when they are walking. I am in favour of keeping these restrictions".

"It feels safer for me and my children. We can cross the road to the school bus each morning without the same worry and fear caused by speeding vehicles. The noise pollution is also less with slower moving vehicles".

"As a parent of two primary school aged children I found the speed of most drivers through our village terrifying and I still do not feel comfortable letting my young children cross our road as it is too busy. However, I feel that the reduced speed limit has helped reduce the speed of most drivers, if not to 20 then at least to 30 or below. This has made a significant difference to how I feel while walking with my children in the village and we are definitely walking more frequently and feel safer doing so".

Speed Survey Data –Speed survey data has been collected at various points where 20 mph speed limits have been implemented across the trunk road network and has been used to inform decisions as to what stretches of trunk road should have a 20mph speed limit applied. This is further analysed in the response to Question 5.

4. Further to the evidence described at ‘3’ have you identified any 'gaps' in evidence which may prevent determination of impact? If yes, please provide an explanation of how they will be addressed.

No gaps identified.

5. Analysis of Evidence.

The available evidence suggests that Article 6 (right to life, survival, and development) will be positively impacted since:

- ‘The characteristics of pedestrian road traffic accidents and the resulting injuries’ report by Cookson and others showed that someone hit at 30mph is seven times more likely to die than if hit at 20 mph. A lower speed limit would help protect children reducing the risk of death or serious injury should they be struck by a moving vehicle.
- The Key Reported Road Casualties Scotland 2023’ report by Transport Scotland reported that 28% of all pedestrian road casualties were children (263 out of 939) demonstrating how children are disproportionately affected as pedestrian casualties on Scotland’s Roads. Lowering speed limits should encourage lower speed and help to reduce the number of pedestrian casualties that are children.
- A study carried out by Edinburgh Napier University suggests that, by lowering the speed limit to 20 mph, there will be a noticeable reduction in the speeds of vehicles on the road. The introduction of the lower speed limit could reduce the speeds by 3 mph or more. Therefore, lowering the speed limit on the trunk road through Methven has the potential to help protect children as they are vulnerable as pedestrians.

Location	Average 7 day 24 hour	Before (Sept/Oct 2020)	After (Jun/Aug 2021)	Difference	Percentage change
Carlops	mean	26.4	23.0	-3.4	-13%
Hawick	mean	26.9	23.6	-3.3	-12%
Jedburgh	mean	30.4	25.7	-5.1	-17%
Lauder	mean	30.1	25.2	-4.9	-16%
Selkirk 1	mean	28.3	23.3	-5.0	-18%
Selkirk 2	mean	27.1	24.1	-3.0	-11%
West Linton	mean	30.3	25.3	-5.0	-17%

Therefore, if similar speed reductions are seen in the Borders the evidence demonstrates that lowering the speed limit on the trunk road through Methven has the potential to help protect children as they are vulnerable as pedestrians contributing positively to Article 6.

This section of road in Methven was chosen for a reduction in speed to 20mph from 30mph as it contains many houses with their front door opening out onto the main road along with other community facilities including a community centre, shops and a primary school. Therefore, it was more likely for there to be a danger to children in moving around the local area. A reduction in speed here is likely to make it safer, easier and more pleasant for children to move around the area, which has informed the decision, based on the evidence listed at (3) above, to apply a temporary speed limit to this stretch of road. No negative impacts were highlighted in reviewing the evidence.

The new 40mph speed limit on approach to Methven from the west is intended to help drivers slow down gradually from 60mph to 20mph as they enter Methven and further support the 20mph speed limit. 40mph transitions are included based on engineering judgement to suit site by site locations, usually following discussions with police Scotland.

Longer term changes in driver behaviour and safety in this community due to the 20mph limit will not be fully realised until after the implementation of this temporary order and trends begin to emerge. This will inform the decision as to whether to make the order permanent, which is out with the scope of this CRWIA. Further evidence gathering such as speed surveys will take place throughout the duration of this order. This evidence will be used to inform the decision as to whether to make this order permanent and will be included in the CRWIA for any subsequent permanent order.

Consultation/feedback from stakeholders

As this is a temporary provision, when the order is to be made permanent both Police Scotland and the Local Authority will be formally consulted as part of the statutory consultation process.

Consultation/feedback directly from children and young people

As this is a temporary provision, when the order is to be made permanent a public consultation exercise will be undertaken providing the public either to offer support or objection as they feel necessary.

6. What changes (if any) have been made to the proposal as a result of this assessment?

Having gone through this assessment and considering the rights of the child no changes have been made as they would not result in further progression of any of the positive impacts of the intervention.

Conclusion

7. As a result of the evidence gathered and analysed against all UNCRC requirements, what is the potential overall impact of this proposal on children's rights?:

Positive

8. If you have identified a positive impact on children's rights, please describe below how the proposal will protect, respect, and fulfil children's rights in Scotland.

- Article 2 Non-discrimination
 - the assessment of the location criteria for implementing a 20mph is applied universally across Scotland irrespective of the socioeconomics of the locality. Glasgow Centre for Population Health report showed how children from deprived areas are disproportionately affected by pedestrian casualties. Therefore, by implementing the restriction to appropriate roads as defined by the place criteria, this aims to reduce those disproportionately impacted as pedestrian casualties and in turn contributes to non-discrimination.
- Article 6 Life, survival and development,
 - This SSI has the potential to make it safer for children to cross the affected section of road as the relevant section of the road is more likely to be used by pedestrians.; It has been considered appropriate for a temporary 20mph speed restriction to be placed on the section of the road due to factors such as its proximity to schools, community facilities, the density of house frontages etc.
- Article 23 Children with a disability
 - improved safety and the ability to access facilities used by children and young people.
- Article 24 Health and health services
 - improved safety and the ability to access facilities used by children and young people.
- Article 28 Right to education
 - improved safety and the ability to access facilities used by children and young people.
- Article 31 Leisure, play and culture.
 - This SSI could potentially have an impact in increasing access to these facilities by making access safer for those travelling on foot or by bike and allow greater freedom due to improved road safety which we foresee to be a potential positive long-term impact.

9. If a negative impact has been identified please describe below. Is there a risk this could potentially amount to an incompatibility?

It is not anticipated that this proposal will have a negative impact on children's rights as the proposed change to the speed limit does not close any roads, limit or reduce access. While there may be a slightly increased journey time (approximately 39 seconds at Methven when travelling the full 1.037 km length of this restriction at the

posted speed limit), this is considered to be minimal and is intended to contribute to the safer travel to the destinations accessed by these roads.

Lower speed limits along with wider Scottish Government Road Safety Scotland campaigns will help to contribute to a safer environment for children.

Mitigation Record

What options have been considered to modify the proposal in order to mitigate negative impact or potential incompatibility issues?

Please summarise mitigation actions taken below

Issue or risk identified and relevant UNCRC requirement.

Not applicable.

Action Taken/ To Be Taken

Not applicable

Date action to be taken or was taken.

Not applicable

10. As a result of the evidence gathered and analysed against all wellbeing indicators, will the proposal contribute to the wellbeing of children and young people in Scotland?

Yes

By lowering the speed limit, this SSI is intended to contribute to the wellbeing of children. It will likely keep them SAFE and feel NURTURED by making things such as crossing the affected section of road and moving around Methven less dangerous.

Longer term impacts of the lower speed limit on the wellbeing of children could be that if they and their caregivers feel safer it may encourage them to walk, wheel or cycle more, keeping them ACTIVE and HEALTHY. This may remove a barrier enabling them to get around more independently increasing their sense of freedom and ability to participate in activities helping them to ACHIEVE be INCLUDED and feel RESPECTED and RESPONSIBLE.

11. How will you communicate to children and young people the impact that the proposal will have on their rights?

This CRWIA has been written in an accessible format for all children and young people to understand. It will be published on the legislation website under the name 'Child Rights and Wellbeing Impact Assessment' for children and young people to see the impacts that this proposal may have.

Post Assessment Review and sign-off.

12. Planning for the review of impact on children's rights and wellbeing.

As part of the decision-making process, plans for reviewing the impact on children's rights and wellbeing need to be developed.

- How will the impact of the proposal on children's rights and wellbeing be monitored?
- When will you review and update the CRWIA if required?

The impact of this SSI along with others as part of the national implementation on 20mph limits will be monitored over a number of years through a wider study. In addition, the road safety performance of the Trunk Road Network will be monitored.

13. Sign off.

Policy Lead Signature & Date of Sign Off:

Robert W Bain 23 June 2025



Deputy Director Signature & Date of Sign Off:

Stuart Wilson – 11 July 2025

