

Child Rights and Wellbeing Impact Assessment (CRWIA) for the A701 Trunk Road (Dumfries) (Temporary 20mph 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.

The 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 (SSI)

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

The name of the proposed SSI is the A701 Trunk Road (Dumfries) (Temporary 20mph Speed Restriction) Order 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 the Locharbriggs and Heathhall areas of Dumfries for 18 months, beginning 28 November 2025 and ending on 28 May 2027. See the schedule of the order for a description of the specific lengths of the A701 trunk road that will be affected.

The overall aim of this SSI is to reduce speeds on the identified stretches of the trunk road in Dumfries 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 6 (right to life, survival and development)
- Article 23 (rights concerning children with a disability)
- Article 24 (right to health and health services)
- Article 28 (right to education)
- Article 31 (right to leisure, play and culture)

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

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

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

The relevant stretches of road in Dumfries were identified for a reduction in speed to 20mph from 30mph as they contain many houses with their front door opening out onto the main road along with other community facilities including retail premises and a medical centre. 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. As such, it was decided that it would be appropriate to apply a temporary speed limit to these stretches of road. No negative impacts were highlighted in reviewing the evidence.

In concluding that reducing the speed at the identified stretches of road would benefit children and young people, the results of several reports on road safety were considered, as well as data collected from the Scottish Borders Council 20mph trial. Transport Scotland has also used data from numerous Survey Studies to select which parts of the road should have a temporary 20mph speed limit applied.

The Order is also being used to help gather evidence as to whether to make the speed limit of 20mph permanent. This is because 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. 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.

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: <https://www.transport.gov.scot/publication/the-implementation-guide-for-20-mph-speed-limits-in-scotland/the-road-assessment-criteria/>

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.

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.

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 Dumfries 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	30.6	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 Dumfries has the potential to help protect children as they are vulnerable as pedestrians contributing positively to Article 6.

The affected section of road in Dumfries was identified for a reduction in speed to 20mph from 30mph because it contains many houses with their front door opening out onto the main road, along with other community facilities including a primary school, a community hall, shops and a parish church. Therefore, children regularly move around the area. A reduction in speed on the affected section of the trunk road is likely to make it easier and more pleasant for children to move around the area. As such, articles 23, 24, 28, 31 will be positively impacted.

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 children and young people, 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 6 (right to life, survival and development)
 - This SSI has the potential to make it safer for children to cross the identified stretches of the road as the identified stretches of this road are more likely to be used by pedestrians. It has been considered appropriate for a temporary 20mph speed restriction to be placed on the stretches of the road due to factors such as their proximity to schools, community facilities, the density of house frontages etc.
- Article 23 (rights concerning children with a disability)
- Article 24 (right to health and health services)
- Article 28 (right to education)
- Article 31 (right to leisure, play and culture)
 - As trunk roads have the potential to limit or reduce access to facilities due to safety concerns 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?

No negative impacts identified.

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 as the above is a risk associated with human behaviour as opposed to the order itself.

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 identified stretches of road and moving around Dumfries 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 25 August 2025



Deputy Director Signature & Date of Sign Off:

A handwritten signature in black ink, appearing to be 'S. White'.

20/11/25

Date CRWIA team first contacted: Not required.